

Appalachian Highway Corridor H Wardensville to Virginia State Line Project Core Boring Activities (USFS Property)

*Hardy County, WV
State Project X316-H-125.16
Federal Project NHPP(0484)118*

CATEGORICAL EXCLUSION

FINAL

January 18, 2024



Table of Contents

Programmatic Categorical Exclusion Type 2 Form

Attachments

- Attachment 1: Special Provision 107.27
- Attachment 2: Location Map
- Attachment 3: ECZ Map
- Attachment 4: Plan Sheets
- Attachment 5: Photographs of the Project Area
- Attachment 6: Section 7 ESA Packet
- Attachment 7: Bat Bridge Form
- Attachment 8: ArcGIS Screening Map
- Attachment 9: EPA EJ Screening
- Attachment 10: Historic Architecture Clearance
- Attachment 11: Archaeology Clearance
- Attachment 12: WV DNR Consultation
- Attachment 13: WV DEP Consultation
- Attachment 14: Additional Coordination Letters
- Attachment 15: Public Involvement

WEST VIRGINIA DIVISION OF HIGHWAYS

Programmatic Categorical Exclusion Type 2

(For projects that will not result in significant environmental impacts and/or substantive public controversy)

I. PROJECT INFORMATION

Project Name: Wardensville to Virginia State Line Project Core Boring Activities (USFS Property)

State Project Number: X316-H-125.16 Federal Project Number: NHPP(0484)118

Route Number: NA County: Hardy Coordinates: 39.067531, -78.557751 to 39.085577, -78.51

Average Daily Traffic (ADT): Existing: NA Projected: Martha Y. DoByns
Prepared By: Digitally signed by Martha Y. DoByns
Date: 2024.01.18 11:29:25 -08'00'

Category (Identified in 23CFR771.117 (c) or (d)):

Select Categorical Exclusion #: WVDOH Approval: Sondra Mullins
Digitally signed by Sondra Mullins
Date: 2024.01.18 14:51:53-05'00'

(c) 24: Localized geotechnical and other investigations.

Does this project have a federal nexus? Is this project FHWA federally aid eligible? Yes

FHWA federally aid eligible

Is FHWA approval required? Yes

FHWA Approval: THERESA SYDNEY BURKE
Digitally signed by THERESA SYDNEY BURKE
Date: 2024.01.18 15:08:37 -05'00'

Existing Conditions:

The West Virginia Division of Highways (WVDOH) is planning to conduct core boring activities in order to proceed to final design for the Wardensville to Virginia State Line Project, a portion of Appalachian Highway Corridor H in Hardy County, WV. See Attachments for location map and a GIS screening map. A portion of the construction project overlaps the George Washington National Forest (GWNF). Core borings are necessary to 1) understand the geology beneath the future roadway, 2) confirm the feasibility of construction at the proposed locations, and 3) proceed with additional slope designs. The purpose of this project is to conduct exploratory core borings and associated activities for the Preferred Alternative on property owned by the U.S. Forest Service (USFS), i.e., "USFS Property," while avoiding and minimizing impacts. A separate CE was approved in February 2023 for core boring activities on property not owned by the USFS.

Preferred Alternative:

The Preferred Alternative includes performing core boring activities on properties along the alignment of the Wardensville to Virginia State Line Project that are owned by the USFS. The proposed core boring sites lie between the highway project's eastern terminus and a property just west of Slate Rock Run. A separate CE document was approved in February 2023 for the core boring activities in the western portion of the highway alignment. See Attachments for project plan mapping.

The Preferred Alternative activities include: using existing and temporary access roads to transport equipment to the core boring sites; acquiring water necessary to perform the core boring; core boring; disposing of drill water; and reclaiming the disturbed areas. See Special Provisions in the Attachments for restrictions on the pumping and handling of water within the GWNF. The plan includes 127 proposed core boring sites and 6.7 miles of access roads. Access for project activities will be achieved via Forest Service Roads and US 48. The total proposed temporary disturbance for the core bore drilling pads and access roads is approximately 10.9 acres.

No structures will be impacted and no permanent disturbance of the land is proposed. The temporary disturbance of the land will be reclaimed in accordance with WVDOH and WVDEP NPDES standards.

WVDOH will consult with FHWA for the planning and execution of the core boring activities.

Other Alternatives Considered:

Specific locations for the core boring sites and associated access roads have been carefully selected based on the roadway design, geology, and land use history. For areas where cut is designed, engineers typically choose high locations to gain the best understanding of the complete geological profile and the material that will have to be moved. For fill areas, engineers typically select locations that will experience the greatest pressure with construction to best understand the soil's bearing capacity. Additional core locations are selected for areas where there is a known high variability of the strata. Proposed disturbance of land for creating new temporary access roads has been minimized to the extent feasible and practicable for completing the required core borings.

The No Action Alternative was not carried forward because core boring activities must take place in order to construct the Corridor H roadways.

II. IMPACT EVALUATION

2 of 6

A. SOCIOECONOMIC IMPACTS

1. Maintenance of Traffic

NO

2. Public Controversy *

NO

3. Environmental Justice

(ONLY ANSWER (3) if the PCE Category DOES NOT fall within (c) 1-21)

a. Are you taking any right of way?

YES

i. Temporary?

YES

ii. Approximate acreage, if known

10.9 ac

iii. Permanent?

NO

iv. Approximate acreage, if known

Approximately 10.9 acres will be disturbed and then reclaimed for the core boring sites and access roads.

b. Is the project within an EJ community?

NO

See Attachments for EPA EJScreen Report produced May 27, 2022. The screening showed no EJ community for the project area plus a one-mile buffer.

c. Are there any displacements *?

NO

i. residential?

NO

How many?

ii. non- residential?

NO

How many?

d. Will there be any changes to access?

NO

If yes, explain (temporary, permanent, etc.)

e. Was there public involvement for the project?

YES

If yes, were there any environmental justice issues that could result in a disproportionately high and adverse effect raised during the public involvement?

NO

f. Project justification (can be beneficial or not)?

Core borings are necessary to conduct geotechnical studies to 1) understand the geology beneath the future roadway, 2) confirm the feasibility of construction at the proposed locations, and 3) proceed with additional slope designs.

1. History

WVDOH consulted with both the WV State Historic Preservation Office (SHPO) and the US Forest Service regarding the project's potential to impact historic architectural resources. Both agencies concurred with the determination that the project will have no effect on properties eligible for or included in the National Register of Historic Places (NRHP) and that no further consultation is necessary. See letter dated February 7, 2023 in Attachment 10 and email dated June 7, 2023 in Attachment 14.

a. Adverse Effects *

2. Archaeology

WVDOH consulted with both the SHPO and the US Forest Service regarding the project's potential to impact archaeological resources. Both agencies concurred with the determination that the project will have no effect on sites eligible for or included in the NRHP and that no further consultation is necessary. See letter dated February 7, 2023 in Attachment 10 and email dated June 7, 2023 in Attachment 14.

a. Adverse Effects *

C. FORESTS, PARKS & REC AREAS COORDINATION

1. U.S. Forest Service

YES

For temp. impact in the GWNF, the Forest Service has been engaged for drafting the Contract Document (see July 18 and Sept. 12, 2023 emails in Attachment 14). Section 106 concurrence has been received (see Sec. B), and a SUP will be obtained (see Sec. H).

2. US Army Corps of Engineers

NO

3. National Park Service

NO

a. Wild and Scenic River (Bluestone River)*

NO

4. National Wildlife Refuge

NO

5. State Park

NO

6. State Forest

NO

7. State Wildlife Management Area

NO

8. Other Park or Recreational Area

NO

No core boring activities will occur on the Tuscarora Trail.

D. SECTION 4(f) IMPACTS

4 of 6

1. Historic Property *

NO

If yes, what type of 4(f)?

2. Park, Recreational *

NO

If yes, what type of 4(f)?

E. SECTION 6(f) IMPACTS

1. Land and Water Conservation Funds 6(f) Used

NO

If yes, what was purchased with the funds?

2. Is there a *CONVERSION* of 6(f) property *

NO

F. NATURAL RESOURCES COORDINATION

1. US Fish and Wildlife

A Species List and Determination Key has been completed for the project, resulting in a No Effect determination for all Rare, Threatened, and Endangered Species. See Attachments for Section 7 ESA Packet and email confirmation from the USFWS dated November 29, 2023.

a. Formal Consultation *

2. Division of Natural Resources

The agency has been consulted and response has been received. See Attachments for WV DNR letter dated February 7, 2023.

3. Farmland Involvement

YES

a. if yes, approximately how much?

NO

4. Floodplain Encroachment (increase to the regulated surface water elevation (100-year floodplain) of a stream, river or lake)*

H. PERMITS REQUIRED**1. USACE 404**

NO

No impacts to Waters of the U.S. (WOUS) are proposed with the Preferred Alternative.

**a. Nationwide/Regional**

NO

b. Individual *

NO

2. USCG (Section 9 involving a bridge) *

NO

3. USCG (Section 10 doesn't involve a bridge) *

NO

4. Federal Special Use Permit (construction) *

YES

a. National Forest Service *

YES

A Special Use Permit (SUP) is required from the U.S. Forest Service for work within the GWNF.

**b. National Park Service ***

NO

c. US Fish and Wildlife Service *

NO

I. Noise Impacts

NO

Temporary construction noise associated with moving equipment and drilling. The project is a Type III project and therefore does not require a noise study under FHWA guidelines (23 CFR 772).

**a. (Mitigation Required) ***

NO

J. Air Quality Impacts

NO

K. Hazard Waste/ Underground Tanks known within project area?

NO

No known issues. If unforeseen issues arise, WVDOT will coordinate with appropriate agencies to develop and implement remediation plan.

a. If yes, where?**L. Airport Coordination (within 2 miles)**

NO

a. If yes, which airport?

M. Does the project cross state lines? *

NO

6 of 6

III. Public Involvement Type:

Since the 2003 Amended Record of Decision for the Wardensville to State Line Project, there have been three (3) public meetings held for the project as a whole, which includes areas overlapping the GWNF.

+

a. Public Involvement Date:

Public Informational Workshops were held: May 15, 2018, August 18, 2022, and September 21, 2023.

b. Public Involvement Summary:

Three meetings were held in the project area. Notification was widely distributed; display boards and handouts describing the entire construction project were available for review; WVDOH and FHWA personnel were on hand; and comments could be submitted in person or after the meetings.

Summaries of all the workshops and comment periods are included in Attachment 10. With regard to impacts in the GWNF, several commenters expressed concern for impacts to users of the Tuscarora Trail as well as generally to "the recreational enjoyment of the George Washington National Forest." For core boring on property owned by the GWNF, this project has been coordinated with the GWNF and will incorporate protocols in accordance with GWNF guidance.

+

c. Letters submitted to interested parties

WVDOH has coordinated with the US Forest Service. See Attachment 14 for correspondence regarding Cultural Resources and developing the Contract Documents for the project.

+

IV. Action(s) Required

A. Mussel survey/relocation for STATE listed streams

NO

B. Mussel relocation for FEDERALLY listed streams

NO

C. WVDOH Special Provision 107.27, Construction Access and Environmental Permits

YES

*** If you have answered "yes" to any of the *red questions then this project cannot be cleared as a Type 2 PCE (Programmatic Categorical Exclusion). It will need to be processed as a Categorical Exclusion requiring FHWA approval or a higher level of NEPA documentation.**

If the project has changes that are not in this document the project needs to be resubmitted to the NEPA Compliance and Permitting Section for reevaluation. Waste and borrow areas outside of the project limits require a separate clearance document.

Attachment 1:
Special Provision 107.27

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

SPECIAL PROVISION

FOR

STATE PROJECT NUMBER: X316-H-125.16

FEDERAL PROJECT NUMBER: NHPP(0484)118

SECTION 107

LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.27-CONSTRUCTION ACCESS AND ENVIRONMENTAL PERMITS:

ADD THE FOLLOWING SUBSECTION:

107.27.3-Environmental Commitment and Mitigation: The Contractor is advised that this project is located within an area for which the Division has made previous environmental commitments. These commitments were outcomes of the environmental process and are contained in the project's NEPA document, in which the Division has pledged and/or has an agreement to perform an activity at a future time, in effort to avoid, minimize or mitigate impacts.

The fulfillment of these commitments and the associated mitigation are essential requirements that must be incorporated into the construction of the project. The Division has translated the mitigation items so that they are clearly understandable to Contractors and inspectors. The project's Environmental Mitigation Requirements are listed below:

12/05/2023

Appalachian Highway Corridor H

Wardensville to Virginia State Line Core Boring within U.S. Forest Service Property

Hardy County, WV

-
- 1) No streams or wetlands will be impacted
 - 2) No water will be pumped for drilling and related purposes within the National Forest boundary
 - 3) No shale barrens will be affected
 - 4) No removal of rock ledges, shelters, or buildings
 - 5) No removal of tree greater than 3 inches diameter at breast height
 - 6) No removal or trimming of trees greater than 5 inches diameter at breast height
 - 7) No access or work shall occur within the boundaries of the Capon Valley Charolais Farm-Farm & Ranch Lands Protection Program Conservation Easement, as shown in the Contract Plans and attached to this Form.

See the latest version of the Contract's Special Provisions for additional restrictions and rules. The September 5, 2023 version is attached for easy reference.

These provisions include measures developed by WVDOH in coordination with the FHWA, the US Fish and Wildlife Service, and the US Forest Service.

The NEPA documents are included in the contract documents for the project and the Contractor is responsible for adhering to commitments relating to construction activities.

The Contractor is responsible to ensure that the project is constructed in accordance with and incorporates all committed Environmental Mitigation Requirements. Any Contractor proposed changes to the project require additional appropriate agency coordination. Any modification to the Environmental Mitigation Requirements must have agency written approval prior to submitting to the Engineer for approval. No time extensions or additional payments will be made for the Contractor to obtain additional approvals or permits or for changes.

If any of the Environmental Mitigation Requirements are not satisfied or are adversely impacted, construction work shall be stopped until the situation is resolved in coordination with resource agencies.

Unless otherwise stated, all costs of Environmental Mitigation Requirements shall be included in the unit prices on the various pay items, and the Contractor will not be paid an additional amount for such work except as otherwise provide in 104.5.

DRAFT

SPECIAL DRILLING PROVISIONS (SDP)

State Project X316-H-125.16

Corridor H - Hardy County 23/12 – VA State Line

Hardy County, WV

Drilling Contract #2

Revised September 6, 2023

1. Mandatory Pre-bid Meeting: A mandatory pre-bid meeting will be conducted at the Hardy County DOH Headquarters located at 2104 WV Route 55, Moorefield WV, 26836 on January 9, 2024 at 12:00pm EST. Only Drilling Contractors present during the pre-bid meeting may bid on the project. Pre-bid meeting minutes will be prepared as an Addendum and sent via email to all contractors that attended the pre-bid meeting. The Addendum will be considered part of the Contract.
2. NPDES Permit: The WV/NPDES Stormwater Program requires operators of construction sites that disturb one (1) acre or greater, including smaller sites that are part of a larger common plan of development, to obtain authorization to discharge stormwater under a WV/NPDES Construction Stormwater General Permit. WVDOT will submit an NPDES application to register the project. The registration application will not include the site-specific Stormwater Pollution Prevention Plan (SWPPP), Groundwater Protection Plan (GPP), and Karst Mitigation Plan (KMP). The Drilling Contractor awarded the project will be required to submit their SWPP, GPP, and KMP plans to WVDOT for review. If the Drilling Contractor's plans are in accordance with WVDEP requirements, WVDOT will submit a modification to the NPDES permit registration that includes those plans and the Co-Applicant #1 signature page. Upon WVDEP approval of the permit modification, primary permit responsibility will be transferred to the Drilling Contractor. **The Contractor shall have ten (10) working days after notice to proceed to submit to the WVDOT all documents necessary for the NPDES permit.** The Bid Item "WV NPDES Permit" shall cover all expenses associated with obtaining the WV/NPDES Construction Stormwater General Permit. The Bid Item "Reclamation" shall cover all expenses associated with drill pad construction, access road construction, and reclamation activities, which shall include, but not be limited to, backfilling and regrading of access roads to approximate original contours with track hoe, dozer back-dragging, regrading, core boring backfill (non-grout), sump backfill, seeding, fertilizing, straw mulching, silt sock/silt fence installation and disposal, and stone necessary for access points.

3. Example NPDES Permit Documents and Project Specific Estimated Quantities: Included in Attachment #9, available to download from the provided Sharefile link, are example NPDES Permit Documents, including an example SWPP, GPP, KMP, and Erosion and Sediment Control (E&S) Plans, as well as estimated quantities that are provided for the Drilling Contractor's use in determining their Reclamation bid quantity. It should be noted that these quantities are for information only and the contractor is responsible to confirm or revise these quantities as part of the development of the NPDES Permit.
4. Permits: Drilling cannot commence until the Special Use Permit, NPDES permit and Drilling Contractor's Erosion and Sedimentation Control Plan (E&SCP) are approved.
5. Proposal Form Mobilization and Demobilization Percentage: Proposal Form Item No. 1 Mobilization and Demobilization bid price **shall not exceed fifteen percent (15%)** of proposed total cost of the contract (proposed total cost of contract includes sum total of items 2, 3, 4, 5, 6, 7, and 8), **excluding Mobilization and Demobilization**. Any technical errors, math errors or omissions on Proposal Form will deem bid as irregular bid and will be cause for complete rejection of bid.
6. Rig Quantity and Types: A minimum of four (4) drill rigs are required for this Drilling Contract.
7. Right of Entry/ Notification: From the date that the Notice to Proceed (NTP) for drilling is given to the Drilling Contractor, the Drilling Contractor shall not enter upon private property or the George Washington National Forest (GWNF) without the Drilling Contractor notifying the property owner 3 days in advance of mobilization. The Drilling Contractor shall make all attempts possible to contact the property owner 3 days in advance where drilling will take place or where access to the project is necessary prior to mobilizing to the site. A list of available property owner contact information is included as an attachment to the Core Boring Contract. The Drilling Contractor will also provide 3-day notification to the Project Compliance/Erosion and Sediment Control Coordinator (PCC), WVDOH Liaison, District Ranger, and Designated Local Forest Officer. Refer to Item 48A below for contact information.
8. Pre-Construction Meeting: Immediately following NTP and prior to the start of drilling, the Engineer will schedule a pre-construction meeting with the Drilling Contractor. Items the Drilling Contractor will need for this meeting include:
 - a. Drilling Contractor's Draft E&SCP, per SDP #16;
 - b. Designated Staging Areas, per SDP# 20;
 - c. Proposed Secondary Containment for water pump, per SDP# 30;

- d. List of all Subcontractors, per SDP# 32;
9. Completion date: This contract has one completion date: **60 Calendar days** from commencement of work.
10. Rain Days: Rain days will be called in the field by the drill Superintendent, based on the current weather and weather forecast for that day. If precipitation creates wet and muddy conditions that impede access or cause erosion and sedimentation issues, then a rain day will be issued. Rain day will be communicated verbally to drill site superintendent and by email within 24 hours. Completion date will be adjusted accordingly.
11. Partial and Final Payments: Under Item numbers 205.3 and 205.4 of the Core Boring Contract Documents-Partial Payments and Final Payments, the Drilling Contractor will not receive any partial payment until the completion of each core boring and after a final inspection by the PCC and sign off by the PCC for each core boring site and associated access. Final payment will be made after final inspection by PCC and WVDEP has been performed, reclamation of the drill site and accesses to the drill sites are completed to the satisfaction of the PCC and WVDEP and NPDES, and Erosion & Sedimentation Control (E&SC) Permits are closed. A **15% payment retainage** of the total costs will be released as final payment upon final inspection and approval of reclamation for the entire project. Monthly progress partial payments will be made based on each core boring and associated drill access reclamation that is completed, approved and signed off by the PCC.
12. Temporary Traffic Control: The Contractor shall not obstruct access along existing roadways. The Contractor is to use the WVDOT-DOH publication "Manual on Temporary Traffic Control for Streets and Highways", latest edition, in addition to any publications mentioned in Subsections 104.4 and 106.8 for any maintenance of traffic operations.
- See:
- https://transportation.wv.gov/highways/engineering/Manuals/Traffic/TCM_06L.pdf
13. No Access/Disturbance Zone: One area delineated on the Boring Location Plans (Attachment #3), is designated as a No Access/Disturbance Zone. The Drilling Contractor shall not access the area for any purpose.

14. Utilities: The Contractor is solely responsible for verifying the location of all underground utilities prior to beginning drilling operations. Any utility lines or storm sewers damaged during the course of the work shall be repaired at the Contractor's expense.
15. Guardrails, etc.: If the Contractor removes existing guardrails, fences, gates, or other structures to access boring locations, it is the Contractor's responsibility to replace these items to a condition that is equivalent or better than the existing conditions.
16. Drilling Contractors Erosion & Sedimentation Control Plan (E&SCP): The Drilling Contractor shall be responsible for submitting a final E&SCP to the WVDEP for approval prior to the commencement of drilling activities. The low bidder should start development of the E&SCP prior to NTP. The E&SCP will utilize information and figures from the Core Boring Contract and attached NPDES Permit and will include sequence of operations for the drilling, e.g. Install Erosion & Sedimentation Control Measures (E&SCM); Construct Access Road, Construct core boring site and sump; Install core site E&SCM; Drill core boring; Obtain 24 hour reading; Backfill core boring; Regrade core boring site and access; Maintain E&SCM; Seed; Fertilize; and Mulch. Erosion and sedimentation controls must be in place prior to commencing drilling at any drill site.

The E&SCP is to include proposed access to manicured lawn areas on private property to minimize disturbance, e.g., the use of terra matts, plywood, or other means to prevent rutting and minimize disturbance. Drill sites will be limited to 400 square feet of disturbance. Drill access roads will be limited to a 12-foot width. Stone construction entrances will be placed at all new construction access points where repeated access is required, from existing state, local, or private roadways in accordance with WVDEP Erosion and Sedimentation Control Best Management Practice, Section 3.02 Stabilized Construction Entrance. Existing Driveways that are used will have existing surface restored (e.g., by adding and spreading stone of equal quality and gradation) as agreed upon by the Drilling Contractor and Property Owner. The Drilling Contractor is responsible for all detailed arrangements with property owner for access, usage, damage restoration, and final clean up, per Drilling Contract Sections 104.5 and 106.14. Access Points that require stone construction entrance are indicated in Table 48.1: Core Boring Access Points.

17. Best Management Practices (BMP's): BMPs in accordance with Section 106.17 shall be followed. In addition, a Project Compliance/Erosion and Sediment Control Coordinator (PCC) will be on site full-time to deal with environmental issues that may arise. WVDEP Erosion and Sedimentation Control Best Management Practice Manual, Revised August 29, 2016 is attached to Contract for reference, and is available on line at: https://dep.wv.gov/www/programs/stormwater/csw/pages/esc_bmp.aspx.

18. Pre-Drilling and Post-Drilling E&SCM Installation, Reclamation, and Crew: Reclamation shall be the responsibility of the Drilling Contractor. Reclamation costs shall be lump sum and shall include both Pre-Drilling installation and Post-Drilling reclamation:

- a. Pre-Drilling Installation includes:
 - i. Temporary stream crossing timber bridges and associated E&SCM;
 - ii. Tree cutting and brush removal;
 - iii. Core boring access road and associated access roads;
 - iv. Core boring site set up and sump installation;
 - v. E&SCM installation, biodegradable silts socks installation in accordance with special detail, and silt fence installation;
 - vi. E&SCM Maintenance
- b. Post-Drilling Reclamation Includes:
 - i. Core bore backfilling;
 - ii. Core bore site regrading and sump backfill;
 - iii. Regrading of associated access road to the core boring and associated access roads;
 - iv. Seeding, fertilizing and mulching;
 - v. Removal of silt sock and silt fence, and E&SCM maintenance and final removal.
- c. E&SC/Reclamation Crew(s): An E&SC/Reclamation crew or crews consisting of track hoe, dozer, operators, crew leader, and laborers and all ancillary hand tools and/or equipment and materials to perform predrilling E&SCM installation and maintenance and post drilling maintenance, core boring backfilling, and reclamation, is required for this work; the crew is to be separate from the drilling Superintendent, manager, driller and helper, to facilitate installation of E&SCM prior to drilling and provide reclamation of core bore sites, core boring backfilling and access roads as drilling progresses.
- d. Reclamation: Reclamation will include, but not be limited to, backfilling and regrading of access roads to approximate original contours with track hoe, dozer back-dragging, regrading, core boring backfill, sump backfill, seeding, fertilizing, straw mulching, silt sock and silt fence installation and disposal, spot treatment of GWNF roads with WVDOH Standards Section 703, Table 703.4 AASHTO # 1 (assume 1.65 ton per cubic yard/3300 pounds per cubic yard for Rock Borrow); thickness varies, choked on top with Table 704.6.2A Aggregate Class #10 – Crusher Run Material or approved equivalent, cross pipe installation, roadside ditch clean out, and any associated implementation of Best Management Practices for E&SC. Reclamation shall be performed per these Special Drilling Provisions. Sediment and Erosion Control items as shown in NPDES Permit are incidental to Item 6 – Reclamation on

page P-1 of the Core Boring Contract. The quantities for E&SCM provided for information only in the NPDES Permit are maximum quantities based on all temporary access roads and drill sites requiring grading and being disturbed. As the site dictates Drilling Contractor's methods and means, opportunities for minimization of disturbance are to be implemented. Minimization of impact is a priority. **Dozer work and blading should be kept to absolute minimum.**

19. E&SCM Maintenance: All installed E&SCM are to be maintained throughout the project duration, especially within 8 hours after every precipitation event. E&SCM are to be inspected immediately following precipitation events. Coordinate with PCC on required maintenance measures.
20. Staging Areas: Drilling Contractor shall designate staging area for the drilling Operations. The Drilling Contractor will be responsible for all negotiations with all property owners for establishment and use of staging area. Staging area shall be stabilized with geotextile and stone, WVDOH Standards Section 703, Table 703.4 AASHTO # 1 (assume 3300 pounds per cubic yard); thickness varies or approved equivalent stone. The space shall be large enough to support the anticipated support vehicles, inspection vehicles and materials. Drilling Contractor will need to coordinate logistics of material delivery, unloading and storage and assure that delivery vehicles can access designated staging area. Drilling Contractor shall provide proposed staging areas at pre-construction meeting.
21. E&SC Materials Staging: E&SC and Reclamation materials, such as silt sock, silt fence, straw, seed and fertilizer should be staged appropriately along the access roads to facilitate E&SCM installation and reclamation.
22. Water lines: Drilling Contractor is to lay water lines for drilling to minimize crossing impacts. Water line leaks are to be repaired immediately to avoid creating an E&SC issue on access road.
23. Radios: Drilling Contractor shall provide portable two-way radios to personnel for communication purposes.
24. OnStation App: Drilling Contractor's Superintendent shall have the full version of the OnStation app available on their mobile phone and shall use the app to locate and/or move borings, record boring relocations, obtain and geo-reference photographs, and to document boring completion and drilling progress. Information regarding OnStation app is available here: <https://www.onstationapp.com/>

25. Toilet Facilities: Drilling Contractor shall provide and make available toilet facilities for project at Drilling Contractor's designated staging areas in accordance with OSHA Title 29 CFR. 1926.51(c) (1).
26. Road Cleaning: Drilling Contractor shall provide and make available equipment to brush and clean any road of mud or debris, as directed by the Engineer, which may include but not be limited to skid steer with brush roller and bucket, push brooms, and flat shovels.
27. Housekeeping: Drilling Contractor shall provide and make available dumpster and/or container for regular removal of site trash and associated miscellaneous debris from the job site. No Littering; No trash is to be left anywhere on the job site, including but not limited to cigarette butts, food wrappers, lunch items, plastic bottles, tools, piping, and miscellaneous materials. What materials are taken into core bore site will be brought back out and properly disposed.
28. Additional Reclamation Work Recall After PCC Release: Following final reclamation and punch list completion and approval and sign off by the PCC, additional erosion and sedimentation controls and site reclamation may be identified by other Agencies or Private Landowners and require mitigation. The Drilling Contractor and the Engineer will visit areas identified by other Agencies or Private Landowners for additional reclamation and determine course of action and work items to be completed. The Drilling Contractor shall provide a separate cost estimate for additional reclamation, including all costs for materials, labor, and equipment to perform the work. The cost estimate shall be reviewed and accepted by the WVDOH prior to commencement of additional reclamation. The Drilling Contractor shall perform additional reclamation work within 30 calendar days upon receiving written authorization by the Engineer.
29. WVDEP E&SC and NPDES Fines: Any violation fines shall be paid for by the Drilling Contractor at no additional cost to WVDOH or U.S. Forest Service.
30. Spill and Fire Prevention: The Drilling Contractor shall have on each drill rig a fire suppression device and a spill kit with emergency materials and absorbent pads to contain oil, fuel and hydraulic leaks from the drill equipment, water pumps, and to control other critical spill situations at all times. Any leaking rig or equipment shall stop work and address and repair leak immediately. Leaking rigs or equipment shall be repaired at current location and shall not be permitted to tram to staging area. All water pumps shall have secondary spill containment prevention measures in place. The Drilling Contractor shall report any Spill to WVDEP @ 1-800-642-3074. Drilling Contractor will provide

description of proposed secondary containment at pre-construction meeting. Secondary containment is required for water pumps at pumping locations, as follows:

- a. A base must underlie the water pump which is free of cracks or gaps and is sufficiently impervious to contain leaks, spills and accumulated precipitation until the collected material is detected and removed.
- b. The base must be sloped or the containment system must be otherwise designed and operated to drain and remove liquids resulting from leaks, spills or precipitation.
- c. The containment system must have sufficient capacity to contain 10% of the volume of fuel or oil in the water pump, whichever is greater.
- d. Spilled or leaked waste and accumulated precipitation must be removed daily from the sump or collection area, and after every precipitation event, and/or as is necessary or directed by the Engineer, to prevent overflow of the collection system.

31. First Aid: The Drilling Contractor shall have on each drill rig a first aid kit.

32. Section 105 Control of Work, 105.3 Cooperation by the Drilling Contractor: The Drilling Contractor shall have on the work site at all times, as his agent, a competent Superintendent capable of reading and thoroughly understanding the Plans and Specifications, and thoroughly experienced in the type of work being performed, who shall receive instructions from the Engineer or his authorized representatives. Add the following:

- The Drilling Contractor shall submit to the Geotechnical Engineer the resume of the Superintendent for review prior to mobilizing to the project. No work shall be performed by the Drilling Contractor or any subcontractor during the absence of the Superintendent from the project site.
- Drilling Contractor, if using drilling subcontractor, shall provide list of core borings that subcontractor will complete at pre-construction meeting. Drilling Contractor will provide list of all subcontractors on the project.

33. Section 106 Legal Relations and Responsibility to Public, 106.14 Work on Private Property :Add the following:

- The Drilling Contractor shall not enter upon private property without confirming the WVDOH has secured written authorization, or has provided certified letter of intent to access property in accordance with applicable WV law, to perform work on or access across the landowner's property.

34. Section 202 Sample Collection & Preparation, 202.1.2, Standard Penetration Tests & Split Barrel Samples: Add the following:

- The core boring outside diameter will be limited to an 8" diameter nominal hole size.

- For all borings, perform Standard Penetration Tests and Split Barrel Sampling at 5-ft intervals beginning at the ground surface, unless specified otherwise as noted on Attachment #2 – Boring Tabulation.
- It shall also be the responsibility of the Drilling Contractor to provide an adequate number of glass jars with tight-fitting lids in appropriately sized cardboard boxes for storing all split-spoon samples and lab testing requisition. The cardboard boxes and jars shall be in good condition and protected from excessive heat, moisture, and freezing for the duration of the work. It shall be the responsibility of the Drilling Contractor to label all sample containers as directed by the Engineer's field representative(s). In addition, Drilling Contractor is to provide sample bags for obtaining bulk samples, as delineated on the Test Boring Schedule, or as directed by the Engineer's field representative(s). Drilling Contractor shall deliver all samples to the District 5 facility at 386 Sperrys Run Road in Baker, WV. Drilling Contractor is to provide wooden pallets for storage of soil samples in District 5 facility in Baker, WV. Drilling Contractor is to provide secure trailer or other facility at staging area for temporary storage of any soil samples prior to being delivered to District 5 facility in Baker, WV. Drilling Contractor should deliver soil samples to District 5 facility on weekly basis.

35. Section 202 Sample Collection & Preparation, 202.1.3 Rock Core Samples : Add the following:

- Recovery and RQD on rock core runs shall be calculated and recorded on a 5-foot basis. Structure borings, if required, shall be drilled with a split inner core barrel. Recovery and RQD values shall be measured in the split inner barrel prior to removal and placing in the core box. For the purpose of coring rock, coring shall begin when a spoon refusal of 50 blows over 3 inches of penetration or less is achieved during spoon sampling.
- It shall also be the responsibility of the Drilling Contractor to provide an adequate number of dry wooden core boxes that are in good condition and free from previous job markings to store all rock cores. The core boxes must have lid and bottom that secure properly so that the materials being stored are not lost in handling. All lids will be secured with hinges and screws. The box should have a minimum of 4 rows and able to hold the NX or NQ core sufficiently. Drilling Contractor shall deliver all core boxes to the District 5 facility in Baker, WV for Storage. Drilling Contractor is to provide wooden pallets for storage of core boxes in the District 5 facility. Drilling Contractor is to provide secure trailer or other facility at staging area for temporary storage of any core boxes prior to being delivered to District 5 facility in Baker, WV. The Drilling Contractor shall deliver the core boxes and all samples taken to the District 5 facility weekly. Core Boxes will be kept together for each core boring.

Drilling Contractor will deliver empty jars for use for obtaining lab testing. Core boxes are to be separated by Roadway, Structure and Acid Bearing Rock (ABR) testing in the core shed. The Drilling Contractor will deliver ABR Testing core boxes to the designated laboratory every four weeks. Maximum number of core boxes per pallet is 56 (4 across pallet and maximum of 4 feet in height).

36. Definition of Rock: Wherever reference is made to “rock” in Attachment #2, it pertains to bedrock (shale, sandstone, siltstone, limestone, etc.) and the Drilling Contractor should make sure that SPT refusal does not occur in boulders. In case of doubt, the Drilling Inspector should be consulted and the stratum may have to be cored to confirm its integrity.
37. ABR Testing Core Box Handling and Delivery: Drilling Contractor shall deliver all core borings core boxes deemed as ABR Testing to and from the following laboratory:
- Sturm Environmental Services, Brushy Fork Road, Bridgeport, WV 26330.
304-623-6549; 304-623-6552 (FAX)
 - The Drilling Contractor will deliver the Core Boxes to Sturm Environmental Services and when testing is complete will deliver core boxes back to the District 5 facility in Baker, WV. Deliver core boxes once every four weeks. Drilling Contractor to coordinate with lab for delivery and pickups.
38. Drillers Logs: Drillers shall maintain a current record, available for review by the Drilling Inspector, of encountered subsurface conditions during drilling operation on each test boring. Furthermore, the driller shall keep accurate records of encountered anomalous conditions, such as boulders, voids, wet or soft conditions, and ground water, during the drilling of each test boring.
39. Core Bore Locations and Relocations: The Drilling Contractor shall not remove/relocate any boring stakes without permission from the Drilling Inspector. If stakes must be relocated to allow access, the Drilling Contractor shall notify the Drilling Inspector and the Drilling Inspector will relocate the stake(s). Those relocations shall be coordinated with the Drilling Inspector so that there is no interference with required boring inspection. Any boring stake removed/relocated by the Drilling Contractor shall be resurveyed at the expense of the Drilling Contractor. Following completion of drilling each test boring and reclamation work, it is the Drilling Contractor’s responsibility to place the boring stake at the as-drilled location.

Construct access roads such that core boring location is not in middle of access road used as a through way access and precludes others from access past core boring location.

40. Shelby Tubes: Location of Shelby tube samples shall be as designated by the Drilling Inspector. At a minimum, Shelby tubes shall be taken in cohesive soil when the N-value is 4 or less. Shelby tubes will be attempted in an adjacent auger hole as directed by the inspector.
41. Water Level Readings and Documentation: Drilling Contractor is responsible to accurately record and provide zero and 24 hour water levels for core borings. Water level measurements in the core boring will be accurately measured with a water level meter, Solinst Model 101 Water Level Meter, or approved equivalent, capable of accurately recording depth to water level in all core borings. All borings shall be left open for a minimum period of 24 hrs. to allow the specified water level readings to be obtained, unless directed by the Engineer. After 24 hr. water level readings have been made, the borings shall be backfilled in accordance with Special Drilling Provision #42. The Drilling Contractor will provide appropriate means (e.g. PVC pipe) to ensure the integrity of the boreholes during water measurements in addition to safety precautions. The Drilling Contractor shall reclaim each drilling pad location within 48 hours of backfilling the boring and the reclamation of the drilling pad shall be approved by the PCC. Cave in depths shall be indicated on boring logs.
42. Core Boring Reclamation Tracking: Drilling Contractor shall designate site personnel to document, record and track all core boring, 24 hour water levels, backfill and reclamation dates and provide list to PCC on a weekly basis.
43. Core Boring Backfill: All borings shall be backfilled as required by the regulations of the state of West Virginia and in accordance with Section 19, Title 47, Legislative Rule, Department of Environmental Protection Water Resources, Series 60 "Monitoring Well Design Standards", except that borings that are deemed low risk and can be backfilled with drill cuttings shall be backfilled to within 4 feet of the top of the hole with cuttings, then a 3 foot concrete or grout plug shall be placed in the hole with the remaining top 1 foot of hole filled with cuttings. No high risk core borings have been identified for the project. Any Core Borings designated as "wetland" shall be backfilled with bentonite to within 4 feet of the ground surface, then a 3 foot concrete plug shall be placed in the hole with the remaining 1 foot of hole filled with drill cuttings.
44. As-Drilled Core Boring Location/Stake Preservation: Test boring stakes shall be placed at the as-drilled location upon completion of each boring. All other flagging, stakes and markers placed by the Drilling Contractor shall be removed at the time of project completion, unless otherwise needed.
45. Utility Vehicle (UTV) Access for Drilling Contractor: Drilling Contractor shall provide and maintain Utility Vehicles for Drilling Contractor Access to project. Number of UTV's for each drill crew/rig will be based on the Contractor's methods and means.

46. Stone for E&SC: Drilling Contract shall provide equipment capable of hauling stone to any access location within the job site. On road delivery vehicles will not be able to access all locations. Contractor will provide proposed equipment and methods and means of hauling stone on site at pre-construction meeting.
47. Question/Answer Period: Questions arising from review of the Boring Contract Documents can be communicated to West Virginia Division of Highways (WVDOH) by emailing both Aaron Wentz (Aaron.L.Wentz@wv.gov) and Bob Barclay (Bob.B Barclay@terracon.com) before close of business on January 15, 2024. Any questions and their responses will be made available to all bidders.
48. Pursuant with Section 106 Legal Relations and Responsibility to Public, 106.10: Forest Protection, special care shall be taken in conducting operations outside the project area to minimize environmental effects caused by this project and to ensure public safety. Specific provisions that shall be followed during the drilling program outside of the WVDOH proposed project area are as follows:
- a. Work Outside Project Area: The Geotechnical Engineer, Drilling Inspector, and Project Compliance/Erosion and Sediment Control Coordinator (PCC) shall be notified before any work begins outside the proposed project area for a pre-work conference with the WVDOH and National Forest Service, and again upon completion so that an inspection of the area may be made for damages and adherence to the conditions of this permit.
 - i. Geotechnical Contacts are:
 - Geotechnical – Aaron Wentz (Office phone (304) 414-6666, email aaron.l.wentz@wv.gov)
 - Project Compliance/Erosion and Sediment Control Coordinator (PCC) – Margaret England (Office phone (304) 205-1620, email maggie.england@terracon.com)
 - Drilling Inspection – Ryan Prose (Office phone (304) 205-1625, email ryan.prose@terracon.com)
 - Terracon Contact – Project Manager – Bob Barclay (Office phone (304) 205-1601, email bob.barclay@terracon.com)
 - ii. Additional Contacts for work on National Forest Service lands are:
 - District Ranger – Mary Yonce (540)-984-4101, email mary.yonce@usda.gov
 - Designated Local Forest Service Officer – Gregg Slezak (540)-432-8237, email Gregg.slezak@usda.gov

- WVDOH Liaison – John D Barger, PE, Civil Engineer, Monongahela National Forest, 200 Sycamore St, Elkins, WV 26241, (304)-635-4426, email john.barger@usda.gov)

Note: Email is the preferred method of communication for the Forest Service contacts.

- b. **Designated Water Sources:** Pumping water for drilling and related purposes IS NOT permitted within the GWNF boundary. Pumping water shall only be permitted from Trout Run, Waites Run, Slate Rock Run, Cacapon River, unnamed streams, and private ponds (as approved and negotiated by Drilling Contractor with property owner) located outside the GWNF boundary. Pumping water from all other area streams and other water sources will be prohibited. Under no circumstances shall the Drilling Contractor modify any of the above listed streams or other water source, nor shall the Drilling Contractor extract a volume of water significant enough to substantially decrease the flow rate and/or water level. All equipment used for pumping water shall be cleaned and disinfected prior to moving on to the project site. Intake lines shall be equipped with screens to prevent drawing in any aquatic life from the listed streams. All water pumps will have fuel secondary spill containment and spill kits at all pumping locations.
- c. **Temporary Stream Crossings:** Drill rigs and other motorized vehicles may not cross through streams containing water unless appropriate permits have been obtained. It shall be the responsibility of the Drilling Contractor to construct and install temporary timber bridge for all stream crossings. No pipe or fill shall be placed in any stream to construct a temporary crossing. The temporary timber bridges should be in accordance with the special detail included in Attachment 9 Example NPDES Permit Documents – Example ESC Plan, or approved equal. No Permit is required for the Temporary Timber Bridge. Refer to USDA Manual Na-TP-04-04 Portable Timber Bridges as a Best Management Practice in Forest Management, March 2004, for additional information on timber bridges. Crossings are temporary and are to be removed by Drilling Contractor upon completion of work.
- d. **Temporary Stream Crossings/Timber Bridges:** Stream crossings are to use approved timber bridges. Stream crossings are to be at locations designated, unless otherwise approved by the PCC and/or Engineer. Stream crossings are temporary and will need removed by Drilling Contractor upon completion of work. Stream crossings will include but not be limited to the following:
 - i. Silt Socks: Two 8 inch diameter silt socks beneath the timbers on both sides;
 - ii. Length: Lengths vary and are to be determined by the Drilling Contractor. Extend timber bridge minimum of 2 feet beyond bank full area.

- iii. Silt Sumps: Excavated silt sumps in low drainage areas on both sides as approved by PCC;
 - iv. Side Cleats: Wood side cleats, 2"thick x 6"wide wood side cleats to minimize soil debris from entering stream;
 - v. Maintenance: Remove any accumulated mud and debris with flat shovel daily.
- e. Motorized Vehicles (Pickups/other): Motorized vehicle use is allowed only on existing routes, forest roads, and designated access roads that are not excessively wet and are physically capable of supporting the use. Motorized vehicle use elsewhere on National Forest Service land is not authorized, unless approved by National Forest Service Land Officer.
- f. Forest Road Spot Treatment: National Forest Service roads may require spot treatment, other than areas indicated on Core Boring and Access Plan, with crushed rock or gravel in areas of poor road conditions. Input from the designated Local Forest Officer will be used to determine where spot road treatment will be used. WVDOH Standards Section 703, Table 703.4 AASHTO # 1 (assume 3300 pounds per cubic yard); thickness varies, choked on top with Table 704.6.2A Aggregate Class #10 – Crusher Run Material or approved equivalent will be used for forest road repairs or equivalent limestone aggregate, as approved by PCC. Forest Roads #502, #539, and #1018 are planned for use.
- g. UTV/ATV use: ATV use will be authorized on roads, trails, and over National Forest System lands for the duration and purpose of the core drilling project. Minimize disturbance with ATV use on skid trails or woods road by varying the path of travel slightly to avoid creating tracks and ruts that could damage the roots of perennial vegetation and cause soil erosion. Operate vehicles at slow speeds and maintain safe distances between other vehicles. Unsafe use or horseplay with vehicles is not permitted.
- h. Disturbance Restoration: All areas disturbed by the work will need to be stabilized, seeded and mulched in accordance with these Provisions and the Standard Specifications of the Core Boring Contract Documents. All surface disturbances to the National Forest Service land caused by drilling activities shall be repaired and stabilized according to these Provisions approved by the National Forest Service Designated Local Forest Officer and PCC. Drilling Contractor shall photograph all reclaimed areas.
- i. GWNF Roads Restoration: Any ruts on National Forest Service roads or trails created as a result of this project shall be repaired, stabilized and vegetated.
- j. Littering: The Drilling Contractor shall pack out or otherwise remove from the job site all refuse resulting from operations on a daily basis.

- k. Vehicle Cleaning/Seed Transfer: All vehicles and equipment must be free of soil, seeds, plant parts, and other material that could contain or hold seeds when such vehicles and equipment arrive on National Forest Service land. If such equipment leaves National Forest Service land and becomes soiled, it must be cleaned to the above standard prior to re-entering National Forest Service land. Cleaning may not be conducted on National Forest Service land.
- l. GWNF Boundary Protection: Land corners and boundary lines shall be protected. If damaged, a registered surveyor shall replace them to National Forest Service standards at the Drilling Contractor's expense.
- m. Unforeseen Cultural Resources: Any cultural resources discovered during activities shall be reported to the Drilling Inspector or Project Compliance/Erosion and Sediment Control Coordinator at the time of discovery and work shall stop immediately in that area.
- n. Fire Prevention: Drilling reclamation crews shall be equipped with fire suppression tools, and any piece of equipment operated by internal combustion engine shall have a spark arrestor and muffler.
- o. Maintenance and Protection of Vehicle and Pedestrian Traffic: Where conditions warrant, safety signage and a flagging crew(s) may be required to inform oncoming public traffic of all hazards resulting from the Drilling Contractor's operations. This shall be done while working along any road where traffic is likely to occur.
- p. Project Access Locations: The Drilling Contractor shall only utilize the locations listed below to access the project area to drill the test borings. The access point's numbers are shown on the Core Boring and Access Plans.

The intent of providing the below listed access locations is to limit the ground disturbance associated with mobilizing and demobilizing equipment to specified locations, approved by the National Forest Service and/or WVDOH. No other points of access will be permitted unless approved by WVDOH and NFS.

CORRIDOR H - HARDY COUNTY 23/12 TO VA LINE HARDY COUNTY TABLE 48.1: CORE BORING ACCESS POINTS (Locations are Approximate reference to Mainline Station and Offset) (* - Indicates Stone Construction Entrance Required)					
Access Point #	Description	Approximate Station (Mainline)	Approximate Offset (ft)	Latitude (°N)	Longitude (°W)
1*	Forest Road #1018 to GWNF Property	7733+80	40 RT	39.074301	78.541458
2*	Forest Road #1018 to GWNF Property	7739+75	70 LT	39.075411	78.539814
3*	US 48 WV 55 to Hardy Co. PSD 33.6 275 1 to Private Property J&N Faulkner 33.1 275 1 to GWNF Property	299+10	65 RT	39.082025	78.530481
4*	US 48 WV 55 to Private Property J&N Faulkner 34 275 1 to GWNF Property	303+05	175 RT	39.081124	78.529357
5	US 48 WV 55 to GWNF Property to Private Property J&N Faulkner 34 275 1	309+00	30 RT	39.081345	78.527078
6	US 48 WV 55 to GWNF Property	310+55	65 RT	39.081384	-78.526511
7	Forest Road #502 to GWNF Property	311+90	65 LT	39.081875	78.526206
8*	US 48 WV 55 to GWNF Property	7795+70	310 LT	39.082328	78.522569
9*	US 48 WV 55 to GWNF Property	7814+65	35 LT	39.084770	78.516621
10*	Forest Road #539 to GWNF Property	7829+20	70 LT	39.085739	78.511683

- q. Seeding Requirements: Seed mix shall be a native and weed free mix. Straw mulch only will be used. Hay mulch shall not be allowed. The Drilling Contractor shall establish acceptable erosion prevention measures to ensure re-vegetation on areas of ground disturbance in the project area. Re-vegetation measures shall be applied in such a manner and at times as directed by the National Forest Service and/or PCC to establish an acceptable grass or legume cover. Failure to achieve an acceptable ground cover may result in the requirement for additional application of

seed, fertilizer, etc. until acceptable ground cover is achieved. Seed and mulch shall be performed based the criteria provided below:

Temporary Seeding Mixtures		
Variety of Seed	Spring & Summer Mar. 1 – Oct. 31	Fall & Winter Nov. 1 – Feb. 28
	lb per acre	lb per acre
Common Oats	60	
Millet	60	
Cereal Rye		120
TOTAL	120	120

- r. Drilling Adjacent to Streams: No core holes shall be drilled below the ordinary high water mark (OHWM) of any streams. Borings shall be drilled so no drill fluid/water drains into a stream. The drill pad shall be constructed, as shown in the Drill Pad Typical Drawings included in the NPDES permit, to direct drill fluid/water away from streams. Drill sites will be limited to 400 square feet of disturbance. Sediment sumps shall be constructed as necessary, and to the approval of the Geotechnical Engineer/PCC, to prevent drill fluid/water from flowing into streams. Core holes drilled within 350 feet of potable water wells shall be backfilled with bentonite to within 4 feet of the ground surface, then a 3 foot concrete plug shall be placed in the hole with the remaining 1 foot of hole filled with drill cuttings.
- s. Wetlands: No core holes shall be drilled within 50 feet of any wetland or vernal pool encountered in the project area, unless otherwise designated as a “wetland core boring” on the schedule of borings and applicable nationwide permit (NWP) approval has been obtained by the Engineer. Currently, no core borings are planned in wetlands or within 50 feet of any wetland. In the event core borings are required in wetlands or within 50 feet of any wetland, such borings will require temporary matting to minimize rutting and disturbance and reclamation to be free of rutting in accordance with reclamation procedures and to the satisfaction of the PCC. If a vernal pool is encountered at a boring location that has not been identified on the plans, the Drilling Contractor shall contact the Drilling Inspector so that the boring can be moved. These features are characterized by the presence of one or both of the following conditions: 1) standing water at the time of project implementation; 2)

flat terrain or a slight topographic depression that shows signs of having standing water within the past year as evidenced by compacted leaves darkened by water stains or sediment film, green wetland-type plants such as sedges, or water stains or siltation marks on trees, logs, rocks, limbs or other vegetation in the depression or on its perimeter.

- t. Camping Locations: No core holes shall be drilled within 200 feet of a camping area or within 100 feet of designated National Forest Service trails.
- u. Tree and Brush Cutting: Brush clearing shall be limited to not more than what is a necessary width to allow access for drill rigs and associated equipment. Brush and trees may be cut to access drill site to allow rig and boom access. Tree clearing is to be kept to a minimum. No trees larger than 3 inches at breast height shall be cut. Trees will be cut as close to ground as possible with stump remaining. Stumps may need to be removed within main access roads. If stumps are removed they are to be buried in an excavated hole. No removed stumps will remain at grade. Cut trees will be placed on ground and neatly stacked. Trees and brush that are dead or have been downed can be cut to allow access to boring locations within the project area and shall be marked with paint to allow verification that the trees and brush were dead or downed prior to cutting. No trees or brush shall be cut on or at the Access Points unless deemed necessary to access the project area and shall be authorized by the Designated Local Forest Officer and/or the PCC.
- v. Waterbar - per slope Requirements: Waterbars shall be constructed/placed in accordance with the most recent version of the West Virginia Division of Forestry's West Virginia Silvicultural Best Management Practices for Controlling Soil Erosion and Sedimentation from Logging Operations.

Note- Additional waterbars may be required by the National Forest Service or PCC, as deemed necessary to control flow and minimize erosion and sedimentation.
- w. Large Stick Bird Nests: Should operations be ongoing between March 1 and July 25, all Drilling Contractor personnel are to report any large stick bird nests that are discovered to the National Forest Service and halt operations in the area until identification of species is made and appropriate mitigation is determined.
- x. Hunting Seasons: Drilling Contractors are to be aware of all hunting seasons and alert personnel to wearing visible reflective vests or clothing. Drilling is not anticipated to be during the two-week buck firearm season from November 20 through December 3.
- y. Reptiles: Any reptiles that are encountered shall not be harmed or harassed.
- z. Forest Sensitive Species: If any federally listed or National Forest Service sensitive species are encountered during project implementation, the designated

Local Forest Officer shall be notified by the Drilling Contractor immediately so the appropriate management actions can be implemented.

aa. Snow Removal: If snow removal is required, it shall be conducted in a manner that protects roads, ensures safe and efficient transportation of materials, and prevents erosion damage to roads, streams, and adjacent lands. The authorized operator **WILL**:

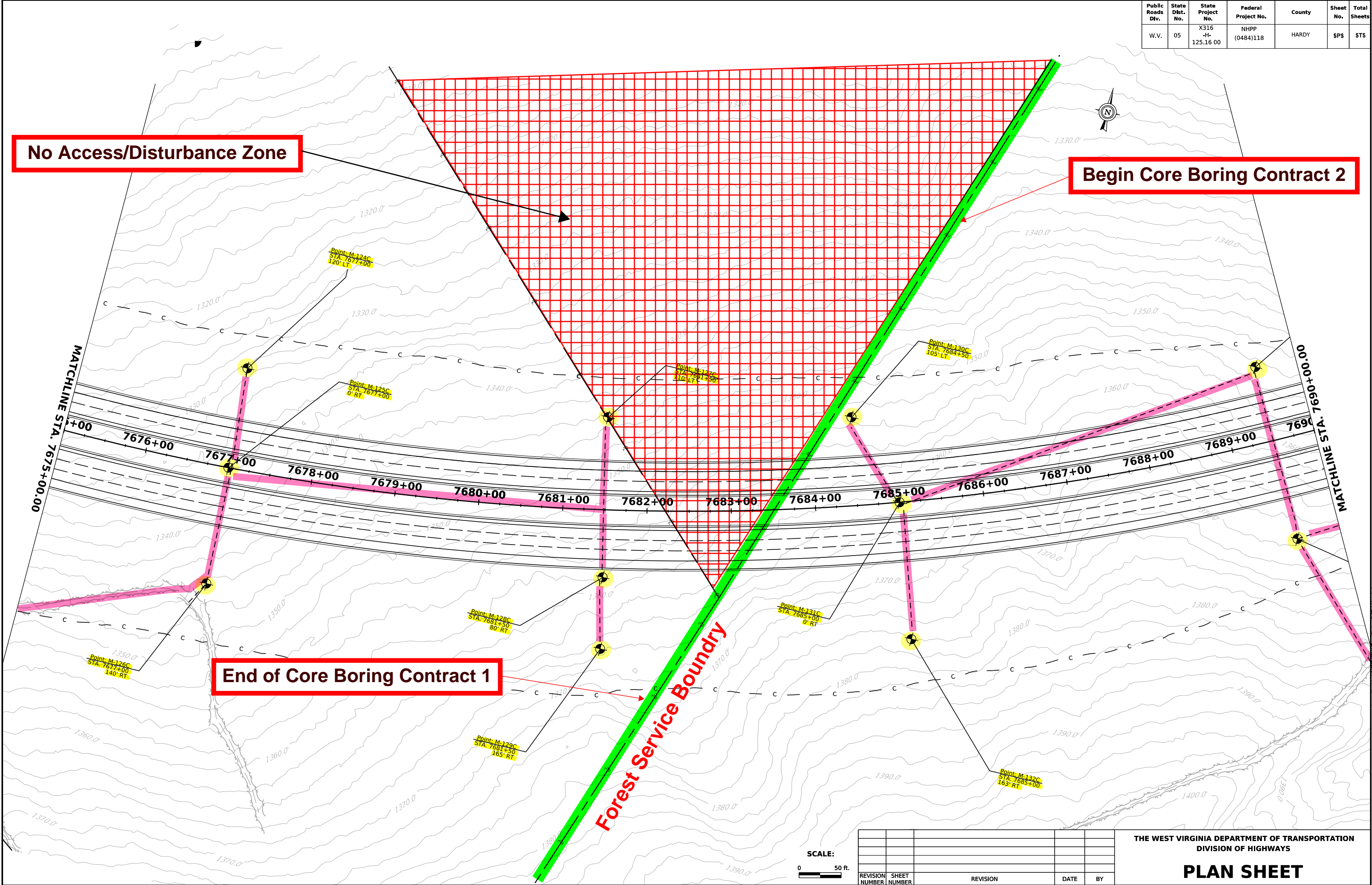
- i. Remove snow from the entire width of the road surface, including turnouts;
- ii. Remove snow slides, earth slides, fallen timber, and boulders that obstruct the road surface;
- iii. Remove snow, ice, and debris from ditches and culverts so that the drainage system will function efficiently at all times;
- iv. Deposit all debris, except snow and ice, removed from the road surface and ditches at locations approved by the PCC and away from stream channels;
- v. Leave at least two (2) inches of snow to protect the road;
- vi. Restore any damage resulting from snow removal in a timely manner;
- vii. Ensure that snow plowing is conducted in accordance with a traffic control plan.

With regard to snow removal, the Drilling Contractor **WILL NOT**:

- i. Undercut constructed slopes or remove gravel or other surfacing material from the road surface;
- ii. Leave snow berms on the road surface. Berms on the shoulder of the road shall be removed or drainage holes shall be opened and maintained. Drainage holes shall be spaced as necessary to obtain satisfactory surface drainage without discharge on erodible fills;
- iii. Use equipment with cleats or other tracks to plow snow without prior written approval of the WVDOH or the National Forest Service.

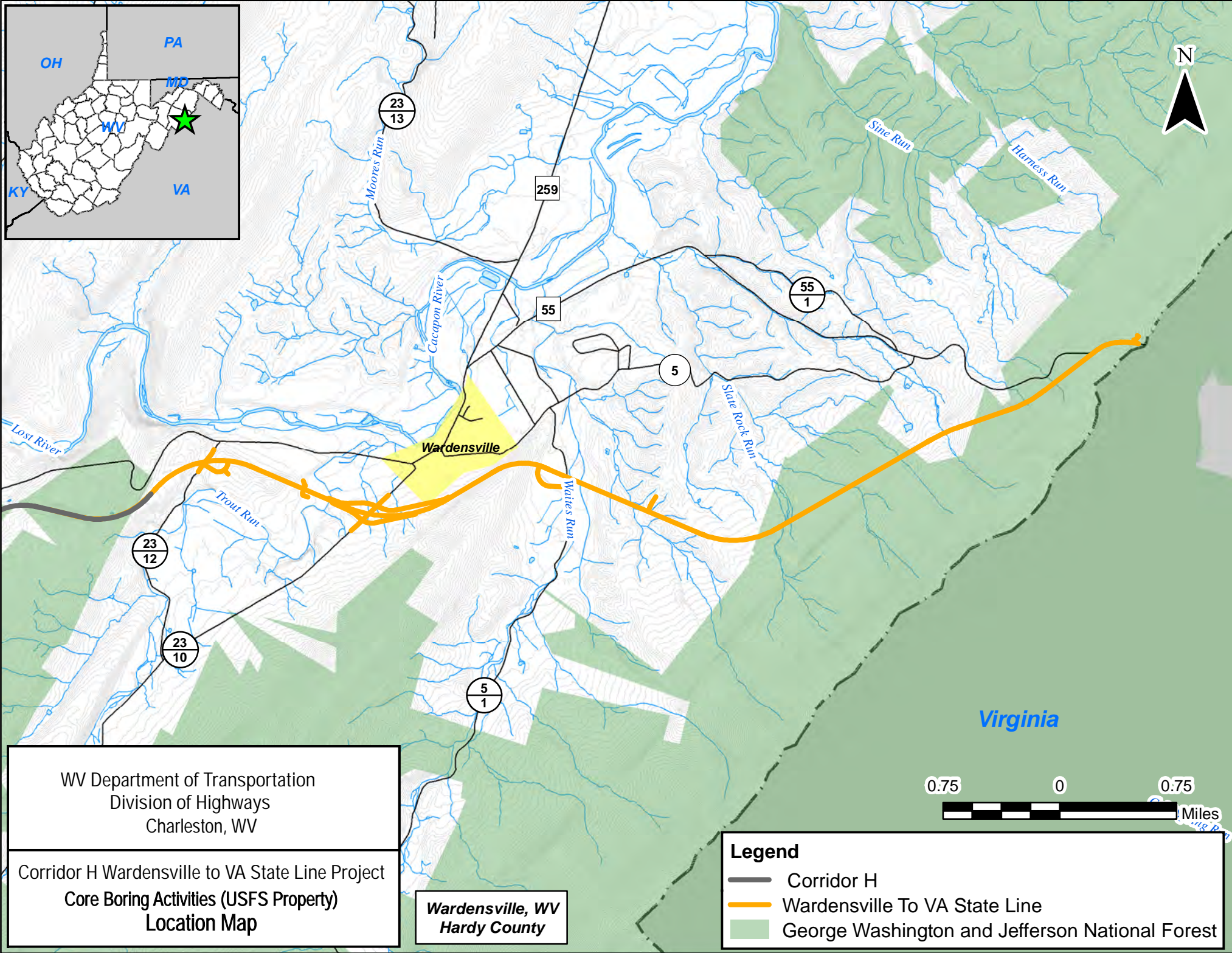
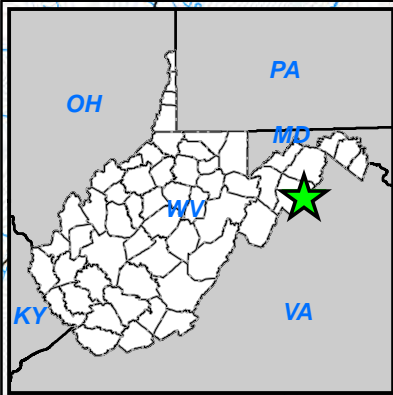
bb. Winching Off Trees: Use of trees for winching drill rig is permitted. The Drilling Contractor shall provide protection of tree from cable by placing sufficient width of rubber tire or approved equal between cable and tree.

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	County	Sheet No.	Total Sheets
W.V.	05	X316 -H- 125.16 00	NHPP (0484)118	HARDY	\$P\$	\$T\$



\$DATE

Attachment 2:
Location Map



WV Department of Transportation
Division of Highways
Charleston, WV

Corridor H Wardensville to VA State Line Project
Core Boring Activities (USFS Property)
Location Map

Wardensville, WV
Hardy County

Legend

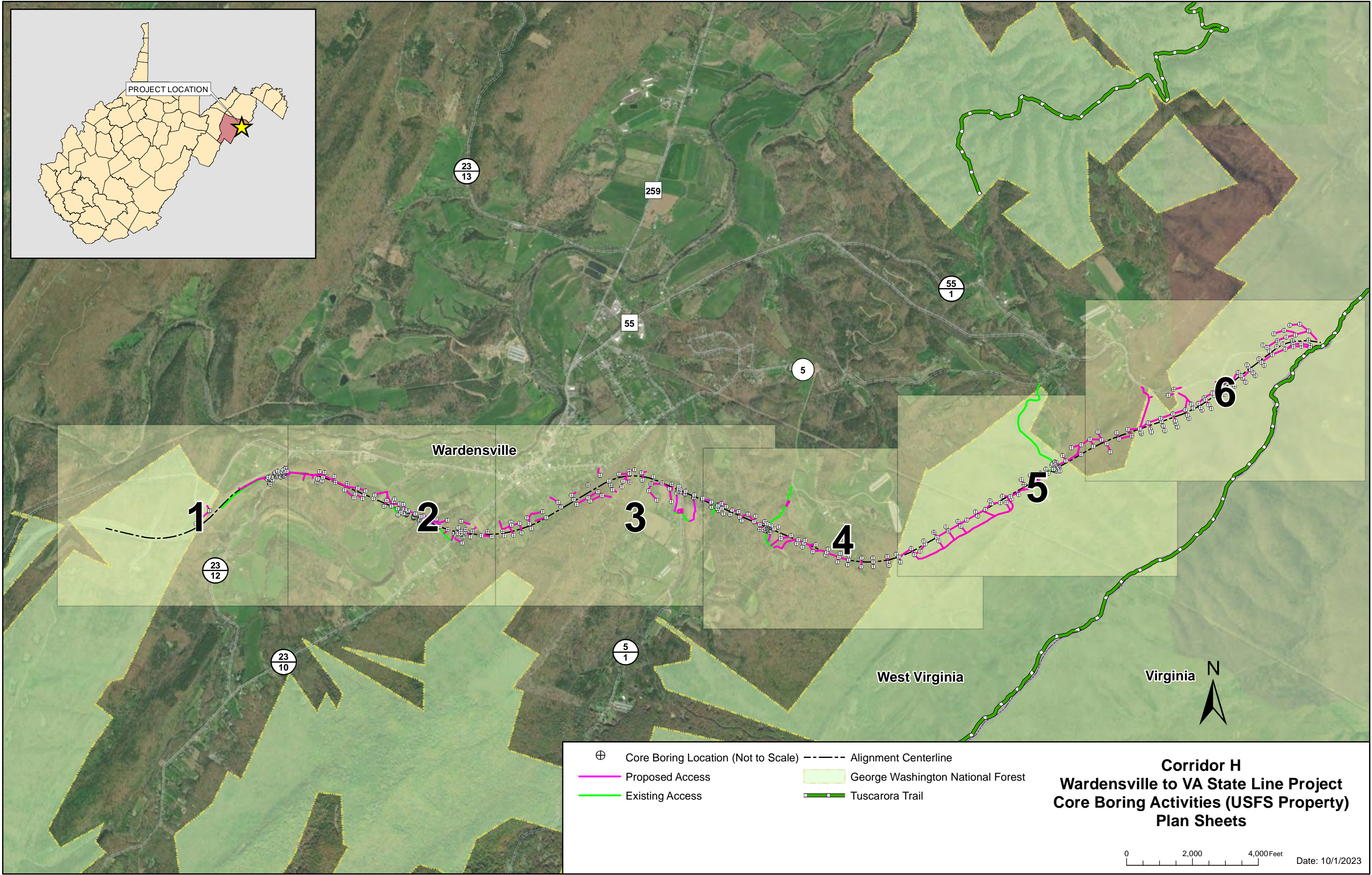
- Corridor H
- Wardensville To VA State Line
- George Washington and Jefferson National Forest

Attachment 3:

ECZ Map

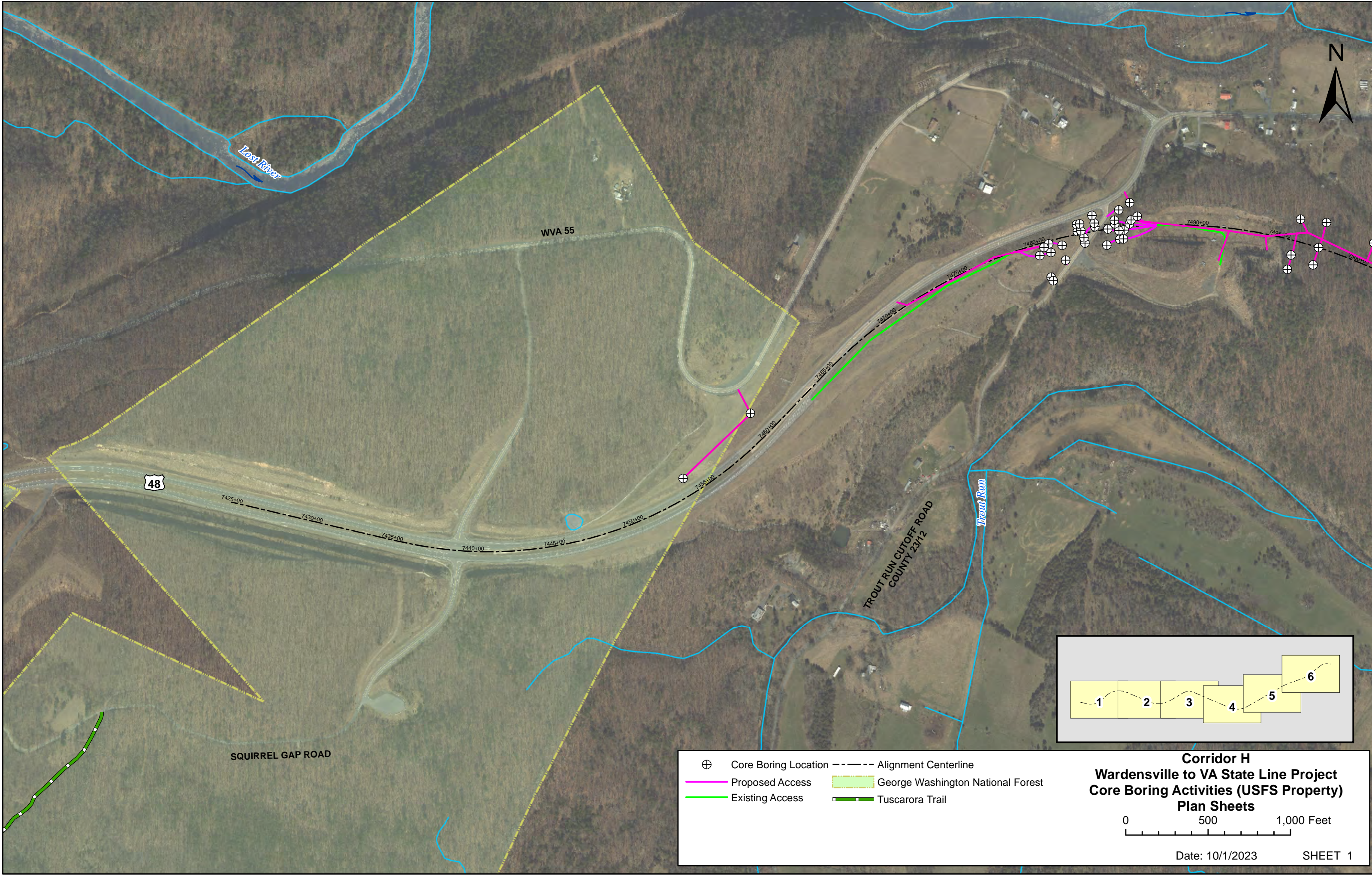
(Not Applicable)

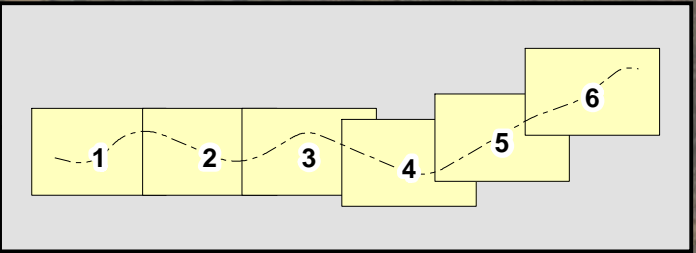
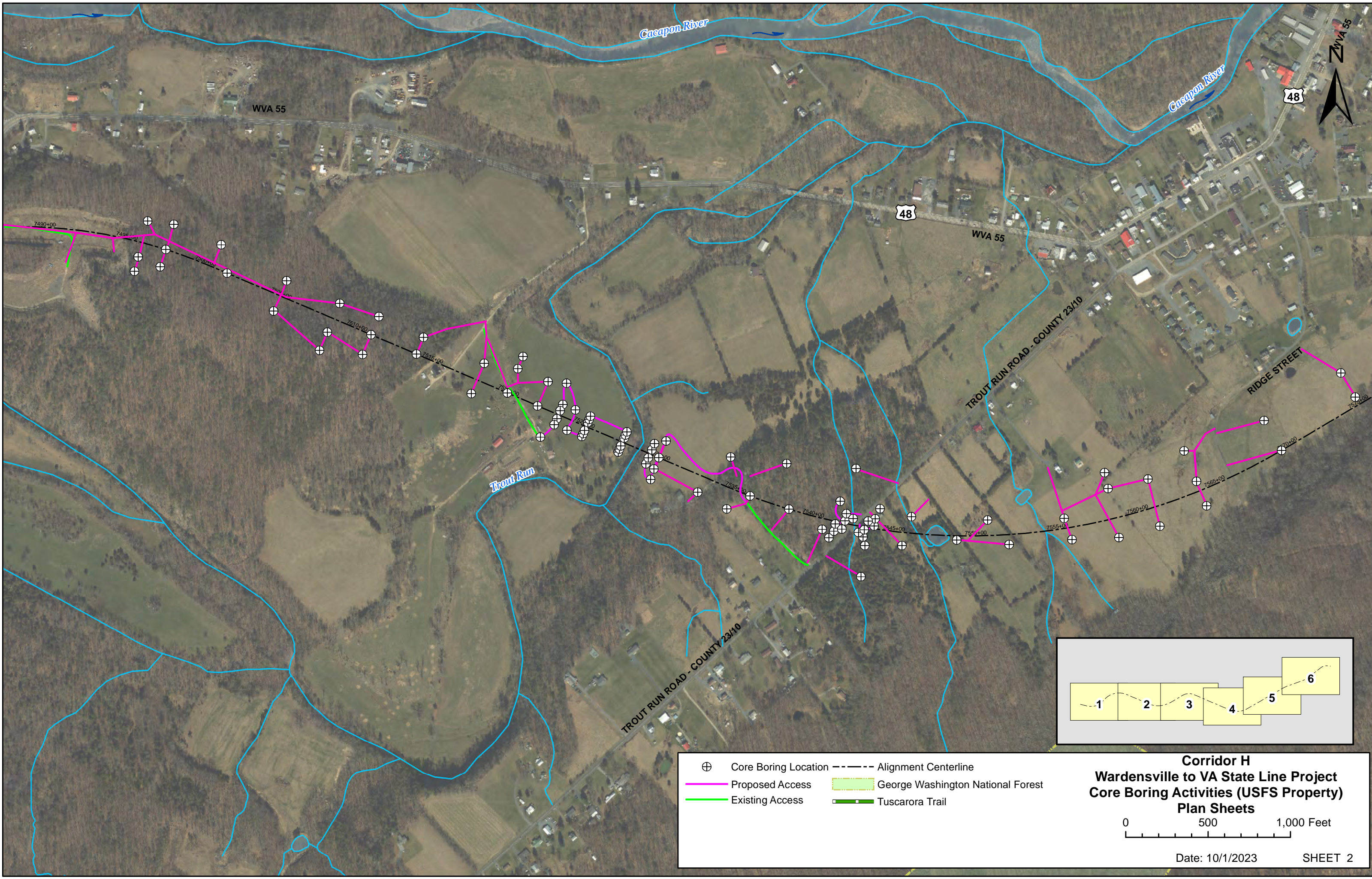
Attachment 4:
Plan Sheets



- | | |
|---------------------------------------|-----------------------------------|
| ⊕ Core Boring Location (Not to Scale) | --- Alignment Centerline |
| — Proposed Access | George Washington National Forest |
| — Existing Access | — Tuscarora Trail |

Corridor H
Wardensville to VA State Line Project
Core Boring Activities (USFS Property)
Plan Sheets



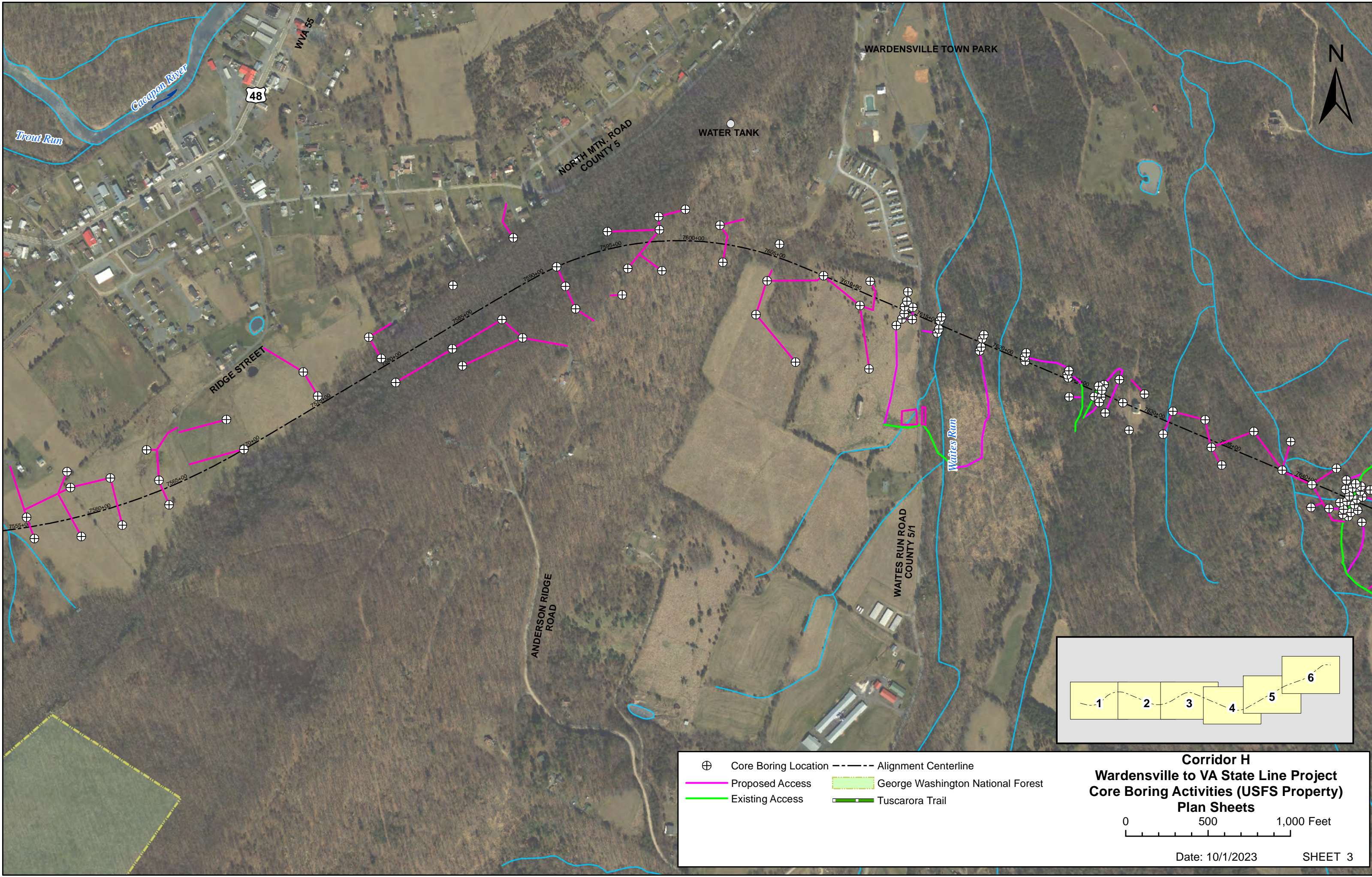


	Core Boring Location		Alignment Centerline
	Proposed Access		George Washington National Forest
	Existing Access		Tuscarora Trail

Corridor H
Wardensville to VA State Line Project
Core Boring Activities (USFS Property)
Plan Sheets

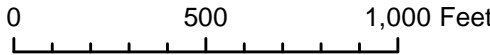
0 500 1,000 Feet

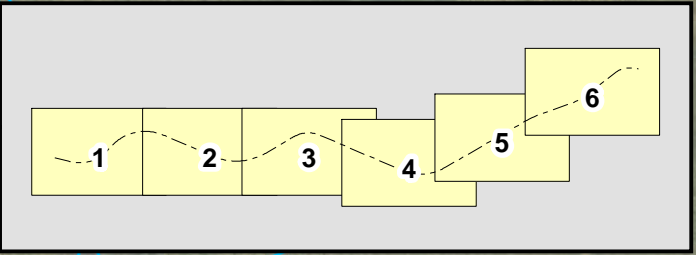
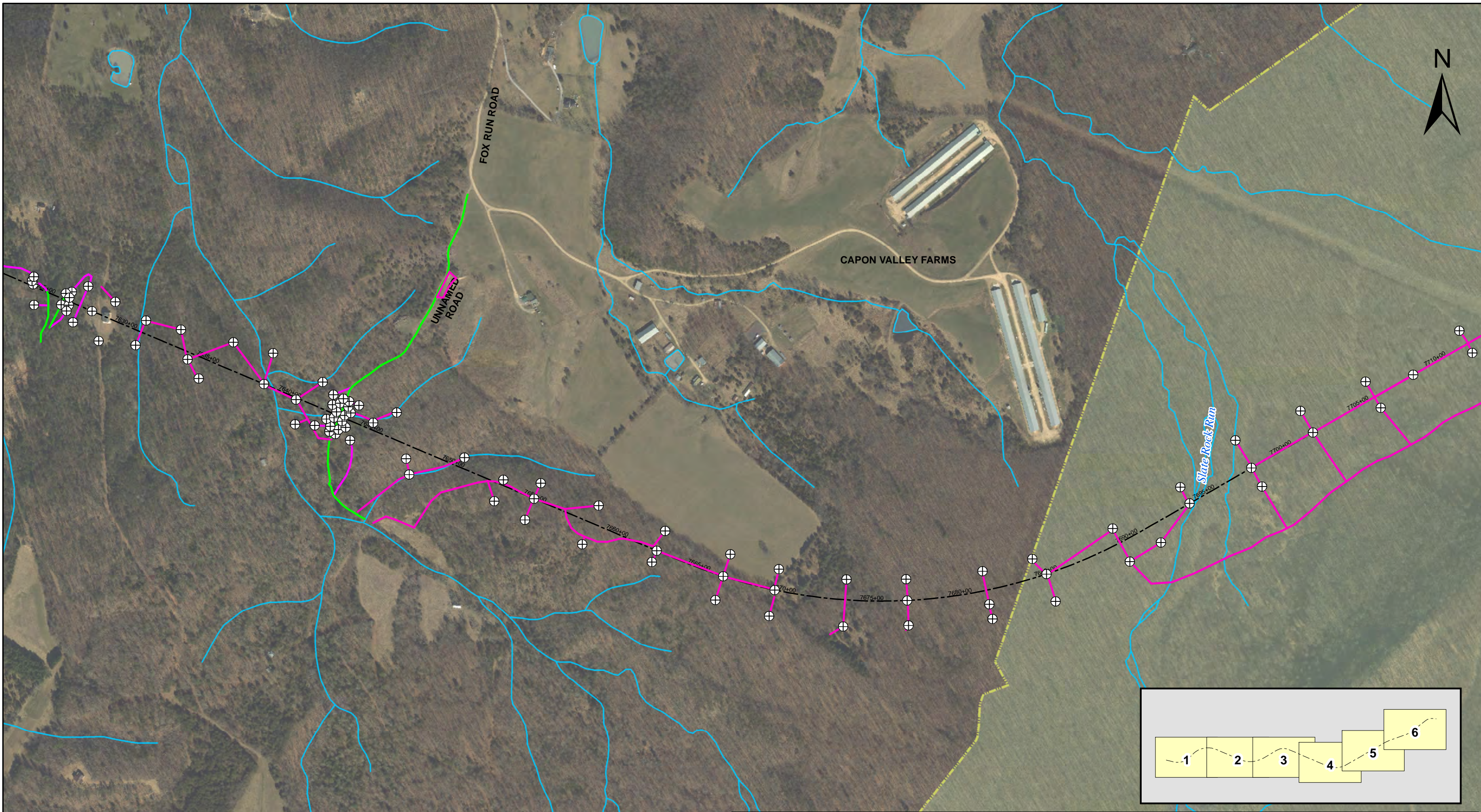
Date: 10/1/2023 SHEET 2



- ⊕ Core Boring Location
- Alignment Centerline
- Proposed Access
- Existing Access
- George Washington National Forest
- Tuscarora Trail

Corridor H
Wardensville to VA State Line Project
Core Boring Activities (USFS Property)
Plan Sheets





Core Boring Location

Proposed Access

Existing Access

Alignment Centerline

George Washington National Forest

Tuscarora Trail

Corridor H

Wardensville to VA State Line Project

Core Boring Activities (USFS Property)

Plan Sheets

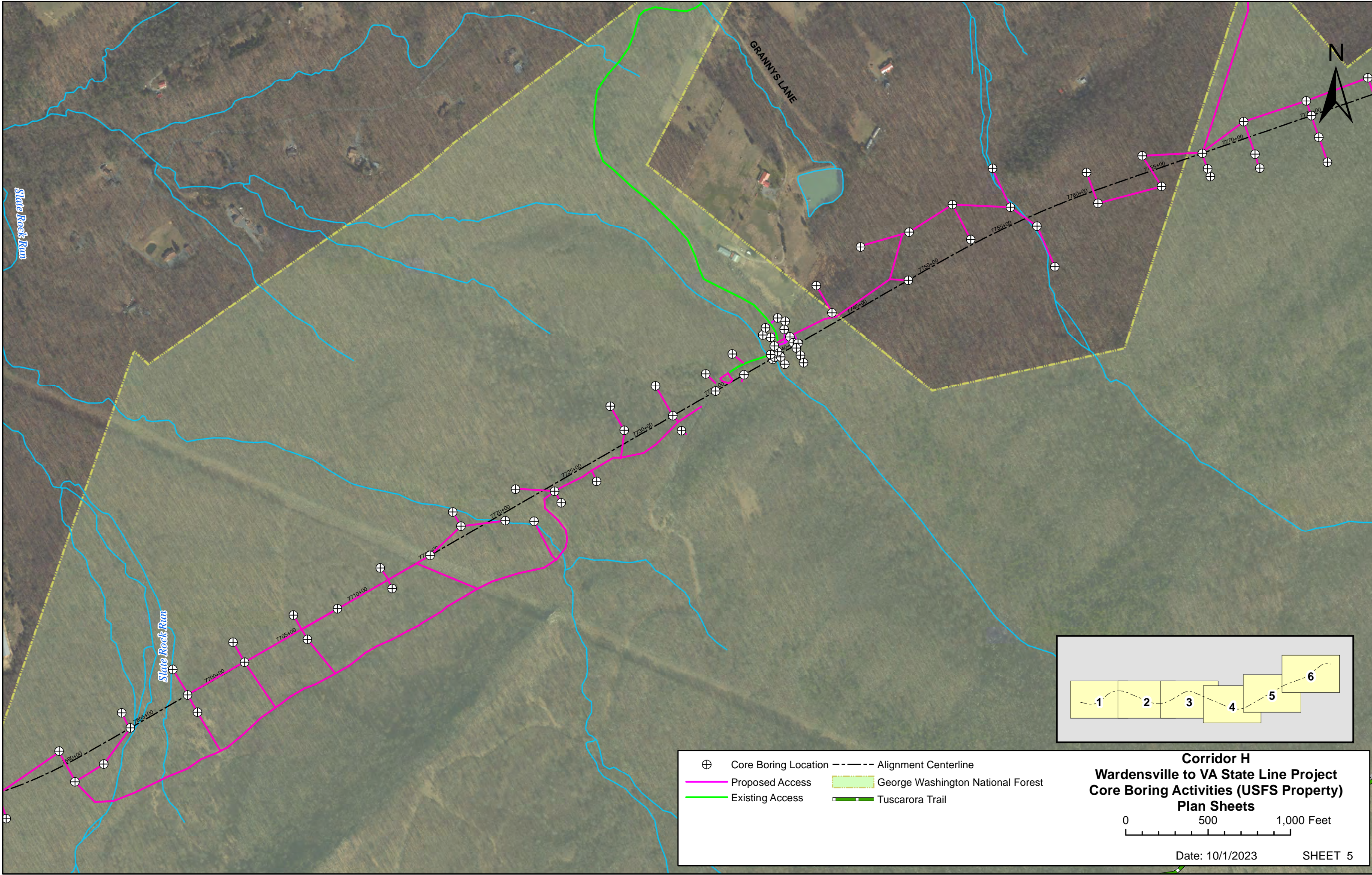
0

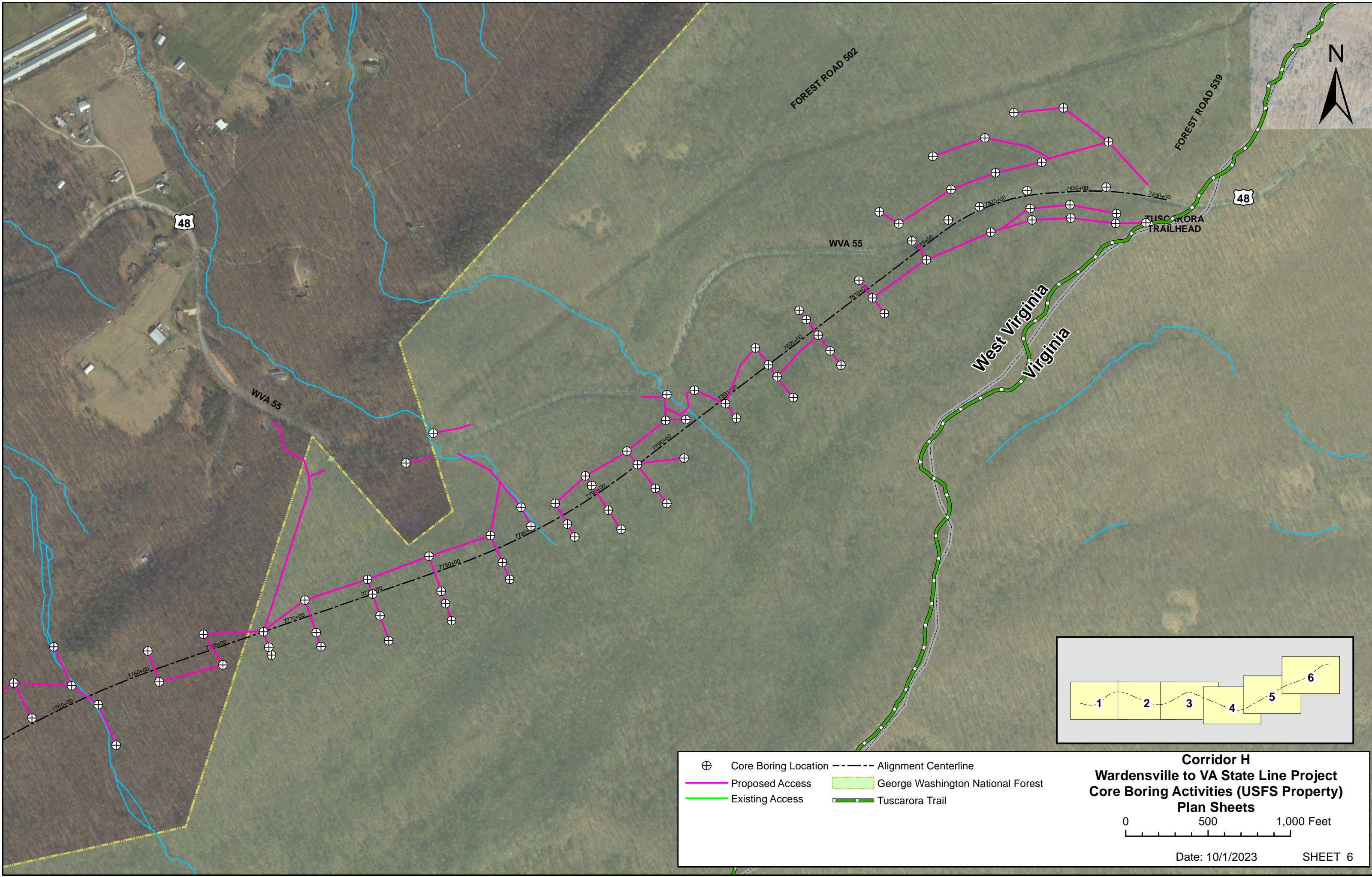
500

1,000 Feet

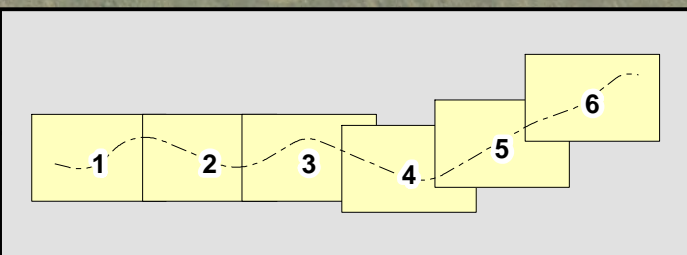
Date: 10/1/2023

SHEET 4





- ⊕ Core Boring Location
- Alignment Centerline
- Proposed Access
- Existing Access
- George Washington National Forest
- Tuscarora Trail



Corridor H
Wardensville to VA State Line Project
Core Boring Activities (USFS Property)
Plan Sheets

0 500 1,000 Feet

Date: 10/1/2023 SHEET 6

Attachment 5:
Photographs of the Project Area

(See project plans in Attachment 4 for aerial view of broad project area.)

Attachment 6:
Section 7 ESA Packet

----- Forwarded message -----

From: **Smrekar, Briana D** <briana_smrekar@fws.gov>

Date: Wed, Nov 29, 2023 at 5:07 PM

Subject: Re: [EXTERNAL] Re: Wardensville to VA state line core borings project

To: Facemire, Lovell R <lovell.r.facemire@wv.gov>, Mullins, Sondra L <sondra.l.mullins@wv.gov>

Cc: West Virginia FO, FW5 <FW5_WVFO@fws.gov>, NATHAN.W.MULLINS@WV.GOV <nathan.w.mullins@wv.gov>, Gauntt, Ashley V <ashley.v.gauntt@wv.gov>, Ben L Hark <ben.l.hark@wv.gov>, Workman, Jason (FHWA) <jason.workman@dot.gov>, Burke, Theresa (FHWA) <theresa.burke@dot.gov>

Hi Lovell,

Thank you for submitting your project to the Service's WVFO for review. On October 27, 2023, DOH, on behalf of FHWA, used the Northeast Endangered Species Determination Key and the FHWA, FRA, FTA Programmatic

Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB) Determination Key on the Service's Information for Planning and Consultation (IPaC) website to assess the potential impacts of this project on federally listed species. The responses provided determined that the proposed project is not likely to adversely affect any listed species and concluded coordination under Section 7 of the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.). Therefore, this correspondence only addresses species that are proposed for listing.

There is no requirement to coordinate with the Service regarding species that are proposed for listing, unless the action agency determines that their proposed action is likely to jeopardize a proposed species or destroy or adversely modify proposed critical habitat. However, the WVFO understands that DOH, on behalf of FHWA, has chosen to make a determination that this project is not likely to jeopardize the continued existence of proposed species that may be affected by this action. As a reminder, interagency coordination under the ESA Section 7(a)(2) may be needed for this project, if and when final listing rules for the proposed species and critical habitat for which you have made determinations become effective.

Thanks,

Briana D. Smrekar

Fish and Wildlife Biologist
U. S. Fish and Wildlife Service, West Virginia Field Office
6263 Appalachian Highway
Davis, West Virginia 26260
304-866-3858 X 1617 (office)
<https://www.fws.gov/office/west-virginia-ecological-services>

From: Facemire, Lovell R <lovell.r.facemire@wv.gov>
Sent: Friday, November 17, 2023 11:38 AM
To: Smrekar, Briana D <briana_smrekar@fws.gov>
Cc: Mullins, Sondra L <sondra.l.mullins@wv.gov>
Subject: [EXTERNAL] Re: Wardensville to VA state line core borings project

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

I was using the FHWA DKey determinations for the IBat and NLEB. Sorry for any confusion.

On Fri, Nov 17, 2023 at 11:33 AM Smrekar, Briana D <briana_smrekar@fws.gov> wrote:
Hi Lovell,

In the updated project package for this project, dated October 27, 2023, (project # 2024-0009855 and # 2024-0009847) you have submitted IPaC determination key (Dkey) consistency letters for both the Northeast Determination key and the FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects Dkey. Because the Indiana bat is included in both Dkeys, but only one determination can be made per species, please specify which determination key result (NE Dkey or FHWA Dkey) is being used for the assessment of this project on the Indiana bat.

Thanks!

Briana D. Smrekar
Fish and Wildlife Biologist
U. S. Fish and Wildlife Service, West Virginia Field Office
6263 Appalachian Highway
Davis, West Virginia 26260
304-866-3858 X 1617 (office)
<https://www.fws.gov/office/west-virginia-ecological-services>

--



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Alanna J. Keller, P.E.
Deputy Secretary of Transportation
Deputy Commissioner of Highways

Jimmy Wriston, P. E.
Secretary of Transportation
Commissioner of Highways

October 27, 2023

Ms. Jennifer Norris
US Fish and Wildlife Service
West Virginia Field Office
6263 Appalachian Highway
Davis, WV 26260

Dear Ms. Norris:

State Project X316-H-125.16
Federal Project NHPP(0484)118
Wardensville to Virginia State Line Project Core Boring Activities Cpntract 2
Hardy County

We are submitting this project to the Service for individual project review based on the completion of the Northeast Endangered Species Determination Key and the Northern Long-eared Bat Rangewide Determination Key on IPaC. According to the IPaC Concurrence and Consistency letters, we request your concurrence with the following determinations.

1. Green Floater

- **IPaC Determination:** IPaC did not generate a determination for this species since it is proposed threatened.
- **DSN Determination:** We feel that this project is may affect not likely to Jeopardize the Green Floater due to no work below OHW of a stream capable of supporting the species.

2. Monarch Butterfly

- **IPaC Determination:** IPaC did not generate a determination for this species since it is a candidate.
- **DSN Determination:** We feel that this project is may affect not likely to Jeopardize the Monarch Butterfly.

3. Tricolored Bat

- **IPaC Determination:** IPaC did not generate a determination for this species since it is proposed endangered.
- **DSN Determination:** We feel that this project is may affect not likely to Jeopardize the Tricolored Bat due to no captures of the Tricolored bat in the 2019 and 2022 mist net surveys.

We are developing the subject project, located near Wardensville WV, as shown on the attached maps. The project consists of doing core drilling to assess ground conditions in the area. The project will impact 10.9 acres of land and no trees will be cut for the project.

The project location is shown on the USGS, WARDENSVILLE, quadrangle map. The coordinates of the project location are approximately 39.065804, -78.558025 in the west to 39.085577, -78.511720 in the east.

Your comments on possible effects to Federally-listed threatened and endangered species are requested so that they may be included in our environmental studies. WVDOH is acting on behalf of the FHWA, and as part of the NEPA process, a Section 7 determination concurrence is needed. Does the USFWS concur with the determinations for numbers 1, 2 and 3 above? Should you require additional information, please contact Lovell Facemire, of our NEPA Compliance and Permitting Section at (304) 414-6441 or Lovell.R.Facemire@wv.gov.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Travis E. Long".

**Travis E. Long, Director
Technical Support Division**

**L:f
Attachments
bcc: DSN (LF)**



United States Department of the Interior

FISH AND WILDLIFE SERVICE
West Virginia Ecological Services Field Office
6263 Appalachian Highway
Davis, WV 26260-8061
Phone: (304) 866-3858 Fax: (304) 866-3852



In Reply Refer To:

October 27, 2023

Project Code: 2024-0009847

Project Name: Wardensville to Virginia Line Contract 2 Core Borings

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

West Virginia Ecological Services Field Office

6263 Appalachian Highway

Davis, WV 26260-8061

(304) 866-3858

PROJECT SUMMARY

Project Code: 2024-0009847

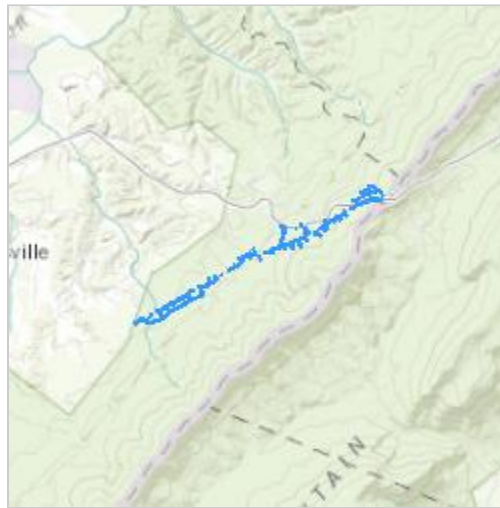
Project Name: Wardensville to Virginia Line Contract 2 Core Borings

Project Type: Road/Hwy - New Construction

Project Description: This project is to conduct core boring activities on the Wardensville to Virginia Line Project. It is contract 2 for the core borings and includes work on the George Washington National Forest.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.08177035,-78.52669608390923,14z>



Counties: Hardy County, West Virginia

ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ All activities in this location should consider potential effects to this species. This project is not within a known-use area, but potentially occupied habitat may exist. Please contact the WVFO for additional consultation. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

CLAMS

NAME	STATUS
Green Floater <i>Lasmigona subviridis</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7541	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
Northeastern Bulrush <i>Scirpus ancistrochaetus</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6715	Endangered
Shale Barren Rock Cress <i>Boechera serotina</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6018	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

-
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
 2. The [Migratory Birds Treaty Act](#) of 1918.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)
-

There are bald and/or golden eagles in your project area.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<p>Bald Eagle <i>Haliaeetus leucocephalus</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p> <p>https://ecos.fws.gov/ecp/species/1626</p>	<p>Breeds Sep 1 to Aug 31</p>

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read the supplemental information and specifically the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

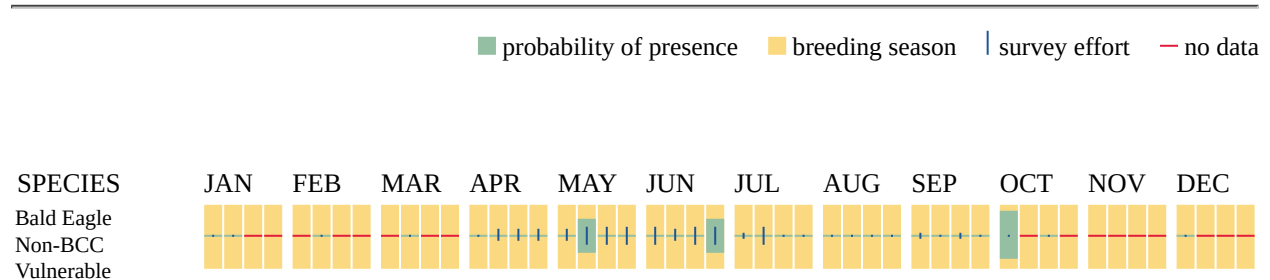
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Black-capped Chickadee <i>Poecile atricapillus praticus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10645	Breeds Apr 10 to Jul 31

NAME	BREEDING SEASON
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 27 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443	Breeds Apr 20 to Aug 20
Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9513	Breeds May 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read the supplemental information and specifically the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

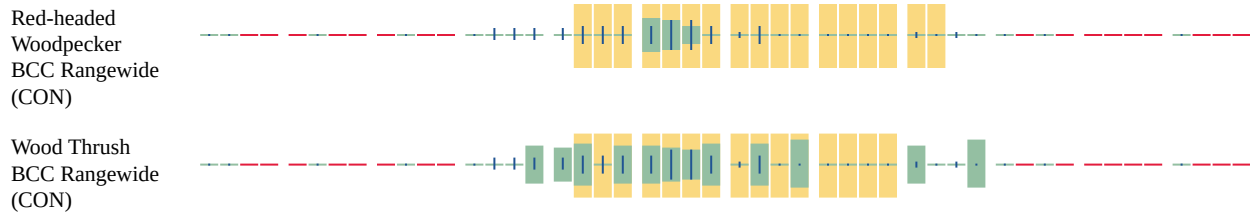
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- [R5UBH](#)
- [R4SBC](#)

IPAC USER CONTACT INFORMATION

Agency: West Virginia Department of Transportation

Name: Lovell Facemire

Address: 1334 Smith Street

City: Charleston

State: WV

Zip: 25305

Email: lovell.r.facemire@wv.gov

Phone: 3044146441

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration



United States Department of the Interior

FISH AND WILDLIFE SERVICE
West Virginia Ecological Services Field Office
6263 Appalachian Highway
Davis, WV 26260-8061
Phone: (304) 866-3858 Fax: (304) 866-3852



In Reply Refer To:

October 27, 2023

Project code: 2024-0009855

Project Name: Wardensville to Virginia Line Contract 2 Core Borings 2

Federal Nexus: yes

Federal Action Agency (if applicable): Federal Highway Administration

Subject: Federal agency coordination under the Endangered Species Act, Section 7 for
'Wardensville to Virginia Line Contract 2 Core Borings 2'

Dear Lovell Facemire:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on October 27, 2023, for "Wardensville to Virginia Line Contract 2 Core Borings 2" (here forward, Project). This project has been assigned Project Code 2024-0009855 and all future correspondence should clearly reference this number.

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into the IPaC must accurately represent the full scope and details of the Project. Failure to accurately represent or implement the Project as detailed in IPaC or the Northeast Determination Key (DKey), invalidates this **Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.**

To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative effect(s)), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17). Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no further consultation with, or concurrence from, the Service is

required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required (except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect (NLAA)" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13]).

The IPaC results indicated the following species is (are) potentially present in your project area and, based on your responses to the Service's Northeast DKey, you determined the proposed Project will have the following effect determinations:

Species	Listing Status	Determination
Indiana Bat (<i>Myotis sodalis</i>)	Endangered	NLAA
Northeastern Bulrush (<i>Scirpus ancistrochaetus</i>)	Endangered	No effect
Shale Barren Rock Cress (<i>Boechera serotina</i>)	Endangered	No effect

Conclusion

The Service concurs to the above-mentioned determination(s) of may affect, not likely to adversely affect. This concurrence confirms receipt of your agencies coordination required under Section 7(a)(2) of the ESA.

In addition to the species listed above, the following species and/or critical habitats may also occur in your project area and are not covered by this conclusion:

- Green Floater *Lasmigona subviridis* Proposed Threatened
- Monarch Butterfly *Danaus plexippus* Candidate
- Northern Long-eared Bat *Myotis septentrionalis* Endangered
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered

If no changes occur with the Project or there are no updates on listed species, no further consultation/coordination for this project is required for the species identified above. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional consultation with the Service should take place before project implements any changes which are final or commits additional resources.

Please Note: If the Action may impact bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act (BGEPA) (54 Stat. 250, as amended, 16 U.S.C. 668a-d) by the prospective permittee may be required. Please contact the Migratory Birds Permit Office, (413) 253-8643, or PermitsR5MB@fws.gov, with any questions regarding potential impacts to Eagles.

If you have any questions regarding this letter or need further assistance, please contact the West Virginia Ecological Services Field Office and reference the Project Code associated with this Project.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

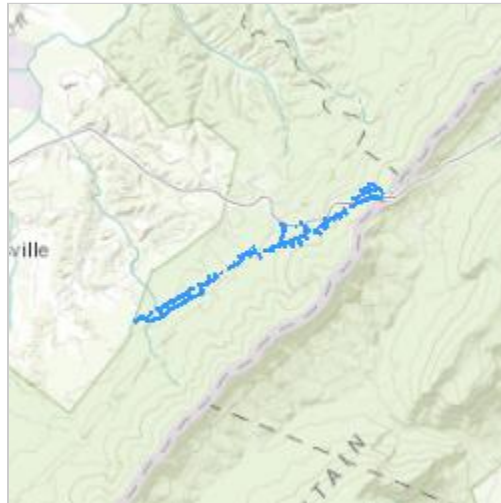
Wardensville to Virginia Line Contract 2 Core Borings 2

2. Description

The following description was provided for the project 'Wardensville to Virginia Line Contract 2 Core Borings 2':

This project is to conduct core boring activities on the Wardensville to Virginia Line Project. It is contract 2 for the core borings and includes work on the George Washington National Forest.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.08177035,-78.52669608390923,14z>



QUALIFICATION INTERVIEW

1. As a representative of this project, do you agree that all items submitted represent the complete scope of the project details and you will answer questions truthfully?

Yes

2. Does the proposed project include, or is it reasonably certain to cause, intentional take of listed species?

Note: This question could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered, or proposed species.

No

3. Is the action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

Yes

4. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) the lead agency for this project?

Yes

5. FHWA, FRA, and FTA have completed a rangewide [programmatic biological opinion](#) for transportation projects within the range of the Indiana bat and northern long-eared bat. Does your proposed project fall within the scope of this programmatic consultation?

Note: If you are using the Northeast Key to satisfy consultation requirements for species not covered by the FHWA programmatic (e.g., species other than Indiana bat or northern long-eared bat), select "No" and continue through the key. If you are unsure whether your project qualifies for the FHWA programmatic, please select "Yes" and use the FHWA, FRA, FTA Assisted Determination Key to determine if the programmatic biological opinion is applicable to your project. If it is not applicable, you can return to this key.

No

6. Are you including in this analysis all impacts to federally listed species that may result from the entirety of the project (not just the activities under federal jurisdiction)?

Note: If there are project activities that will impact listed species that are considered to be outside of the jurisdiction of the federal action agency submitting this key, contact your local Ecological Services Field Office to determine whether it is appropriate to use this key. If your Ecological Services Field Office agrees that impacts to listed species that are outside the federal action agency's jurisdiction will be addressed through a separate process, you can answer yes to this question and continue through the key.

Yes

7. Are you the lead federal action agency or designated non-federal representative requesting concurrence on behalf of the lead Federal Action Agency?

No

8. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)?

No

9. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

No

10. Will the proposed project involve the use of herbicide where listed species are present?

No

11. Are there any caves or anthropogenic features suitable for hibernating or roosting bats within the area expected to be impacted by the project?

No

12. Does any component of the project associated with this action include structures that may pose a collision risk to **birds** (e.g., land-based or offshore wind turbines, communication towers, high voltage transmission lines, any type of towers with or without guy wires)?

Note: For federal actions, answer 'yes' if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

No

13. Does any component of the project associated with this action include structures that may pose a collision risk to **bats** (e.g., land-based wind turbines)?

Note: For federal actions, answer 'yes' if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

No

14. Will the proposed project result in permanent changes to water quantity in a stream or temporary changes that would be sufficient to result in impacts to listed species?

For example, will the proposed project include any activities that would alter stream flow, such as water withdrawal, hydropower energy production, impoundments, intake structures, diversion structures, and/or turbines? Projects that include temporary and limited water reductions that will not displace listed species or appreciably change water availability for listed species (e.g. listed species will experience no changes to feeding, breeding or sheltering) can answer "No". Note: This question refers only to the amount of water present in a stream, other water quality factors, including sedimentation and turbidity, will be addressed in following questions.

No

15. Will the proposed project affect wetlands where listed species are present?

This includes, for example, project activities within wetlands, project activities within 300 feet of wetlands that may have impacts on wetlands, water withdrawals and/or discharge of contaminants (even with a NPDES).

No

16. Will the proposed project directly affect a streambed (below ordinary high water mark (OHWM)) of the stream or tributary where listed species may be present?

No

17. Will the proposed project bore underneath (directional bore or horizontal directional drill) a stream where listed species may be present?

No

18. Will the proposed project involve a new point source discharge into a stream or change an existing point source discharge (e.g., outfalls; leachate ponds) where listed species may be present?

No

19. Will the proposed project involve the removal of excess sediment or debris, dredging or in-stream gravel mining where listed species may be present?

No

20. Will the proposed project involve the creation of a new water-borne contaminant source where listed species may be present?

Note New water-borne contaminant sources occur through improper storage, usage, or creation of chemicals. For example: leachate ponds and pits containing chemicals that are not NSF/ANSI 60 compliant have contaminated waterways. Sedimentation will be addressed in a separate question.

No

21. Will the proposed project involve perennial stream loss, in a stream or tributary of a stream where listed species may be present, that would require an individual permit under 404 of the Clean Water Act?

No

22. Will the proposed project involve blasting where listed species may be present?

No

23. Will the proposed project include activities that could negatively affect fish movement temporarily or permanently (including fish stocking, harvesting, or creation of barriers to fish passage).

No

24. Will the proposed project involve earth moving that could cause erosion and sedimentation, and/or contamination along a stream or tributary of a stream where listed species may be present?

Note: Answer "Yes" to this question if erosion and sediment control measures will be used to protect the stream.

No

25. Will earth moving activities result in sediment being introduced to streams or tributaries of streams where listed species may be present through activities such as, but not limited to, valley fills, large-scale vegetation removal, and/or change in site topography?

No

26. Will the proposed project involve vegetation removal within 200 feet of a perennial stream bank where aquatic listed species may be present?

No

27. Will erosion and sedimentation control Best Management Practices (BMPs) associated with applicable state and/or Federal permits, be applied to the project? If BMPs have been provided by and/or coordinated with and approved by the appropriate Ecological Services Field Office, answer "Yes" to this question.

Yes

28. Is the project being funded, lead, or managed in whole or in part by U.S Fish and Wildlife Restoration and Recovery Program (e.g., Partners, Coastal, Fisheries, Wildlife and Sport Fish Restoration, Refuges)?

No

29. [Semantic] Is the project located on a Group 4 stream: the Ohio River downstream of Hannibal Locks and Dam, Little Kanawha River (slack-water section adjoining the Ohio River), and/or the Kanawha River downstream of Kanawha Falls?

Automatically answered

No

30. Have you received a technical assistance communication (email or letter) from the West Virginia Field office?

No

31. [Semantic] Does the project intersect the Virginia big-eared bat critical habitat?

Automatically answered

No

32. [Semantic] Does the project intersect the Indiana bat AOI?

Automatically answered

Yes

33. Are trees present within the action area?

Note: If there are trees within the action area that are of a sufficient size to be potential roosts for bats (i.e., live trees and/or snags ≥ 5 inches dbh (12.7 centimeter)), answer "Yes". If you are unsure, answer "Yes." Or refer to Appendix A of the Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines for definitions and an assessment form that will assist you in determining if suitable habitat is present within your project's action area. Suitable summer habitat for Indiana bat consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥ 5 inches dbh (12.7 centimeter) that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of other forested/wooded habitat

Yes

34. Has a presence/probable absence bat survey following the [Service's Range-wide Indiana Bat and Northern long-eared Bat Survey Guidelines](#) been conducted within the action area?

Yes

35. Was the survey conducted within the last 5 years?

Note: If no, your survey results are out-of-date. You can continue through the key, but the questions will assume presence of Indiana bat. If you do not wish to assume presence, contact your local Ecological Services Field Office for additional guidance.

Yes

36. Have you received confirmation from your Ecological Services Field Office that your survey results are considered valid?

Note: If NO, please contact the appropriate local Ecological Services Field Office before completing this determination key.

Yes

37. Did you coordinate with your Ecological Services Field Office in advance of your survey effort and receive authorization for the study proposal and approval of the results?

Note: If NO, please contact the appropriate local Ecological Services Field Office before completing this determination key. If you continue through the key, the questions will assume presence of Indiana bat.

Yes

SUBMITTED DOCUMENTS

- *wards to va_combined mist net rpt_111122.pdf* <https://ipac.ecosphere.fws.gov/project/4WWEK4ZROJCKVPEX3XYKFRNZN4/projectDocuments/133884840>
- *Wardensville to VA Mist Netting Survey Report 20191112.pdf* <https://ipac.ecosphere.fws.gov/project/4WWEK4ZROJCKVPEX3XYKFRNZN4/projectDocuments/133884841>

38. Did survey results demonstrate the probable absence of Indiana bats?

Yes

39. [Semantic] Does the project intersect the Indiana bat critical habitat?

Automatically answered

No

40. Will all activities occur within an area that is paved, graveled, routinely maintained, and/or inside a structure?

No

41. Will the proposed project involve temporary or permanent modification to hydrology, including groundwater recharge, that could result in changes to water quality, water quantity, or timing of water availability in proximity to listed plants?

No

42. Will the proposed project involve herbaceous native vegetation removal (including prescribed fire that would result in the burning of plants) or mowing?

No

43. Will the proposed project involve ground disturbance?

Yes

44. [Hidden Semantic] Does the project intersect the shale barren rock cress AOI?

Automatically answered

Yes

45. Will the project affect any shale barrens in Greenbrier, Hardy, or Pendleton Counties?

No

46. [Semantic] Does the project intersect the candy darter critical habitat?

Automatically answered

No

47. [Semantic] Does the project intersect the diamond darter critical habitat?

Automatically answered

No

48. [Semantic] Does the project intersect the Big Sandy crayfish critical habitat?

Automatically answered

No

49. [Hidden Semantic] Does the project intersect the Guyandotte River crayfish critical habitat?

Automatically answered

No

50. [Hidden Semantic] Does the project intersect the northeastern bulrush AOI?

Automatically answered

Yes

51. Will the project affect any wetlands in Berkeley or Hardy Counties?

No

52. Do you have any other documents that you want to include with this submission?

Yes

SUBMITTED DOCUMENTS

- wards to va_combined mist net rpt_111122.pdf <https://ipac.ecosphere.fws.gov/project/4WWEK4ZROJCKVPEX3XYKFRNZN4/projectDocuments/133884840>
-

PROJECT QUESTIONNAIRE

1. Approximately how many acres of trees would the proposed project remove?
0
 2. Approximately how many total acres of disturbance are within the disturbance/
construction limits of the proposed project?
10.9
 3. Briefly describe the habitat within the construction/disturbance limits of the project site.
A in tact forested area in Hardy County, WV
-

IPAC USER CONTACT INFORMATION

Agency: West Virginia Department of Transportation

Name: Lovell Facemire

Address: 1334 Smith Street

City: Charleston

State: WV

Zip: 25305

Email: lovell.r.facemire@wv.gov

Phone: 3044146441

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration



United States Department of the Interior

FISH AND WILDLIFE SERVICE
West Virginia Ecological Services Field Office
6263 Appalachian Highway
Davis, WV 26260-8061
Phone: (304) 866-3858 Fax: (304) 866-3852



In Reply Refer To:

October 27, 2023

Project code: 2024-0009847

Project Name: Wardensville to Virginia Line Contract 2 Core Borings

Subject: Consistency letter for the 'Wardensville to Virginia Line Contract 2 Core Borings' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated October 27, 2023 to verify that the **Wardensville to Virginia Line Contract 2 Core Borings** (Proposed Action) may rely on the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the endangered northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species**. If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge/culvert or structure assessment failed to detect Indiana bats and/or NLEBs use or occupancy, yet later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Green Floater *Lasmigona subviridis* Proposed Threatened
 - Monarch Butterfly *Danaus plexippus* Candidate
 - Northeastern Bulrush *Scirpus ancistrochaetus* Endangered
 - Shale Barren Rock Cress *Boechera serotina* Endangered
 - Tricolored Bat *Perimyotis subflavus* Proposed Endangered
-

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

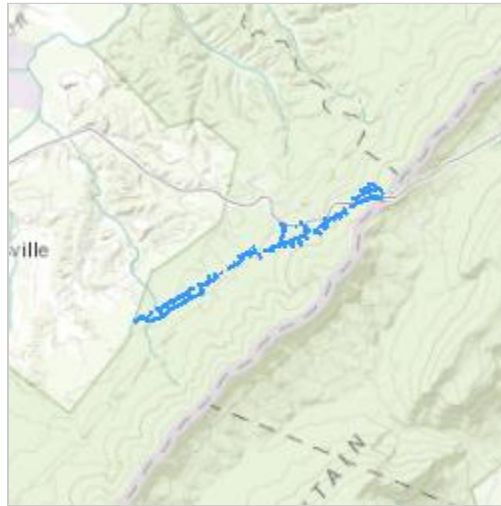
NAME

Wardensville to Virginia Line Contract 2 Core Borings

DESCRIPTION

This project is to conduct core boring activities on the Wardensville to Virginia Line Project. It is contract 2 for the core borings and includes work on the George Washington National Forest.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.08177035,-78.52669608390923,14z>



DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the endangered northern long-eared bat.

Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the northern long-eared bat^[1]?

[1] See [northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

Yes

6. Are *all* project activities **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

7. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

8. Is the project located **within** a karst area?

No

9. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

10. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

Yes

SUBMITTED DOCUMENTS

- *wards to va_combined mist net rpt_111122.pdf* <https://ipac.ecosphere.fws.gov/project/66MPZJ3Y4NF6HFZCBC6N6LVUWE/projectDocuments/133884270>
- *Wardensdville to VA Mist Netting Survey Report 20191112.pdf* <https://ipac.ecosphere.fws.gov/project/66MPZJ3Y4NF6HFZCBC6N6LVUWE/projectDocuments/133884271>

12. Did the presence/probable absence (P/A) summer surveys detect Indiana bats and/or NLEB^[1]?

[1] P/A summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate home range) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

Yes

13. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

14. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

Yes

15. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

16. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

17. Does the project include slash pile burning?

No

18. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

19. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

20. Will the project involve the use of **temporary** lighting *during* the active season?

No

21. Will the project install new or replace existing **permanent** lighting?

No

22. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

23. Are *all* of the project activities that will be conducted **greater than** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1] and **greater than** 300 feet from the existing road/rail surface^[2] limited to one or more of the following activities:

- maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins);
- wetland or stream protection activities associated with compensatory wetland/stream mitigation that will not clear suitable habitat (i.e. tree removal/trimming);
- involves slash pile burning;
- within an area with negative presence/probable absence (P/A) summer surveys^[3];
- limited to activities that **DO NOT** cause any stressors to the bat species, including, but not limited to those described in the BA/BO (i.e. do not involve habitat removal, tree removal/trimming, bridge or structure activities, temporary or permanent lighting, or use of percussives) (e.g., lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.))?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

[2] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast. (example activities include road line painting)

[3] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes, all of the project activities that are greater than 0.5 miles from a hibernaculum and greater than 300' from the road/rail surface are limited to one or more of these activities

24. Are *all* project activities limited to actions that DO NOT cause any stressors to the bat species, including as described in the BA/BO (i.e., habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives)?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

25. Will the project raise the road profile **above the tree canopy**?

No

26. Are *all* project activities consistent with a No Effect determination in this key?

Automatically answered

Yes, all project activities are limited to actions that DO NOT cause any stressors to the bat species as described in the BA/BO

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on October 10, 2023. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the endangered **northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: West Virginia Department of Transportation

Name: Lovell Facemire

Address: 1334 Smith Street

City: Charleston

State: WV

Zip: 25305

Email: lovell.r.facemire@wv.gov

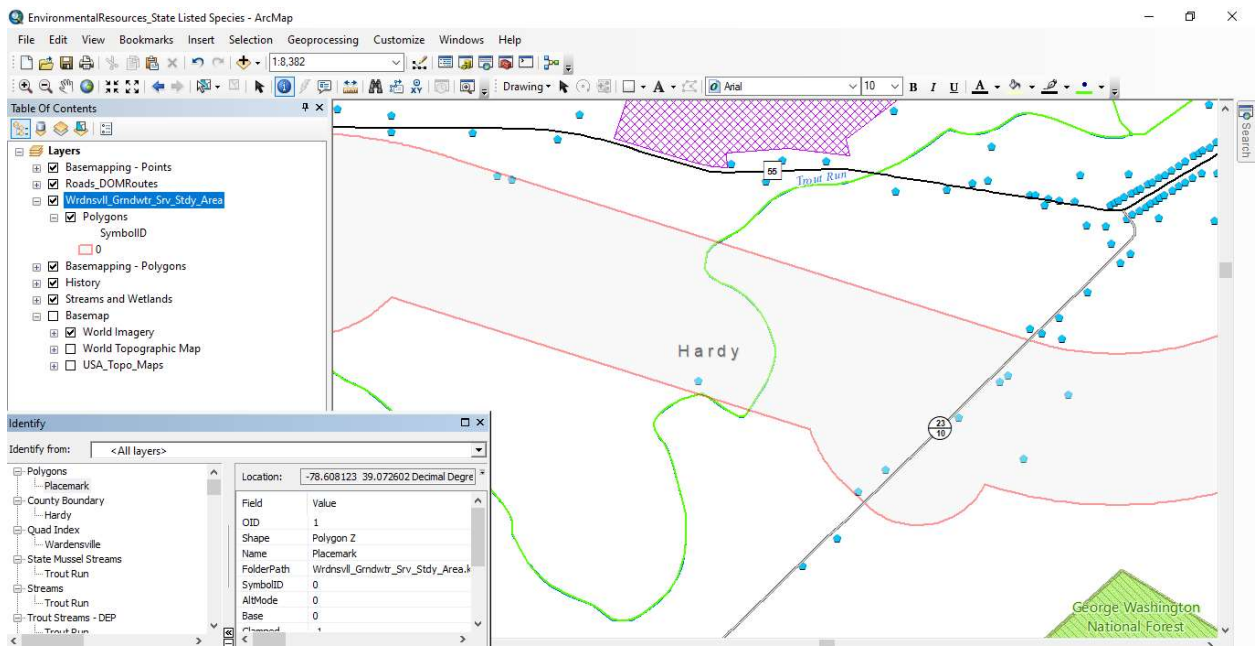
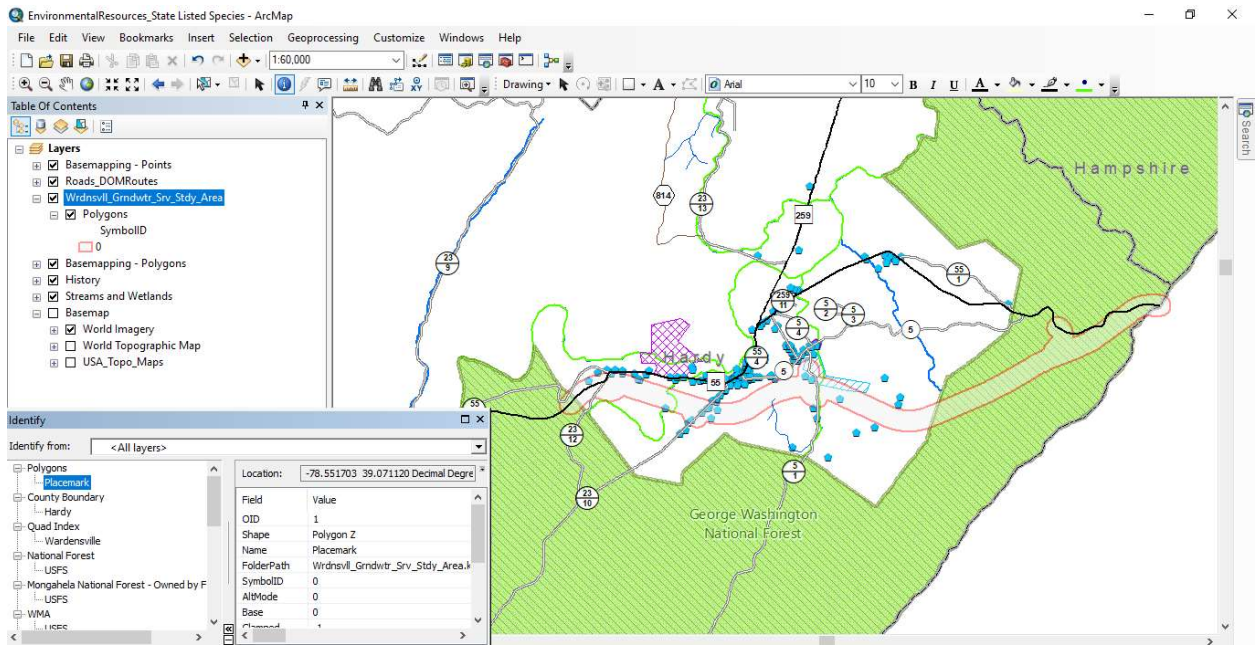
Phone: 3044146441

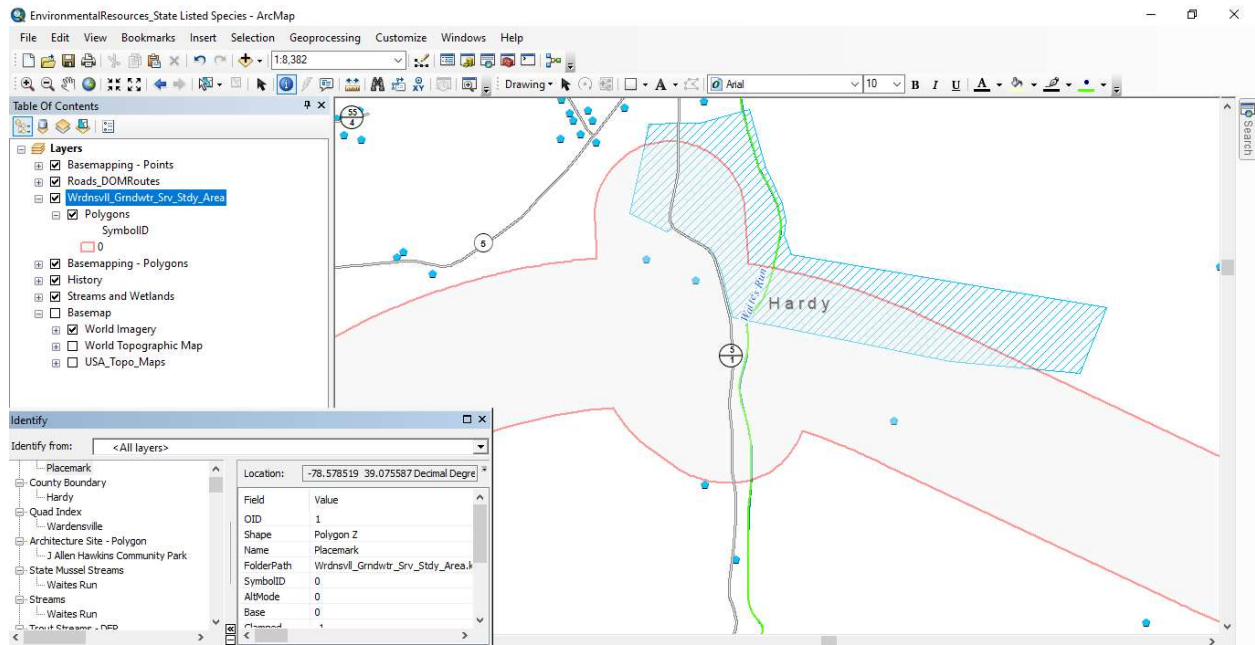
LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Attachment 7:
Bat Bridge Form
(Not Applicable)

Attachment 8:
ArcGIS Screening Map





6/21/2023

Wardensville to VA State Line Core Borings
Hampshire and Hardy Counties

State Listed Mussel Streams – Trout Run and Waites Run

Architecture Site – J. Allen Hawkins Community Park

Within George Washington National Forest

Attachment 9:
EPA EJ Screening

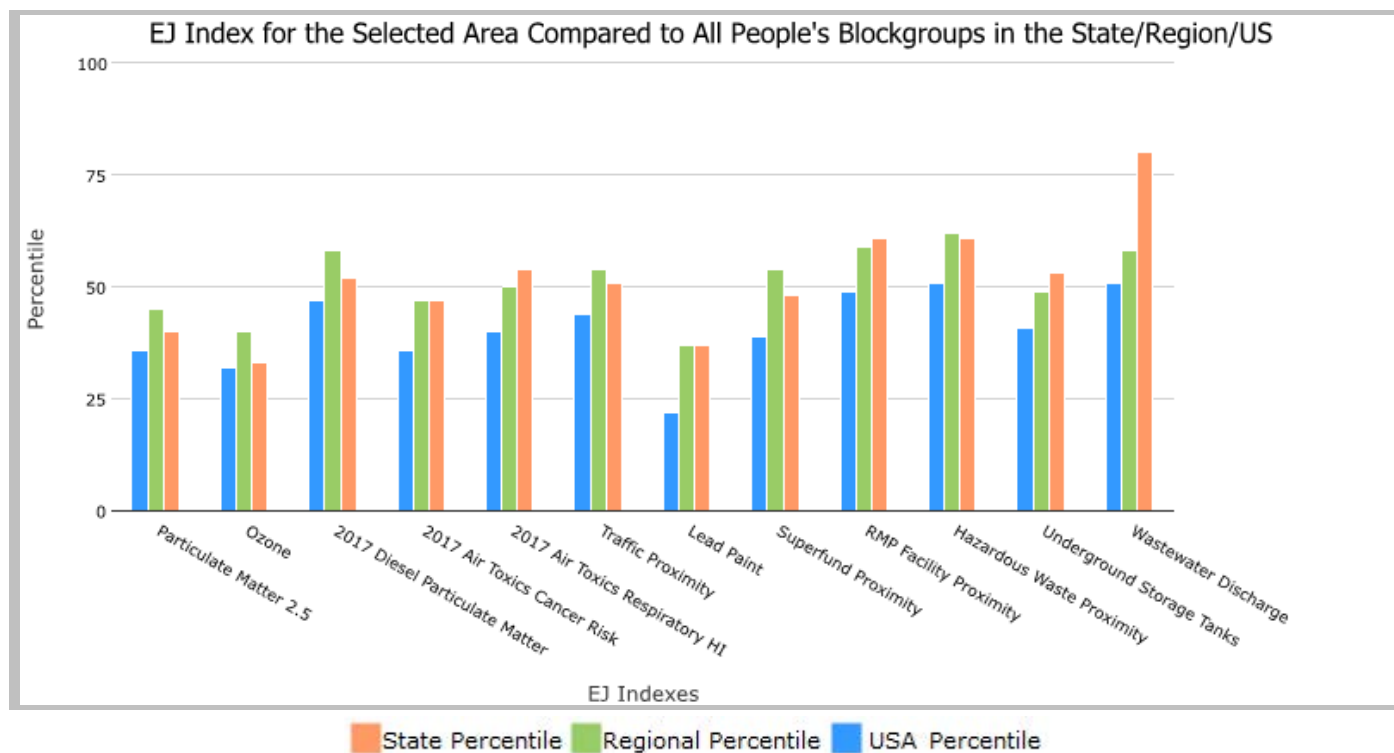
1 mile Ring around the Area, WEST VIRGINIA, EPA Region 3

Approximate Population: 621

Input Area (sq. miles): 15.81

Corr H W to VA

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
Environmental Justice Indexes			
EJ Index for Particulate Matter 2.5	40	45	36
EJ Index for Ozone	33	40	32
EJ Index for 2017 Diesel Particulate Matter*	52	58	47
EJ Index for 2017 Air Toxics Cancer Risk*	47	47	36
EJ Index for 2017 Air Toxics Respiratory HI*	54	50	40
EJ Index for Traffic Proximity	51	54	44
EJ Index for Lead Paint	37	37	22
EJ Index for Superfund Proximity	48	54	39
EJ Index for RMP Facility Proximity	61	59	49
EJ Index for Hazardous Waste Proximity	61	62	51
EJ Index for Underground Storage Tanks	53	49	41
EJ Index for Wastewater Discharge	80	58	51



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

EJScreen Report (Version 2.0)



1 mile Ring around the Area, WEST VIRGINIA, EPA Region 3

Approximate Population: 621

Input Area (sq. miles): 15.81

Corr H W to VA



May 27, 2022

Corr H W to VA



Sites reporting to EPA

Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJScreen Report (Version 2.0)

1 mile Ring around the Area, WEST VIRGINIA, EPA Region 3

Approximate Population: 621

Input Area (sq. miles): 15.81

Corr H W to VA

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Pollution and Sources							
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	6.44	7.64	5	8.2	1	8.74	6
Ozone (ppb)	38.8	39.8	20	41.9	8	42.6	25
2017 Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.0655	0.128	9	0.267	<50th	0.295	<50th
2017 Air Toxics Cancer Risk* (lifetime risk per million)	20	28	28	30	<50th	29	<50th
2017 Air Toxics Respiratory HI*	0.2	0.33	9	0.34	<50th	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	27	220	32	680	14	710	15
Lead Paint (% Pre-1960 Housing)	0.2	0.34	34	0.35	42	0.28	54
Superfund Proximity (site count/km distance)	0.026	0.084	29	0.15	10	0.13	23
RMP Facility Proximity (facility count/km distance)	0.055	0.45	17	0.63	5	0.75	5
Hazardous Waste Proximity (facility count/km distance)	0.043	0.74	18	1.9	4	2.2	5
Underground Storage Tanks (count/km ²)	0.089	1.7	33	2.7	23	3.9	22
Wastewater Discharge (toxicity-weighted concentration/m distance)	2.6E-06	2.3	7	33	16	12	13
Socioeconomic Indicators							
Demographic Index	11%	23%	10	30%	13	36%	9
People of Color	1%	8%	29	33%	6	40%	3
Low Income	20%	38%	15	27%	44	31%	35
Unemployment Rate	4%	7%	38	5%	47	5%	45
Linguistically Isolated	0%	0%	88	3%	55	5%	45
Less Than High School Education	8%	13%	33	10%	51	12%	46
Under Age 5	1%	5%	9	6%	6	6%	5
Over Age 64	25%	19%	78	16%	84	16%	86

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's 2017 Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

For additional information, see: www.epa.gov/environmentaljustice

EJScreen is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJScreen outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

Attachment 10:
Historic Architecture Clearance



West Virginia Department of
**ARTS, CULTURE
AND HISTORY**

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

Randall Reid-Smith, Curator
Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

February 7, 2023

Mr. Travis E. Long
Director
Technical Support Division
WV Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

RE: Appalachian Corridor H
Wardensville to Virginia State Line Project Core Boring Activities
State Project No. X316-H-125.16; Federal Project No. NHPP-0484(118)
FR#: 91-246-MULTI-389

Dear Mr. Long:

We reviewed the information that was submitted in support of the above-referenced project. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

We understand that the West Virginia Division of Highways (WVDOT) is proposing to perform core boring activities for the Preferred Alternative of the Wardensville to Virginia State Line Project, which begins at the end of existing Corridor H along US 48 west of Wardensville and ends at the Virginia state line along WV 55 east of Wardensville. In addition to the core boring locations, the proposed activity will involve the construction and/or use of access roads. No above ground construction is proposed as part of this activity.

Archaeological Resources:

Our records indicate that the Preferred Alternative has undergone archaeological investigations and that one archaeological site, 46HY309 (the Leatherman Site), was determined to be eligible for inclusion in the National Register of Historic Places. According to the submitted information and project mapping, 46HY309 will be avoided by the proposed core boring activities. As a result, we concur that the proposed project will have no effect on archaeological historic properties.

Architectural Resources:

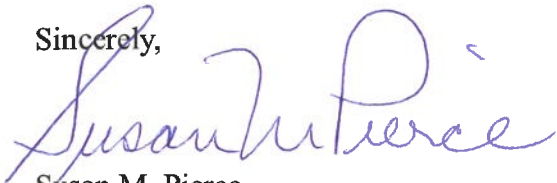
We have reviewed the submitted information and determined that the proposed core boring project will affect no architectural properties eligible for or included in the National Register of Historic Places. No

February 7, 2023
Mr. Long
FR# 91-246-Multi-389
Page 2

further consultation is necessary regarding architectural resources; however, we ask that you contact our office if your project should change.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Lora A Lamarre-DeMott, Senior Archaeologist, or Benjamin M. Riggle, Structural Historian, at (304) 558-0240.*

Sincerely,

A handwritten signature in blue ink, reading "Susan M. Pierce". The signature is fluid and cursive, with a large initial "S" and "P".

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/LLD/BMR



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

D. Alan Reed, P.E.
State Highway Engineer

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

February 3, 2023

Ms. Susan Pierce,
Deputy State Historic Preservation Officer
Division of Culture and History
1900 Kanawha Boulevard
Charleston, WV 25305

Dear Ms. Pierce:

State Project: X316-H-125.16
Federal Project: NHPP(0484)118, FR #91-246-MULTI-388
Appalachian Highway Corridor H
Wardensville to Virginia State Line Project Core Boring Activities
Hardy County

The West Virginia Division of Highways (WVDOH) intends to perform core boring activities for the Preferred Alternative of the Wardensville to Virginia State Line Project and is required to prepare Categorical Exclusion documentation for this action. The project is located in Hardy County and appears on the USGS WARDENSVILLE quadrangle. The proposed alignment begins at the end of existing Corridor H along US 48 west of Wardensville and ends at the Virginia State Line along WV 55 east of Wardensville (Exhibit 1).

Core boring sites and access have been planned for the entire project area (Exhibit 2). The proposed activities will not directly impact the Leatherman Site (#46HY309) nor any other known historic property or archaeological site. Impacts due to the core boring will be temporary. Disturbed land will be reclaimed in accordance with WVDOH and WVDEP NPDES standards. It is therefore recommended that the core boring project will have no impact on cultural resources and should proceed without further cultural resource documentation. We ask for your concurrence with these findings.

Should you require additional information, please contact our NEPA Compliance and Permitting Section as follows: Randy Epperly for Historic Resources at (304) 414-6439 or randy.t.epperly@wv.gov, and Rod DeMott for Archaeological Resources at (304) 414-6435 or rodney.c.demott@wv.gov.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Travis E. Long".

Travis E. Long, Director
Technical Support Division

L:e
Attachments
bcc: DSN (RE, RD)

Attachment 11:
Archaeology Clearance



West Virginia Department of
**ARTS, CULTURE
AND HISTORY**

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

Randall Reid-Smith, Curator
Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

February 7, 2023

Mr. Travis E. Long
Director
Technical Support Division
WV Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

RE: Appalachian Corridor H
Wardensville to Virginia State Line Project Core Boring Activities
State Project No. X316-H-125.16; Federal Project No. NHPP-0484(118)
FR#: 91-246-MULTI-389

Dear Mr. Long:

We reviewed the information that was submitted in support of the above-referenced project. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

We understand that the West Virginia Division of Highways (WVDOT) is proposing to perform core boring activities for the Preferred Alternative of the Wardensville to Virginia State Line Project, which begins at the end of existing Corridor H along US 48 west of Wardensville and ends at the Virginia state line along WV 55 east of Wardensville. In addition to the core boring locations, the proposed activity will involve the construction and/or use of access roads. No above ground construction is proposed as part of this activity.

Archaeological Resources:

Our records indicate that the Preferred Alternative has undergone archaeological investigations and that one archaeological site, 46HY309 (the Leatherman Site), was determined to be eligible for inclusion in the National Register of Historic Places. According to the submitted information and project mapping, 46HY309 will be avoided by the proposed core boring activities. As a result, we concur that the proposed project will have no effect on archaeological historic properties.

Architectural Resources:

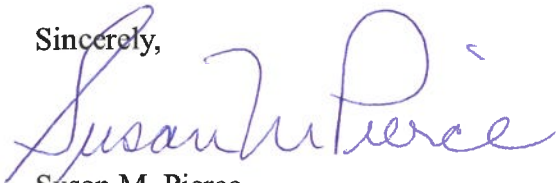
We have reviewed the submitted information and determined that the proposed core boring project will affect no architectural properties eligible for or included in the National Register of Historic Places. No

February 7, 2023
Mr. Long
FR# 91-246-Multi-389
Page 2

further consultation is necessary regarding architectural resources; however, we ask that you contact our office if your project should change.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Lora A Lamarre-DeMott, Senior Archaeologist, or Benjamin M. Riggle, Structural Historian, at (304) 558-0240.*

Sincerely,

A handwritten signature in blue ink that reads "Susan M. Pierce". The signature is fluid and cursive, with a large initial "S" and "P".

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/LLD/BMR



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

D. Alan Reed, P.E.
State Highway Engineer

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

February 3, 2023

Ms. Susan Pierce,
Deputy State Historic Preservation Officer
Division of Culture and History
1900 Kanawha Boulevard
Charleston, WV 25305

Dear Ms. Pierce:

State Project: X316-H-125.16
Federal Project: NHPP(0484)118, FR #91-246-MULTI-388
Appalachian Highway Corridor H
Wardensville to Virginia State Line Project Core Boring Activities
Hardy County

The West Virginia Division of Highways (WVDOH) intends to perform core boring activities for the Preferred Alternative of the Wardensville to Virginia State Line Project and is required to prepare Categorical Exclusion documentation for this action. The project is located in Hardy County and appears on the USGS WARDENSVILLE quadrangle. The proposed alignment begins at the end of existing Corridor H along US 48 west of Wardensville and ends at the Virginia State Line along WV 55 east of Wardensville (Exhibit 1).

Core boring sites and access have been planned for the entire project area (Exhibit 2). The proposed activities will not directly impact the Leatherman Site (#46HY309) nor any other known historic property or archaeological site. Impacts due to the core boring will be temporary. Disturbed land will be reclaimed in accordance with WVDOH and WVDEP NPDES standards. It is therefore recommended that the core boring project will have no impact on cultural resources and should proceed without further cultural resource documentation. We ask for your concurrence with these findings.

Should you require additional information, please contact our NEPA Compliance and Permitting Section as follows: Randy Epperly for Historic Resources at (304) 414-6439 or randy.t.epperly@wv.gov, and Rod DeMott for Archaeological Resources at (304) 414-6435 or rodney.c.demott@wv.gov.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Travis E. Long".

Travis E. Long, Director
Technical Support Division

L:e
Attachments
bcc: DSN (RE, RD)

Attachment 12:
WV DNR Consultation



Governor Jim Justice
Director Brett W. McMillion

February 7, 2023

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

Dear Ms. Mullins:

We have reviewed Natural Heritage Program files for information on rare, threatened, and endangered (RTE) species and natural trout streams for the area of the proposed highway project:

State Project: X316-H-125.16

Federal Project: NHPP(0484)118

Appalachian Highway Corridor H, Wardensville to Virginia Line Core Boring Activities
Hardy County

There are several recent records of RTE species and trout streams within the project area. Two of the records are federally endangered bats. The species are listed as per the table below.

Species (Latin Name)	Common name	Location Description	Date of Record	Status
<i>Carex tosa var rugosperma</i>	parachute sedge	south of project	2015	plant: state rare
<i>Juncus brachycarpus</i>	short fruit rush	Waites Run	2019	plant: state rare
<i>Corynorhinus townsendii virginianus</i> <i>Myotis septentrionalis</i> <i>Myotis soldalis</i>	Virginia big-eared bat northern long-eared bat Indiana bat	cave buffer (eastern end of project alignment)		3 bat species federal: endangered
<i>Myotis septentrionalis</i>	northern long-eared bat	capture buffer (Waites Run east)	2019	federal: endangered
<i>Petrochelidon pyrrhonota</i>	cliff swallow	Waites Run(south of project)	2013	bird: state rare
<i>Amblostoma jeffersonium</i>	Jefferson salamander	Cacapon River	2016	amphibian: state rare
<i>Thamnophis sauritus sauritus</i>	common ribbon snake	1000' north (western end of project)	2021	reptile: state rare
<i>Glyptemys insculpta</i>	wood turtle	Cacapon River	2010	reptile: state rare
<i>Glyptemys insculpta</i>	wood turtle	Waites Run	2018	reptile: state rare
<i>Glyptemys insculpta</i>	wood turtle	Trout Run	2016	reptile: state rare
<i>Glyptemys insculpta</i>	wood turtle	Slate Rock Run	2006	reptile: state rare

Habitat Feature		Location Description		Species/Status
Trout Run		whole length		brook trout
Waites Run		south of project		brook trout
Cacapon River		north of project		state mussel
Waites Run		whole length		state mussel
Trout Run		whole length		state mussel
Lost River Wildlife Management Area (WMA)		east of project		state WMA
Wardensville Wildlife Management Area (WMA)		west of project		state WMA

The Wildlife Resources Section knows of no surveys that have been conducted in the area for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the area under review. This response is valid for three years.

The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state, and further consultation may be required. Additionally, any concurrence requirements for federally listed species must come from the US Fish and Wildlife Service.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the number below, or Anne.M.Wakeford@wv.gov. Enclosed please find an invoice.

Sincerely,



Anne M. Wakeford
Wildlife Biologist
Environmental Coordination
Operations Unit



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

**1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505**

**D. Alan Reed, P.E.
State Highway Engineer**

**Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner**

February 3, 2023

**Mr. Danny Bennett
West Virginia Division of
Natural Resources
Post Office Box 67
Elkins, West Virginia 26241**

Dear Mr. Bennett:

**State Project: X316-H-125.16
Federal Project: NHPP(0484)118
Appalachian Highway Corridor H
Wardensville to Virginia State Line Project Core Boring Activities
Hardy County**

The Division of Highways is developing the subject project at the locations shown on the attached vicinity map and plans (Exhibits 1 and 2).

The project location is shown on the USGS, WARDENSVILLE, quadrangle map. The coordinates of the project location are approximately 39.071354, -78.631725 in the west to 39.085577, -78.511720 in the east.

Your comments on possible effects to rare or endangered species and natural trout streams are requested so that they may be included in our environmental studies. Should you require additional information, please contact Tracie Moles of our NEPA Compliance and Permitting Section at (304) 414-6463.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Travis E. Long".

**Travis E. Long, Director
Technical Support Division**

**TEL:m
Attachments
bcc: DSN(TBM)**

Attachment 13:
WV DEP Consultation



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

**1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505**

**D. Alan Reed, P.E.
State Highway Engineer**

**Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner**

February 3, 2023

**Ms. Nancy Dickson
Water Resources Section
Department of Environmental Protection
601 57th Street East
Charleston, West Virginia 25304**

Dear Ms. Dickson:

**State Project: X316-H-125.16
Federal Project: NHPP(0484)118
Appalachian Highway Corridor H
Wardensville to Virginia State Line Project Core Boring Activities
Hardy County**

The Division of Highways is developing the subject projects at the locations shown on the attached vicinity map and plans (Exhibits 1 and 2).

The project location is shown on the USGS, WARDENSVILLE, quadrangle map.

Your comments on possible water quality impacts are requested so that they may be included in our environmental studies. Should you require additional information, please contact Tracie Moles of our NEPA Compliance and Permitting Section at (304) 414-6463.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Travis E. Long".

**Travis E. Long, Director
Technical Support Division**

**TEL:m
Attachments
bcc: DSN(TBM)**

Attachment 14:
Additional Coordination Letters

DoByns, Martha Young

From: Facemire, Lovell R <lovell.r.facemire@wv.gov>
Sent: Tuesday, September 12, 2023 8:49 AM
To: DoByns, Martha Young
Subject: EXTERNAL: Fwd: [External Email]Wardensville Core Boring Contract
Attachments: image001.png

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL

Please see John's response.

----- Forwarded message -----

From: **Barger, John - FS, WV** <john.barger@usda.gov>
Date: Tue, Sep 12, 2023 at 11:34 AM
Subject: RE: [External Email]Wardensville Core Boring Contract
To: Facemire, Lovell R <lovell.r.facemire@wv.gov>

It is a large document but I scanned over it and didn't see anything that needed attention.

Any word on when SUP application will be sent to us?



John Barger, PE
WV DOT Liaison
Forest Service

Monongahela National Forest

p: 304-635-4426
john.barger@usda.gov

200 Sycamore St
Elkins, WV 26241
www.fs.fed.us



Caring for the land and serving people

From: Facemire, Lovell R <lovell.r.facemire@wv.gov>
Sent: Monday, September 11, 2023 9:36 AM

To: Barger, John - FS, WV <john.barger@usda.gov>; Martha Young DoByns <mdobyns@mbakerintl.com>

Subject: [External Email]Wardensville Core Boring Contract

[External Email]

If this message comes from an **unexpected sender** or references a **vague/unexpected topic**;

Use caution before clicking links or opening attachments.

Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov

John,

I placed a copy of the Core Boring Contact in your Projectwise Folder for your review and comment. Please review these documents and let me know if you have any questions or concerns before we finish up the CE for the project. When we finish the CE we will send it to you to review before getting it signed by FHWA.

--



Lovell R Facemire PE PS

Engineer

Technical Support Division

WV Division of Highways

1334 Smith Street

Charleston WV, 25301

☎304-414-6441

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

--

DoByns, Martha Young

From: Facemire, Lovell R <lovell.r.facemire@wv.gov>
Sent: Tuesday, July 18, 2023 11:55 AM
To: DoByns, Martha Young; Gale, Larry; Barclay, Bob
Subject: EXTERNAL: Fwd: FW: FW: seed mix

Follow Up Flag: Follow up
Flag Status: Flagged

Bob,
Below is the seed mix that the forest service approved for use in the forest for the core borings.

----- Forwarded message -----

From: Barger, John - FS, WV <john.barger@usda.gov>
Date: Tue, Jul 18, 2023 at 2:43 PM
Subject: FW: FW: seed mix
To: Facemire, Lovell R <Lovell.R.Facemire@wv.gov>

FYI...



John Barger, PE
WVDOT Liaison
Forest Service

Monongahela National Forest

p: 304-635-4426
john.barger@usda.gov

200 Sycamore St
Elkins, WV 26241
www.fs.fed.us



Caring for the land and serving people

From: Riddle, Margaret - FS, VA <margaret.riddle@usda.gov>
Sent: Tuesday, July 18, 2023 9:32 AM
To: Barger, John - FS, WV <john.barger@usda.gov>
Subject: RE: FW: seed mix

Yes, that is good to go! No invasives. 😊

Thanks for letting me review, John!



Meg Riddle
Acting Forest Wildlife Biologist
Forest Service

Cherokee National Forest
p: 423-476-9700; 803-397-8092

margaret.riddle@usda.gov

2800 Ocoee Street North
Cleveland, TN 37312

www.fs.fed.us



Caring for the land and serving people

From: Barger, John - FS, WV <john.barger@usda.gov>
Sent: Monday, July 17, 2023 3:23 PM
To: Riddle, Margaret - FS, VA <margaret.riddle@usda.gov>
Subject: FW: FW: seed mix

Hi Meg,

Would this mix be ok?....



John Barger, PE
WVDOT Liaison
Forest Service

Monongahela National Forest
p: 304-635-4426
john.barger@usda.gov

200 Sycamore St
Elkins, WV 26241
www.fs.fed.us



Caring for the land and serving people

From: Facemire, Lovell R <lovell.r.facemire@wv.gov>
Sent: Monday, July 17, 2023 3:21 PM
To: Barger, John - FS, WV <john.barger@usda.gov>
Subject: Re: FW: seed mix

John please look at this seed mix and let me know what you think.

TABLE 642.5.3

Temporary Seeding Mixtures		
Variety of Seed	Spring & Summer Mar. 1-Oct. 31	Fall & Winter Nov. 1-Feb. 28
	lb per acre	lb per acre
Common Oats	120	
Millet	120	
Cereal Rye		120
TOTAL	120	120

On Thu, Jun 22, 2023 at 4:21 PM Barger, John - FS, WV <john.barger@usda.gov> wrote:

See below and attached.



John Barger, PE
WV DOT Liaison
Forest Service

Monongahela National Forest

p: 304-635-4426
john.barger@usda.gov

200 Sycamore St
Elkins, WV 26241
www.fs.fed.us



Caring for the land and serving people

From: Riddle, Margaret - FS, VA <margaret.riddle@usda.gov>
Sent: Thursday, June 22, 2023 3:18 PM
To: Slezak, Gregg - FS, VA <gregg.slezak@usda.gov>
Cc: Yonce, Mary - FS, VA <mary.yonce@usda.gov>; Barger, John - FS, WV <john.barger@usda.gov>
Subject: RE: seed mix

Hey Gregg,

We try to never use fescue, other than the native, creeping red fescue that VDOT uses on steep slopes. I would not recommend putting any Kentucky fescue (tall fescue) in any Corridor H mixes, based on Forest Plan guidance not to include non-native, invasive, species in the mixes and the fact that tall fescue is legally listed as an invasive species in West Virginia (<https://www.invasiveplantatlas.org/subject.html?sub=3037>). Tall fescue is a persistent perennial that will outcompete native vegetation and invade forest margins, fields...etc. Attached is the mix that VDOT uses on FS lands and within Shenandoah National Park for erosion control, that does not contain tall fescue. We have been recommending this mix for a decade or so, and I think it can be mixed locally pretty easily.

Thanks for sending this out for review, so we could catch this!

Meg



Meg Riddle
North Zone Wildlife Biologist
Forest Service

George Washington & Jefferson National Forests

North River & Lee Ranger Districts

p: 540-432-8236

margaret.riddle@usda.gov

401 Oakwood Drive
Harrisonburg, VA 22801

www.fs.fed.us



Caring for the land and serving people

From: Slezak, Gregg - FS, VA <gregg.slezak@usda.gov>
Sent: Thursday, June 22, 2023 1:39 PM
To: Riddle, Margaret - FS, VA <margaret.riddle@usda.gov>
Cc: Yonce, Mary - FS, VA <mary.yonce@usda.gov>
Subject: FW: seed mix

Hey Meg,

Do you have any concerns with the below mix?

Thanks!



Gregg Slezak
Deputy District Ranger
Forest Service

**George Washington- Jefferson
National Forest**

**North River & Lee Ranger
Districts**

p: 540-432-8237

c: 706-982-9489
Gregg.Slezak@USDA.gov

401 Oakwood Drive
Harrisonburg, VA 22801

fs.usda.gov



**Caring for the land and serving
people**

From: Barger, John - FS, WV <john.barger@usda.gov>
Sent: Thursday, June 22, 2023 10:20 AM
To: Slezak, Gregg - FS, VA <gregg.slezak@usda.gov>; Yonce, Mary - FS, VA <mary.yonce@usda.gov>
Subject: seed mix

Gregg/Mary,

Please forward this to whomever is best to review it...

Please review this seed mix that WVDOH proposes to use for the core boring contract. Let me know by June 30 of any changes needed.

Thanks!

Type D	
Description	LB/Acre (kg per ha)
Kentucky 31 fescue	20 (22.4)

Red Fescue (Pennlawn)	20 (22.4)
Red or White Clover	20 (22.4)
Annual rye grass August 1 to May 15 Or Weeping Lovegrass May 15 to Aug 1	7 (7.8) 3 (3.4)



John Barger, PE
WV DOT Liaison
Forest Service

Monongahela National Forest

p: 304-635-4426
john.barger@usda.gov

200 Sycamore St
Elkins, WV 26241
www.fs.fed.us



Caring for the land and serving people

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

----- Forwarded message -----

From: **Barger, John - FS, WV** <john.barger@usda.gov>

Date: Wed, Jun 7, 2023 at 9:51 AM

Subject: FW: [External Email]Corridor H Core Borings Section 106, Wardensville to Va. Line

To: Epperly, Randy T <randy.t.epperly@wv.gov>

Cc: Facemire, Lovell R <Lovell.R.Facemire@wv.gov>, Mullins, Sondra L <sondra.l.mullins@wv.gov>, rodney.c.demott@wv.gov <rodney.c.demott@wv.gov>

See below...



John Barger, PE
WV DOT Liaison
Forest Service

Monongahela National Forest

p: 304-635-4426

john.barger@usda.gov

200 Sycamore St

Elkins, WV 26241

www.fs.fed.us



Caring for the land and serving people

From: Madden, Michael - FS, VA <michael.j.madden@usda.gov>

Sent: Wednesday, June 7, 2023 9:21 AM

To: Barger, John - FS, WV <john.barger@usda.gov>

Cc: Yonce, Mary - FS, VA <mary.yonce@usda.gov>

Subject: RE: [External Email]Corridor H Core Borings Section 106, Wardensville to Va. Line

John,

After looking over the information – maps provided and then checking it against our cultural resource atlas I concur with the WVA SHPO findings that there will be *no effect* as there are no cultural resources present where the boring activities are to be implemented on forest service lands. The project may proceed as planned.

Thank you for the opportunity to review this and for the quality of the information provided.

Mike



Mike Madden
Forest Archaeologist & Tribal Liaison
USDA Forest Service

George Washington & Jefferson National Forests

p: 540-265-5211
michael.j.madden@usda.gov

5162 Valleypointe Parkway
Roanoke, VA 24019

From: Barger, John - FS, WV <john.barger@usda.gov>
Sent: Wednesday, June 7, 2023 9:04 AM
To: Madden, Michael - FS, VA <michael.j.madden@usda.gov>
Cc: Yonce, Mary - FS, VA <mary.yonce@usda.gov>
Subject: FW: [External Email]Corridor H Core Borings Section 106, Wardensville to Va. Line

Hi Mike,

See attached letter.

WVDOH is seeking our concurrence with the SHPO findings. Should you concur, a simple email will suffice.

Thanks!



John Barger, PE
WVDOT Liaison
Forest Service

Monongahela National Forest

p: 304-635-4426
john.barger@usda.gov

200 Sycamore St
Elkins, WV 26241
www.fs.fed.us



Caring for the land and serving people

From: Epperly, Randy T <randy.t.epperly@wv.gov>

Sent: Tuesday, June 6, 2023 7:45 AM

To: Barger, John - FS, WV <john.barger@usda.gov>

Cc: Sondra L Mullins <sondra.l.mullins@wv.gov>; Lovell R Facemire <lovell.r.facemire@wv.gov>; Rodney C Demott <rodney.c.demott@wv.gov>

Subject: [External Email]Corridor H Core Borings Section 106, Wardensville to Va. Line

[External Email]

If this message comes from an **unexpected sender** or references a **vague/unexpected topic**;

Use caution before clicking links or opening attachments.

Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov

John,

Attached, for review, is the letter addressing Section 106 for core borings within the forest on the Wardensville to Virginia Line section. Please let us know if you have any questions or need any additional information. Thanks

--

Randy Epperly

Historic Resources Unit Leader

WVDOH

Technical Support Division

NEPA Compliance and Permitting Section

304-414-6439

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Gregory L. Bailey, P.E.
Interim
State Highway Engineer

Jimmy Wriston, P. E.
Secretary of Transportation
Commissioner of Highways

June 5, 2023

**Mr. John Barger, P.E.
WVDOT Liaison
U.S. Forest Service
200 Sycamore Street
Elkins, WV 26241**

Dear Mr. Barger:

**State Project: X316-H-125.16
Federal Project: NHPP(0484)118
Appalachian Highway Corridor H
Wardensville to Virginia State Line Project Core Boring Activities
Hardy County**

The Division of Highways is developing the subject project at the location shown on the attached vicinity map. The project consists of core boring activities necessary to proceed to final design for the Wardensville to Virginia State Line Project, a portion of Appalachian Highway Corridor H in Hardy County, WV. The planned activities include: using existing and temporary access roads to transport equipment to the core boring sites; acquiring water necessary to perform the core boring; core boring; disposing of drill water; and reclaiming the disturbed areas.

The project location is shown on the USGS WARDENSVILLE quadrangle map. The coordinates of the project location are approximately 39.071354, -78.631725 in the west to 39.085577, -78.511720 in the east.

Core boring sites and access have been planned for the entire project area (see second attachment). Impacts due to the core boring will be temporary. Disturbed land will be reclaimed in accordance with WVDOH and WVDEP NPDES standards. Proposed activities include temporary disturbance within the George Washington National Forest.

In a letter dated February 7, 2023, the SHPO concurred with the determination that the proposed core boring activities will have no adverse impact on archaeological resources or historic architecture (see third attachment). It is therefore recommended that the core boring project will have no adverse impact on cultural resources on property owned by the U.S. Forest Service within the project area and should proceed without further cultural resource documentation. We ask for your concurrence with these findings.

Should you require additional information, please contact our NEPA Compliance and Permitting Section as follows: Randy Epperly for Historic Resources at (304) 414-6439 or randy.t.epperly@wv.gov, and Rod DeMott for Archaeological Resources at (304) 414-6435 or rodney.c.demott@wv.gov.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Travis E. Long".

**Travis E. Long, Director
Technical Support Division**

**L:e
Attachments
bcc: DSN (RE, RD)**

Attachment 15:
Public Involvement

Public Informational Workshop Report

Corridor H – Wardensville to Virginia State Line Project

Hardy County

State Project X316-H-125.16

Federal Project NHPP(0484)118



Submitted: December 4, 2023

Prepared by:

Michael Baker International



For:

West Virginia Division of Highways



Table of Contents

Section 1.0	Summary of Meeting
Section 2.0	Attendance
Section 3.0	Public Discussion During the Meeting
Section 4.0	Total Comments
Section 5.0	Comments Summary

List of Tables

Table 1:	Comment Details
Table 2:	Submitted Comments

Attachments

- A: Legal Notice and Flyer
- B: Distribution of Notice and Flyer
- C: Handout with Comment Form
- D: Display Boards
- E: Sign-in Sheet

1.0 Summary of Meeting

The West Virginia Department of Transportation, Division of Highways (WVDOH) hosted a public informational workshop to inform the public and receive comments for the Corridor H Wardensville to VA State Line Project (State Project X316-H-125.16, Federal Project NHPP(0484)118)). An Amended Record of Decision (AROD) for this project was signed by FHWA in 2003. The purpose of this meeting was to share project developments with the public and seek input for their upcoming environmental assessment.

The project is an approximately 6.8-mile, four-lane divided highway, with partial control of access. The project is part of Corridor H of the Appalachian Development Highway System and extends from an existing portion of Corridor H in the west to the Virginia state line in the east. The highway will help fulfill the goals of improving east-west travel and promoting economic development in the region.

The public meeting was held at the War Memorial Building in Wardensville, WV on September 21st, 2023 from 5:00 PM to 8:00 PM. A formal presentation was made at 6:00 PM affording the public the opportunity to ask questions and give written comments on the project throughout the meeting. The meeting location was approximately two miles from the proposed project area.

WVDOH advertised the meeting on their own website and through the following statewide and local news outlets:

- West Virginia Radio
- West Virginia MetroNews
- The Moorefield Examiner
- Hardy Net

WVDOH hand delivered flyers to the surrounding community residents and businesses. Attachment A includes the public notice and flyer, and Attachment B includes a table detailing the flyer distribution.

At the meeting, handouts with information on the proposed project were provided at the registration table. In the meeting hall. There were two sets of four project boards (Attachment D), as well as a roll map showing the Preferred Alternative Right-of-Way 2 Plans. WVDOH representatives were in attendance to answer questions, including representatives from the WVDOH District Right-of-Way Section.



A 30-day comment period followed the public meeting, with comments due to WVDOH by October 23, 2023. A comment form was attached to the handout at the meeting (Attachment C). The form as well as the handout and display boards were posted on the WVDOH website

throughout the comment period. A 3-week extension was requested. FHWA agreed to extend the comment period to November 13, 2023.

2.0 Attendance

A total of one hundred-two (102) people signed the attendance sheet at the meeting (Attachment E). Approximately one dozen representatives from WVDOH and their consultant, Michael Baker International, also attended the meeting.

3.0 Public Discussion During the Meeting

A formal presentation was provided by WVDOH, which included an explanation of the WVDOH/FHWA decision to prepare an Environmental Assessment for the project, a brief description of the Environmental Assessment process and a tentative schedule. During informal conversations in the meeting hall, the most frequent concerns expressed by public attendees, as assessed anecdotally, included:

- support for the project
- project opposition
- concerns for property values and property access/impacts
- threats to the town's water supply
- concern for the re-routing of WV 55

4.0 Total Comments

Thirty-eight (38) commenters made a total of forty-four (44) submissions to WVDOH. (Note: when an exact duplicate comment was received from the exact same name and address, the comment was counted once.) Of these forty-four (44) submissions, two (2) were handed in at the public meeting, eleven (11) were mailed to WVDOH, twenty-six (26) were submitted via the WVDOH online system and five (5) were emailed. Based on a comparison of the commenter names and the sign-in sheet, it appears that seven (7) of the commenters attended the meeting in person. Details for each commenter are provided in Table 1, while the comment itself is provided in Table 2.

5.0 Comments Summary

Of the comments received, two (2) commenters expressed support for the project, six (6) commenters made a request for follow-up, and thirty (30) expressed opposition and/or concerns for the current plan.

The most frequent concerns for impact by the project were the following:

- Eighteen(18) commenters expressed concern for threats to natural and cultural resources, and/or environmental impacts, generally.
- Sixteen (16) commenters expressed concern for adverse effects to the economy, property values, and/or tourism.
- Thirteen (13) commenters expressed concern related to the town's water supply.

- Twelve (12) commenters expressed concern that Virginia will not continue construction of the highway in their state, making this a “road to nowhere.”
- Eight (8) commenters (landowners) expressed concern over impacts/access to their property.
- Eight (8) commenters expressed concern for visual impacts to the town of Wardensville.
- Seven (7) commenters expressed concern for traffic/congestion with changes to local traffic patterns.
- Seven (7) commenters expressed concern for negative impacts to trout stream.

Table 1: Commenter Details

First Name	Last Name	Organization	City	State	Comment Type	Received	Comment No.
Gayle	Miller		Vienna	VA	Form Email Website	9/21/2023 11/13/23 11/13/2023	1
Jack	Beury		Wardensville	WV	Form Form + Letter	9/21/2023 9/25/23	2
Daniel	Leatherman		Wardensville	WV	Email	9/25/2023	3
James	Haerer		Dunkirk	MD	Form +Attachment	9/29/2023	4
James	Plitt		Wardensville	WV	Letter	9/23/2023	5
Bonnie	McKeown	President, Stewards of the Potomac Highlands	Maysville	WV	Email/Letter Email/Letter Website Website (Duplication of 11/3/23 Email/Letter)	10/18/2023 11/3/2023 10/20/2023 11/13/2023	6
Jackson	Hurst		Kennesaw	GA	Form	10/17/2023	7
Susan	Miller		High View	WV	Letter	10/17/2023	8
Woodrow	Bennett		Wardensville	WV	Form	10/24/2023	9
Sheryl	Jaros		Wardensville	WV	Form	10/19/2023	10
Jeff	Jaros		Wardensville	WV	Form	10/19/2023	11
Betsy	Orndoff-Sayers	Mayor	Wardensville	WV	Letter		12
Angie	Rosser	WV Rivers Coalition	Charleston	WV	Letter	11/14/2023	13

First Name	Last Name	Organization	City	State	Comment Type	Received	Comment No.
Judith	Rodd	Director, Friends of Blackwater	Thomas	WV	Letter	11/13/2023	14
Kate	Wofford	Executive Director, Alliance for Shenandoah Valley	New Market	VA	Email/Letter	11/13/2023	15
John	Hutchinson		Staunton	VA	Website	10/19/2023	16
Kristine	Jordan		Davis	WV	Website	10/21/2023	17
Kristen	Colebank		Wardensville	WV	Website	10/30/2023	18
Brooke	Rodgers		Goochland	VA	Website	11/6/2023	19
Ryan	Dalton		Morgantown	WV	Website	11/7/2023	20
Mark	Leonard		Webster Springs	WV	Website	11/7/2023	21
Alexandra	Mathias		Petersburg	WV	Website	11/8/2023	22
Susan	Haywood	Blackwater Bicycle Association	Davis	WV	Website	11/9/2023	23
Alan	Tomson		Davis	WV	Website	11/10/2023	24
Tommy	Newcome		Manassas	VA	Website	11/11/2023	25
Alison	McBride		Wardensville	WV	Website	11/11/2023	26
Kelly	Campbell		Shepherdstown	WV	Website	11/12/2023	27
Tom & Sarah	Hammack		Bethesda	MD	Website	11/12/2023	28
Kelly	Newcome		Manassas	VA	Website	11/12/2023	29
Chrissy	Sandy	Sierra Club, WV Chapter	Adrian	WV	Website	11/12/2023	30
Teresa	McGonigle		Morgantown	WV	Website	11/12/2023	31
Maggie	Nelson				Website	11/12/2023	32
Jenna	Dodson	WV Rivers Coalition	Charleston	WV	Website	11/13/2023	33
Olivia	Miller		Hambleton	WV	Website	11/13/2023	34
Ouis	Strosnider III	Owner	Wardensville	WV	Website	11/13/2023	35
La Cindy	Orndorff	All N Kennels & Farm, LLC	Wardensville	WV	Website	11/13/2023	36
Stephen	Price		Milwaukee	WI	Website	11/13/2023	37
Donna	Printz		Shepherdstown	WV	Website	11/14/2023	38

Table 2: Submitted Comments

Commenter No.	Comments
1	<p>Comment Form (9/21/23)</p> <p>I own 2 homes (3054 & 3000 Trout Run Rd).</p> <p>1) There is no benefit to local business of a road bypassing a small town. Tourist traffic on their way to Canaan Valley, etc. will just go on by</p> <p>2) Highway Dept doesn't know how building a 4-Lane will affect the Town Water Supply since the area is Karst Terrain. What will you do when you destroy our water system?</p> <p>3) VA still does not plan to build their section. What is the point of 4 lanes ending on top of North Mountain? Why not just add passing lanes to what is there?</p> <p>4) What can you do to make this highway not take away from the natural beauty of our town?</p> <p>Email (11/13/23) & Website (11/13/23)</p> <p>My parents were born and raised in Wardensville from 1924 and returned for 20 years after retirement. I still have their home on Trout Run Road and was hoping to retire there in the next couple years. My plans are now on hold because of the destruction Corridor H will have on this beautiful small town. I have been visiting relatives, friends, and my parents for the last 64 years and have seen this community prosper with new stores and restaurants just in the last 10 years. Now Corridor H is slated to go right through and behind the town which will greatly destroy its beauty for people who live there and who come visit to get out of the city. The highway plans to stop at the top of North Mountain at the WV/VA line with NO on or off ramp (as it was deemed not safe to do so) and dead ending the scenic RT 55 that visitors love to travel. With no on or off ramp at this location the only way to exit and visit Wardensville will be from the new Waites Run ramp which will put all the exit traffic including large trucks on a couple very small residential roads or the far end of town at Trout Run Road. This will be a disaster for anyone living there and a inconvenient for travelers. The town WILL lose a big portion of the visitors who buy gas, food and supplies as they will now stay on the highway they just got on and continue to their destination. They will not even have the option of staying on RT 55 to come into town. The towns recent successes will be destroyed with the bypass that the new highway will create. Virginia has not planned to connect to the new highway and would take decades to build if they ever decided too. It truly will be "The Highway to Nowhere." The new 6 miles of highway will save about 5 minutes of travel time and destroy what has taken so long for Wardensville to create. Not to mention the fragile water soil system we have that the construction could damage and destruction of nature and trout streams the area is known for. Has anyone in power even looked at the area to see what impact it will have? Please put this on hold until Virginia decides to connect. Why waste the money and our town for nothing. Please Save Wardensville.</p>
2	<p>Comment Form (9/21/23)</p> <p>Many residents on or near Waites Run Road are against the exit on Waites Run (a small rural road with no lines) and sharp turns. This will be the 1st exit in Wardensville that is close to a gas station and will cause extreme traffic congestion on a road that usually only sees local traffic and agriculture machine traffic.</p> <p>Comment Form with Letter (9/25/23)</p> <p>Information concerning Corridor H Wardensville to VA Line</p> <p>Information was obtained from the Public Informational Workshop on September 21, 2023 at the Wardensville War memorial Building.</p>

Commenter No.	Comments
	<p>Route 55 from Virginia will connect to Corridor H at the VA/WVA border on North Mountain but NOT have connection access to stay on Route 55 westbound. This connection was eliminated from the original design reportedly because of engineering constraints/safety issues.</p> <p>This means that this proposed 4 lane divided highway from Northern Virginia, first exit in WVA will be Waites Run Rd! In addition, this means that to get to Route 55 to go east to VA, commuters will need to go to Waites Run Rd and to get to Corridor H. This exit will be adjacent to the Wardensville Town Park which has playgrounds, ballfields, courts, water activities and the water system for the Town of Wardensville. A higher volume of traffic there may be a safety issue!</p> <p>Even before the elimination of the connection to stay on 55, this Waites Run Rd. Exit from Corridor H will attract a high volume of traffic due to the Services signage posted for that Exit. The design will be a road congestion disaster for Waites Run Rd. and the other connected local residential roads (Furnace Rd, Sand Field Rd, Carpenter Ave), that will need to be used to get to Services in town from the Waites Run Rd. Exit. Waites Run Rd., as we know it now, is a quiet rural winding non-painted road used by local residents, farm tractors and local deliveries. There is a better way to have Corridor H Exits connect to Rt 55 and/or 259 directly. (Roads which may accommodate that volume of traffic.)</p>
3	<p>I attended the information workshop in Wardensville on Thursday, September 21 2023. I, for the first time, got to see the latest design. The highway is splitting our farm, and taking both houses. The access plan to the remaining farm is completely unacceptable. The planned driveway goes down a steep decline, adds several hundred yards to driveway, and ends in an area that isn't suitable for the remaining property. A lot of changes will have to take place to remain a workable farm, a lot of which will end up being my expense. (Wells, fencing, cattle working area, and rendering a 14x40 silo useless to name a few.) I'm also losing a significant amount of pasture, which will result in cattle and income losses. The steep decline, mentioned above, faces the East and is beside an approximate 50 foot bank of fill for the highway. That hill will not get any sunshine during winter months, except for first thing in mornings when winter temperatures are well below freezing, and will remain covered in snow and ice for days after snow storms. That hill will also be dangerous for moving crops from the fields, which will be on the opposite side of the highway from working area of farm. Loaded wagons of corn, silage, and hay are heavy, and unless you have tractors large enough handle them on a hill, they get pushed off. The area of extended driveway is also in a flood plain. That bottom was completely under water in 1993 and 1996. There is a workable solution to the problems, but did not get much of an indication from the meeting that it could be worked out. The farm has been in the family since 1953, and I prefer to have it remain a working farm. The hill, and added length of driveway would also be a problem if an emergency would occur, and rescue vehicles would need to come in. I know I'm not the only one this highway will negatively affect, but I would think a much better access can be implemented.</p> <p>Outside of my personal concerns, the community of Wardensville will be severely impacted. This last section of highway has 4 farms that are being impacted, 6 or maybe 7 houses are being taken, and going through the area of the towns water supply which is also sold to the county to provide water to numerous homes outside the town limits. Traffic will be routed around the town, which will be an economic strain on businesses, several of which are fairly new to the area. Virginia currently has no plans (that I'm aware of) on connecting to the highway. Travelers can easily access fuels, restaurants, and stores along Virginias roads before entering WV and will not navigate secondary roads in our area for those things.</p> <p>US Route 50 was run to the WV line as a 4 lane from Winchester Va. in the 1960's. If economic</p>

Commenter No.	Comments
	<p>development in WV was the reason for building Corridor H, route 50 could have been utilized instead. It also connects to Interstate 81 (via Rt 37, a 4 lane road). With a section going through Md, it would have been a shorter distance to finish for WV than the 113miles of Corridor H.</p> <p>Improvements are already complete from Clarksburg to Ohio State line. Rt 50 intersects with several major roads, including 2 interstates in WV. It could have helped with getting truck traffic to US Rt 522, where numerous trucks use daily. (I've seen the problems in Berkeley Springs first hand.) Traveling East to West it intersects with US Route 220 which could take trucks and traffic towards Cumberland Md area to I 68 and also into Moorefield. It intersects with US 219 in Redhouse Md. (which could also help Western Md. area.) Next it crosses US 119 in Grafton WV. Then proceeds to cross US 250 in Taylor Co. Wv, all of which are major roads and would move traffic North and South in different areas of the state. The connections with I 79 and I 77 both carry traffic into Southern WV. area. The section of US 50 between the split with Rt 220 to Keyser and Clarksburg is not safe for truck traffic at all. That should have been reworked for safety and economic development both.</p> <p>The route through Wardensville could have been changed by staying North of the town and not crossing the Cacapon River until getting below (East of town) the town of Wardensville. Could have missed several homes, connected with Rts. 259 and 55 without crossing clean streams and disturbing water supply. Would also have provided better access to town, than secondary roads. Lots of revenue stands to be lost for the town and the state.</p> <p>My opinion, (which I know doesn't matter) leave Wardensville as it is to get some revenue and use the money on Rt. 50. As I said, it's already at WV state line.</p>
4	<p>1) Parcel 36: The remaining land of 1.84 acres is highlighted below. This section is landlocked (see comment PDF for map).</p> <p>2) Right of way plans: The deeded right of way for my property indicted by tax map 1-294-18 and outlined in red is across Parcels 34 and 36. This right of way access will be impeded by Corridor H. There is no provision for a right of way on the plans provided at the meeting for this tract. See the parcel outline in red below (see comment PDF for map).</p> <p>3) Our current home is located on Parcel 36. The home is a tight line of approximately 50 feet from the Corridor H easement line as well as 50 feet east of the .95-acre sediment pond. Below is a screenshot of Travis Longs iPad where he circled the location of the house in relation to Corridor H (see comment PDF for image).</p> <p>Can you answer the following questions for me?</p> <ol style="list-style-type: none"> 1. Are you taking the 1.84 acres? 2. Will you be able to provide a right-of-way to my parcel located at Tax Map 1-294-18? 3. Are you taking our home under eminent domain? <p>Thank you for taking the time to review my concerns. I look forward to working your team and learning the answers to my questions above.</p>
5	<p>I attended the information workshop in Wardensville on Thursday, September 21 2023. I really appreciate the effort of your staff to answer questions thoroughly. Most of my personal questions were well answered. Dating all the way back to the construction of the Moorefield to Wardensville section I have concerns about well water and now Wardensville water systems. The last time West Virginia's largest natural lake, Trout Pond consistently held water was before the blasting for the Moorefield-Wardensville section. Since then it has been most often drained. So my current</p>

Commenter No.	Comments
	<p>concerns are for remediation provisions for well water for home owners in the greater Wardensville area (5 miles, 10 miles away?). On a different note my bigger concern is for Blackwater Falls State Park, Davis WV and Thomas WV. Please STRONGLY consider the "Northern Route" preferred by pretty much everyone in Davis and Thomas. The current route will be terrible for the State Park and for Davis and Thomas.</p>
6	<p>Email/Letter (10/18/2023)</p> <p>Stewards of the Potomac Highlands ("Stewards") respectfully requests a three-week extension of the public comment period on the Wardensville-Virginia Line section of Corridor H currently scheduled to close on Monday Oct., 23, 2023. We ask an extension to Monday, Nov. 13, 2023.</p> <p>WV Division of Highways presented handouts at the Public Informational Workshop held September 21 at the War Memorial Building in Wardensville, including a public comment form and the statement that comments would also be posted at a link on the Division's website.</p> <p>Stewards—a 501(c)(4) environmental group established in 2001—works in West Virginia's northeastern counties and neighboring counties to protect our the area's rich heritage and support an environmentally and socially sustainable, locally- controlled economy. https://potomachighlandstewards.org/.</p> <p>Economically and culturally, our area has a proud tradition of small farm and forest ownership and historic towns. However, the proposed Corridor H highway project (Wardensville to Virginia state line segment), if built, will fundamentally alter many of the iconic values that make this area so incredibly unique. The far-reaching consequences of this project will have economic, environmental, and other ripple effects decades—indeed, centuries—into the future.</p> <p>Aiming for maximum citizen participation in this public comment process, we have been distributing WVDOH's information and the paper comment sheets. Wardensville area residents in early October began telling us that the link for online comments was not operating, and as of Oct. 16—over three weeks after WVDOH's Sept. 21 meeting in Wardensville—I found the link still not operating (see attached screenshot). We ask that WVDOH correct this situation and get the link working. https://docs.google.com/forms/d/e/1FAIpQLSeQgHHIVTLdyaaKBCUC_PYS154KfC3o2qM4P8H3qH3PsDtddw/closedform</p> <p>We understand from eyewitnesses that around 80 citizens attended the Sept. 21 meeting, at which WVDOH's promised 6 p.m. presentation lasted only five minutes and consisted of directing people to the various public information tables. The session offered no format for citizens to publicly share their concerns and questions.</p> <p>Nearly 40 people came to Stewards' own Corridor H public information sessions during the Oct. 13-14 Fall Festival weekend. Some were landowners who reported that WVDOH had sent heavy machines into the area and contractors were poised to start core drilling operations on their land. Some had received WVDOH letters to schedule property appraisals. Some expressed concern that filing a public comment about Corridor H could bring them adverse treatment by WVDOH in property takings. Some reported contentious interactions with Travis Long of WVDOH, to whom the public comments are officially directed, and aggressive statements by WVDOH officials that property owners would be out of their homes within a year.</p> <p>Stewards cannot understand WVDOH's haste to start construction in this environmentally sensitive</p>

Commenter No.	Comments
	<p>area, and we ask WVDOH and FHWA to give proper attention to any citizens' concerns by extending the comment period to Monday Nov. 13.</p> <p>Email/Letter (11/03/2023)</p> <p>Stewards of the Potomac Highlands ("Stewards") respectfully submits the following comments on the West Virginia Division of Highways' planned construction of the Appalachian Corridor H project from Wardensville to the Virginia state line.</p> <p>Stewards—a 501(c)(4) environmental group established in 2001—works in West Virginia's northeastern counties and neighboring counties to protect the area's rich heritage and support an environmentally and socially sustainable, locally-controlled economy. Economically and culturally, our area has a proud tradition of small farm and forest ownership and historic towns. However, the proposed Corridor H highway project (Wardensville to Virginia state line section), if built, will fundamentally alter many of the iconic values that make this area so incredibly unique. This project will have economic, environmental, and other ripple consequences, decades—indeed, centuries—into the future. Stewards has long been involved in the Corridor H highway project, especially the Wardensville to Virginia state line section, and remains concerned about the understudied effects of this road to nowhere.</p> <p>On June 5, 2023, Stewards formally requested that the Federal Highway Administration ("FHWA"), in partnership with the West Virginia Department of Highways ("WVDOH"), prepare a supplemental environmental impact statement ("EIS") for the Wardensville to Virginia state line section of the Corridor H highway project pursuant to the Administrative Procedure Act ("APA") (5 U.S.C. §§ 553(e), 555(e)) and the National Environmental Policy Act (42 U.S.C. §§ 4321-4347). We further requested a response, pursuant to the APA, letting us know that a supplemental EIS would be prepared or explaining why one would not be prepared. No response has been presented. To date, WVDOH pursues appraisals to enable the purchase of rights-of-way and has begun core drilling along their preferred route. These actions, and others, raise serious questions about whether the agencies intend to engage in the NEPA process in good faith. Thus, we take this opportunity to comment on the need for a supplemental EIS and additionally comment on issues with the project as it has been conducted in recent years.</p> <p>Statutory and Regulatory Framework</p> <p>NEPA's implementing regulations, promulgated by the Council on Environmental Quality ("CEQ"), see 40 C.F.R. §§ 1500-1508, state that agencies "[s]hall prepare supplements to either draft or final [EISs] if a major Federal action remains to occur, and: (i) The agency makes substantial changes to the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts." Id. §1502.9(d)(1)(i), (ii). Those regulations further explain that agencies "[m]ay also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so." Id. § 1502.9(d)(2).</p> <p>FHWA's parent agency—the U.S. Department of Transportation ("DOT")—has promulgated additional NEPA regulations that overlap and supplement the obligations imposed on FHWA by CEQ's regulations. Pertinent here, while FHWA may conduct a "Re-evaluation" under certain circumstances, 23 C.F.R. § 771.129, a supplemental EIS is required where "changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS"; or</p>

Commenter No.	Comments
	<p>“new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS.” Id. § 771.130(a)(1), (2). If FHWA “is uncertain of the significance of the new impacts, the applicant will develop appropriate environmental studies or, if . . . appropriate, an EA [Environmental Assessment] to assess the impacts of the changes, new information, or new circumstances.” Id. § 771.130(c).</p> <p>Brief Factual Background</p> <p>The Wardensville to Virginia state line section of Corridor H, now estimated to cost \$189 million for a mere 6.8 miles of highway, would adversely affect (and possibly destroy) the character and rural landscape of Wardensville, considered the “Gateway to the Mountains,” by razing homes, bisecting farms and impacting the lives of homeowners in its path. This easternmost section of the road would cross through the iconic George Washington National Forest, and it would bypass and thus severely impair the economy of Wardensville’s historic Main Street district. The far-reaching consequences of this project will have economic, environmental, and other ripple effects immediately and long into the future.</p> <p>Nonetheless, it appears that WVDOH and FHWA are insistent on moving forward with construction of this project, notwithstanding the serious adverse effects it will cause to local communities, citizens, and the natural ecosystem. Corridor H has long been mired in lawsuits and controversy, leading to a situation in which 27 years have passed since FHWA issued the 1996 Final EIS (“FEIS”) for this still-unbuilt section. The 2003 amended Record of Decision (“ROD”) for the Wardensville to Virginia Line section – an analysis which is itself now 20 years old - concluded that “no new information or changed circumstances exist that would require supplementation of the [1996] FEIS.” (FHWA, Amended ROD, at 4.) As a result,</p> <p>FHWA has not conducted any NEPA compliance for this project since 1996—nearly three decades ago. In February 2022, WVDOH and FHWA announced a Re-evaluation to determine whether this project warrants a supplemental EIS, and in its September 21, 2023, meeting handout announced that an EA would be issued in 2024. Stewards credits the agencies’ decision to take this first step toward NEPA compliance, even if long overdue. Nevertheless, WHDOH and FHWA’s handout announced that right-of way acquisition would begin in early 2023 and estimated that project construction would commence in late 2024; this presumes the re-evaluation’s result before it has even begun. Further, the agencies stated that they would begin core boring activities along the Preliminary Alignment. WVDOH obtained an NPDES permit for the core drilling in July 2023. The permitting occurred without WVDEP providing public notice of the draft permit as required by state and federal law. Nonetheless, core drilling has begun along the State’s preferred route.</p> <p>Discussion</p> <p>It is beyond legitimate dispute that the Wardensville to Virginia state line section of the Corridor H highway project warrants a supplemental EIS under NEPA and its implementing regulations. Not only is the 1996 EIS severely outdated and entirely stale simply by virtue of its age, but new information and circumstances of major import have arisen in the last 27 years such that preparation of supplemental EIS is essential. Below, we provide several representative examples of new information or changed circumstances that individually—and certainly collectively—trigger the obligation to prepare a supplemental EIS. An EA alone is entirely insufficient.</p>

Commenter No.	Comments
	<p>Purpose and need—and changing values</p> <p>FHWA stated in its 2003 Amended ROD that the Wardensville to Virginia state line segment would provide for easier travel to and from work, for recreation and shipping, as well as improved linkage among major roadways, including to I-81 / I-66 in Virginia. However, it appears that the purpose and need underlying the 2003 Amended ROD is no longer valid and thus must be reexamined, as must a reasonable range of alternatives that can meet the current purpose and need, in a supplemental EIS based on modern information.</p> <p>Traffic counts for 2023 at https://gis.transportation.wv.gov/aadt/ show that traffic volume on Route 55 and all area roads and highways averages between 999 and 5,000 vehicles per day, including on the built four-lane sections of Corridor H, all the way to Moorefield. While there are some safety issues and busier times of the day or week, the volume hardly calls for a four-lane highway from Wardensville to the Virginia line.</p> <p>WVDOH has stated that the new purpose and need for Appalachian Corridor H is, “[t]o improve east-west transportation, to promote economic development in the region, and to preserve or improve the quality of life in the region.” First, this speaks to overall purpose and need of the entire Appalachian Corridor H, most of which has already been built. The Wardensville to VA line section of Corridor H is not necessary to meet this goal. Additionally, Virginia has no plans to build its section, so east-west transportation improvements will be minimal with a four-lane ending at the state line. Highway officials have publicly stated that they plan to force Virginia to build the four-lane by bringing traffic to the state line. We do not know of any authority by which WVDOH can accomplish this; indeed the stated intention to pressure eventual construction beyond the state line suggests that analyzing the environmental impacts only as far as the border constitutes illegal segmentation.</p> <p>Moreover, another longstanding stated purpose for this section of Corridor H was to allow through traffic to avoid passing through downtown Wardensville, a purpose which is now obsolete. The area has since been declared a historic district and has attracted significant tourism investments during the last 20 years since FHWA issued the 2003 Amended ROD. Recent studies internationally have documented adverse effects of highway bypasses on small town Main Streets that are indistinguishable from this downtown historic district. This also necessitates that a supplemental EIS is required to examine the purpose and need for this segment of Corridor H considering actual, current information about the project and the needs of the affected communities.</p> <p>The WVDOH has made clear, in its Sept. 21 public meeting handout, that they are in the process of obtaining rights-of-way for property that will displace Wardensville area residents. These residents whose homes and land are taken by Corridor H face both an emotional and economic dilemma. The area’s average income is lower than the state and national average, but land and house prices are rapidly escalating. The median household income in Wardensville, WV, in 2021 was \$40,833, which was 25.5% less than the median annual income of \$51,248 across the entire state of West Virginia. Wardensville’s median age is 44.5, almost two points older than West Virginia, which tends to have an elderly population. About a quarter of the town’s residents are below poverty level, and 60% have not finished high school. These demographics show that a good portion of those displaced are likely to be people who are elderly, who have a fixed-income, or both. Besides the trauma of losing a long-term residence, they will have difficulty finding a place to live in the area, given the increases in rent and housing prices.</p>

Commenter No.	Comments
	<p>The impact that building this highway will have on the socioeconomic status of these individuals and the area as a whole must be studied—including possible effects from loss of population on the town’s already-limited tax base.</p> <p>Endangered and Threatened Species We plan to submit detailed comments on these issues after the Environmental Assessment. However, we want to be sure to raise these preliminary points. There have been major, legally substantive changes in the last 27 years related to several federally protected species listed under the Endangered Species Act, 16 U.S.C. §§ 1531-1544. This includes both new listing determinations by the U.S. Fish and Wildlife Service for species such as the Northern Long Eared bat and the Rusty Patched bumble bee. It also includes significant new information and scientific understanding as to the stressors and risks (such as climate change and habitat fragmentation from highways and other development projects) that these and many other imperiled species (e.g., Indiana bat, Virginia big-eared bat) face. Even if WVDOH and FHWA intend to consult with the U.S. Fish and Wildlife Service under section 7 of the ESA, 16 U.S.C. § 1536(a)(2), to obtain incidental take authorization for these species in connection with this project, the agencies have a separate legal obligation under NEPA to take a hard look at these issues—which were not yet known and/or had not yet occurred at the time of the 1996 EIS—in a supplemental EIS, in order to comply with NEPA and its implementing regulations.</p> <p>Field surveys in the project area documented several wood turtles (<i>Glyptemys insculpta</i>) in the mainstem of Waites Run and associated tributaries, as well as Slate Rock Run headwater tributary in 2020. The Wood Turtle is listed as a Species of Greatest Conservation Need in the State Wildlife Action plan in all 17 states where it occurs and is considered endangered by the International Union for Conservation of Nature. It has been petitioned for listing under the Endangered Species Act. According to the U.S. Fish and Wildlife Service, a determination of the wood turtle’s status is expected in 2023.</p> <p>Some of the biggest reasons contributing to the turtle’s decline are roadways and increased development—which Corridor H will exacerbate. Not only, then, will the turtle be harmed during construction of this highway, but by the further development that is an intended consequence.</p> <p>George Washington National Forest It is our understanding that WVDOH and FHWA have not requested a special use permit from the George Washington National Forest pursuant to the National Forest Management Act, although such a permit is required before any entity may undertake any activity on National Forest System lands. Because any such authorization—whether for temporary or permanent activities on National Forest System lands—must comport with the George Washington National Forest Plan and the laws it implements, it is imperative that effects to National Forest System resources be included in a supplemental EIS. Because WVDOH and FHWA have not yet taken a hard look at those issues, this too underscores the need for a supplemental EIS.</p> <p>Watersheds at risk Serious water quality concerns will be caused or exacerbated by construction and operation of the project. Corridor H construction would bridge two tributaries to the Cacapon River—Trout Run and Waites Run—and also cut into Anderson Ridge and North Mountain, both areas of karst terrain, with drainage into the Cacapon River watershed. Trout Run and Waites Run are both classified as Tier 3</p>

Commenter No.	Comments
	<p>protected streams, which is the highest protection designated under the water quality standards mandated by the Clean Water Act. They are also naturally reproducing native brook trout streams. The project area is largely categorized by karst terrain. In general, the connection between surface water and groundwater in karst terrain is not well understood, and the Groundwater section of the Final EIS in 1996 reflects this lack of available knowledge: Vol. I, P. III-38 and III-48-53. WVDOH plans for the road to cross the town's Wellhead Protection Area, which houses the spring-fed wells that provide drinking water to the town's 267 residents and over 100 residents outside town limits. Because karst springs include channels for rainwater to sink into the ground, even excavation at higher strata levels could interfere with the entire water system.</p> <p>In the 1994 assessment of potential impacts of Appalachian Corridor H on selected springs conducted by Ozark Underground Laboratory report to Michael Baker Jr. Inc, dated Sept. 23, 1994, geologist Thomas Aley repeatedly mentions the lack of information on the Wardensville spring – its hydrology, seeping, or recharge area. A dye trace study for the Final EIS in 1996 was inconclusive as to the underground routing of water on Anderson Ridge. The Technical Report by Michael Baker Inc. in 2019 proposed the drilling of three to four monitoring wells at selected locations, but included no specific plans for mitigation if Corridor H construction affects the quantity or quality of the Wardensville wells or neighboring private wells.</p> <p>The 1994 comments on the Alignment EIS by geologist Eberhard Werner for the group Corridor H Alternatives challenge Aley's assumption that a 154-foot-deep cut in Anderson Ridge won't intersect the saturated part of the aquifer feeding the Wardensville Spring. We question WVDOH's assumption in the 2019 Technical Report on the Wardensville wells that construction higher than Mean Sea level would not affect the water table. Blasting and cutting on Anderson Ridge and North Mountain risk contamination of the community's water supply.</p> <p>In the 1996 Final EIS, the 2003 ROD and Technical Report of 2019 and since, WVDOH, to our knowledge, has not provided the public with a true mitigation plan in the case the town water supply is adversely affected, either in quantity or quality. This is unacceptable.</p> <p>During the 1993 Corridor Selection EIS, comments were raised by Capon Springs and Farms Inc. about possible impacts of North Mountain Corridor H blasting on the historic Capon Spring on the West Virginia side of the mountain and the resort which uses it as a sole drinking water source for up to 250 guests plus resort staff. The 1996 Final EIS reviewed Capon Springs recharge area, (Vol. I-III- 43-44), admitted that Corridor H would impact 1500 feet of it and. WVDOH mapped the recharge area as a rectangle (Vol. II, Exhibit III-5) to barely miss the Corridor H route, while mapping the long, thin Oriskany aquifer stretching southwest to northeast. This aquifer could be the actual recharge site.</p> <p>In the 1994 Alignment EIS which included the Virginia section, maps showed Corridor H directly impacting Cold Spring along Route 55 less than two miles from the West Virginia line—a spring used by residents and visitors as a steady source of clean, drinkable water. The Final EIS mentions this spring, Vol. I: p. III-46, and agrees construction would impact it, but gives little information on its hydrology because it is not a “sole source” of drinking water. Further study of this is necessary.</p> <p>Because of Virginia's decision not to build its section of the Corridor H project, reported in the Final EIS in 1996, the final EIS does not directly address some Virginia environmental resources near the state line which could be impacted by construction on the West Virginia side. Addressing these</p>

Commenter No.	Comments
	<p>impacts is necessary now. The Shenandoah County, VA Board of Supervisors in a letter to Thomas Nelson, FHWA on Oct.11- 2022, stated, "In fact, we believe that building an Interstate of this magnitude to the Virginia line would have a significant adverse impact on Shenandoah County and this must be considered before construction of the 6.8 mile section proposed from Wardensville to the Virginia state line begins."</p> <p>Impacts. (This letter specifically cited potential Corridor H impacts on Virginia historic resources including the Civil War sites Bele Grove plantation and the Cedar Creek and Fishers Hill battlefields.) Another new and growing area of environmental concern to Stewards and across the nation is PFAS, or "forever chemicals." PFAS and PFOS have widely been detected in drinking water, including sites in Hardy County, WV. Sources for these unhealthy chemicals include dynamite and pollution leaking or being washed from oil and heavy machinery. WVDOH needs to describe in the EA/ EIS how it would prevent and mitigate PFAS pollution in a manner protective of drinking water sources in the Wardensville-VA Line section during and after any Corridor H construction.</p> <p>Many possible impacts of Corridor H on local water quality were not well understood when originally studied in the 1990s; one indication was the inconclusive dye tracing study results. Water quality is of even greater concern today, and past studies are insufficient. Given the significant impacts this project would cause to surface and groundwater, including Tier 3 protected streams and important drinking water sources, a supplemental EIS is warranted to fully examine the impacts of water quality and feasible alternatives that would result in no or less effects to water quality, health, and safety.</p> <p>Alternatives</p> <p>Alternatives, including electing not to build the road, must be studied under NEPA. Stewards submits that the "no-build" alternative makes sense for this proposed highway to nowhere. The purpose and need of the highway has changed continuously since it was first proposed. Moreover, building the highway will harm the local economy and local residents and have unnecessary and unacceptable impacts on the environment. Plainly, this expensive eyesore of a highway does not make sense today.</p> <p>The "no-build" alternative to Corridor H must be thoroughly explored and studied for this section. Additionally, Mayor Betsy Orndoff Sayers, in comments submitted Dec. 12, 2022, on behalf of the Town of Wardensville, proposed an alternative exit along Carpenters Ave., which would bring tourist traffic directly to Main Street. While making a change in 2023 to eliminate an access point on North Mountain due to "engineering reasons," WVDOH failed to address her suggested alternative. In Stewards' conversations with area residents, alternative solutions to local traffic problems came up. One suggestion we heard was for an electric, blinking speed sign to control Main Street traffic. Several people suggested passing lanes for Route 55 on North Mountain instead of the proposed four lane highway, which would reduce construction costs, avoid some impacts in George Washington National Forest, and avoid the recharge areas for the Capon Spring and Cold Spring outlined in the FEIS.</p> <p>These alternatives, including the no-build option, must be thoroughly studied. The WVDOH's public statements that they are not open to design change, but made some design changes of their own during the last year including eliminating the North Mountain exit, along with their apparent decision to ignore the alternatives submitted by the Town of Wardensville. Such practices do not comply with NEPA.</p>

Commenter No.	Comments
	<p>Public Input</p> <p>WVDOH has held public meetings in Wardensville regarding Corridor H in 2018, 2022, and 2023, but Stewards is concerned over the lack of information in the resulting public documents regarding environmental, traffic, and social impacts. Red flags included WVDOH's July 2023 application to WVDEP for an NPDES permit for Corridor H core drillings around Wardensville in July 2023 without the required public notice; WVDOH staff's promised 6 p.m "presentation" at the Sept. 21, 2023 public meeting which turned out to be a five minute announcement referring citizens to information tables and did not allow for a public Q&A; WVDOH's failure to address questions raised in our letter dated Dec. 12, 2022 regarding stream data collected by WVU professor Elizabeth Buzby, contracted by WVDOH; and the broken comment link on the WVDOH website which led to our request, granted by WVDOH, for a comment period extension from Oct.23 to Nov. 13, 2023. Public input and participation are key to both NEPA compliance and compliance with other environmental laws.</p> <p>Accordingly, for the above and many other reasons, this project cannot proceed lawfully under NEPA unless and until FHWA and WVDOH prepare a supplemental EIS addressing significant new information and changed circumstances bearing on the project and its impacts and alternatives, subject to meaningful public participation and comment. An environmental assessment (EA) alone is inappropriate given the circumstances. Therefore, in addition to requesting a full EIS, we request that WVDOH and FHWA hold a formal public hearing in Wardensville once the draft Environmental Assessment is issued, giving citizens a chance for assembly to hear a full presentation and have questions answered publicly by appropriate representatives from WVDOH and other government agencies.</p> <p>CONCLUSION</p> <p>As described above, our position is that NEPA and its implementing regulations require FWHA and WVDOH to prepare a Supplemental EIS for the Wardensville to Virginia state line section of the Corridor H highway project. Even had there not been significant changes to the project's purpose, the public need for the project, the quality of the surrounding environment, and advances in our understanding of nature and science in the previous three decades, the 1996 EIS is of such age as to be severely outdated. Because significant new information and changed circumstances have arisen, as demonstrated by the non-exhaustive representative examples above, the agency has a duty to supplement the nearly 30-year-old EIS. Any other outcome would flout NEPA and its implementing regulations. The Supplemental EIS, in our view, needs to include complete right-of-way maps showing areas impacted by roadbuilding, cuts and fills, and property takings for auxiliary activities including sediment ponds. By including these, the EIS will show the true impacts and costs of Corridor H.</p> <p>Given WVDOH's obvious legal duty to prepare a supplemental EIS for this project, we are extremely troubled by efforts of government contractors currently approaching property owners in the path of the preferred route to appraise property values and conduct invasive core drilling, including building roads to drilling sites. WVDOH contends it is spending state, not federal funds on these activities, but such action subverts the express purposes underlying NEPA by taking action before completion of the agency's NEPA analysis, including the pending EA or EIS. To wit, these actions seriously compromise the objectivity and integrity of any remaining NEPA review of the project. Taking invasive action in favor of the agencies' preferred alternative represents a clearcut example of the kind of "predetermination" that is prohibited by NEPA. 40 C.F.R. § 1502.2(f).</p>

Commenter No.	Comments
	<p>“The goal of the statute is to ensure ‘that federal agencies infuse in project planning a thorough consideration of environmental values.’” Bob Marshall All. v. Hodel, 852 F.2d 1223, 1228 (9th Cir. 1988) (quoting Conner v. Burford, 835 F.2d 1521, 1532 (9th Cir. 1988)). That consideration necessarily entails taking “into proper account all possible approaches to a particular project (including total abandonment of the project) which would alter the environmental impact and the cost-benefit balance.” Id. (quoting Calvert Cliffs’ Coordinating Comm., Inc. v. U.S. Atomic Energy Comm’n, 449 F.2d 1109, 1114 (D.C. Cir. 1971)). For this reason, NEPA prohibits a reviewing agency from weighting the scale in favor of a particular outcome or alternative. 40 C.F.R. § 1502.2(f); see also Metcalf v. Daley, 214 F.3d 1135, 1142 (9th Cir. 2000) (holding that NEPA prohibits environmental analyses “designed to rationalize a decision already made.”); Hausrath v. U.S. Dept of the Air Force, 491 F. Supp. 3d 770, 800 (D. Idaho 2020) (“The kind of thorough consideration of environmental values called for by NEPA is not possible when the end result . . . is predetermined.” (quoting Ocean Mammal Inst. v. Gates, 546 F. Supp. 2d 960, 977 (D. Haw. 2008)).</p> <p>Thus, if government contractors take any action on land in the path of the agencies’ preferred alternative before preparation of a supplemental EIS (or at least the conclusion of the Re-evaluation process which WVDOH has announced, in its Sept. 21 meeting handout, to include the preparation of an EA), it would offend the very purpose of the agency’s ongoing NEPA review for the project—i.e., to determine as a threshold matter whether, where, and how to permit the project. The core drilling now underway no doubt requires considerable amounts of taxpayer dollars. This sunk cost further entrenches the agencies’ interest in constructing the project in WVDOH’s preferred location, and analytically prejudices other alternatives like the No-build alternative or alternatives with less economic and environmental impacts on the Wardensville community. The decision to conduct core drilling and pursue purchase of rights-of-way along the preferred route casts serious doubt on the Re-evaluation process.</p> <p>These actions and comments from the agencies indicate that the planned 2023-24 EA is merely for show so WVDOH and FHWA can continue with their preferred route, thus failing to comply with NEPA requirements to consider all alternatives, including project abandonment. We appreciate this early opportunity to comment to continue pushing for the logical and legally necessary Supplemental EIS, and we intend that our comments be helpful to the agencies.</p> <p>10/20/2023 (Website) Thank you all for getting the comment link working and extending the deadline to Nov 13.</p> <p>11/3/23 (Website) Submitted duplication of their Email/Letter dated 11/3/2023</p>
7	I approve and support WVDOT's/WVDOH's Corridor H - Wardensville to VA Line Project. The aspect that I love about WVDOHs/WVDOTs Corridor H - Wardensville to VA Line Project is that Corridor H will improve safety and improve economic opportunity in Hardy County WV
8	<p>Thank you for the opportunity to comment on the Corridor H project from Wardensville to VA border.</p> <p>I would suggest that your reevaluation per environmental assessments be in line step with VA assessments to assure any realistic completion. The reason is to assure proper location for routing and design, to minimize negative environmental impact, and to reduce project costs if the Corridor</p>

Commenter No.	Comments
	<p>H construction continues.</p> <p>Corridor H will be entering the territory of the USFS, and the George Washington National Forest. The Great North Mountain at one time was called The Devil's Backbone, part of the Ridge-and-Valley Appalachians.</p> <p>I have already read numerous comments about how the highway will negatively impact flora, fauna, waterways, springs, landowners, historical properties as well as noting comments on increased tourism, contract and job opportunities.</p> <p>It may be if construction is approved narrowing Corridor H down to a two-lane highway with a narrow median strip around Wardensville would have less environmental impact, and better cost savings, plus faster completion time.</p>
9	<p>According to the proposed route of Corridor H, the new road will be constructed on the hillside behind my home. This has me concerned for a few reasons that I would like to convey to you. This home was built in 1952 and is of total masonry construction with a basement. Once the road is built behind me I will be at the bottom of a long slope which will create a watershed into my backyard and finally my basement. No amount of stormwater management will prevent this watershed. While building the road there will no doubt be hoe-ramming and blasting to break rock. The vibration will travel through the bedrock and cause damage to my foundation, basement walls, and/or brick facade. Add to these concerns that my property value will shrink considerably due to the proximity of the highway, and the fact that properties are being bought around me by WVDOH for drainage and right-of-way considerations. I ask that my property be considered for purchase as well.</p>
10	<p>I have concerns about the Corridor H plans. I feel this is a waste of our tax payers money. This highway will create severe environmental damage to many native trout streams and the towns water supply! The towns small businesses will be impacted in a bad way, deprived of commercial traffic that they depend on.</p>
11	<p>Without any commitment by Virginia to join this Corridor with Route 66 or 81 it is foolish to spend such money as would be required to complete Corridor H to the Virginia Line. With the very real possibility of severe environmental damage to multiple native trout streams and even the town's water supply, the risk seems entirely uncalled for. Furthermore bypassing Wardensville will cause the small businesses to be deprived of commercial traffic that they depend on. It seems to me that using funding to the existing 48 between Wardensville and the Virginia Line would be the best use of highway funds.</p>
12	<p>Greetings from Wardensville in Hardy County. Our Town Council and residents continue to follow with growing concern the fluid state of the alignment and construction plans for the completion of Corridor H from just west of our town through to the Virginia border.</p> <p>While the recent public informational workshop answered some questions, it has also raised a set of new concerns and questions. I hope you can provide answers and clarifications for our Council and the broader Wardensville community.</p> <p>Elimination of State-Line Access & Waites Run Road Upgrade</p> <p>The just-announced elimination of the access to W.Va. 55 at the top of the mountain at the W.Va.Na. state line causes us great concern, given that the response for this elimination was that your engineers were "not able to create a safe design" for this access point. As a result of this change, the first access off the Corridor in West Virginia would now be the planned exit at Waites Run Road just outside of Town and directly adjacent to our J. Allen Hawkins Community Park. We have expressed concerns about this exit in the past - even asking for its elimination or</p>

Commenter No.	Comments
	<p>relocation - since Waites Run Road requires significant upgrade in order to be able to accommodate any additional traffic, and especially the kind of traffic that we'd expect for the first exit off the highway in West Virginia.</p> <p>You have stated that the W.Va. Division of Highways (DOH) has no plans to update that road. We invite you back to Wardensville to take a drive down Waites Run Road from the proposed exit point into town or to W.Va. Route 55. It is narrow, unlined, has no shoulder, features a series of "S" turns and requires drivers to stop short at several points before reaching Main Street or W.Va. 55. Making this the first exit to town - directly adjacent to our public park and an existing mobile home facility - is a disaster waiting to happen. We have concerns about the safety of children using the park or walking back and forth from their homes.</p> <p>Furthermore, we believe it would be nearly impossible for tractor trailers to use the exit to make deliveries to Wardensville or access our Wardensville Industrial Park via at Waites Run Road, then on to Carpenters Avenue, Sandfield Road or Furnace Road.</p> <p>All of these lanes are insufficient to handle traffic of this nature. As I'm sure you're aware, the truck body on a tractor trailer can range from 12 to 30 feet, and trailer lengths range from 28 to 53" feet. The narrow lanes and absence of shoulders would make truck traffic unsafe, and none of the lanes mentioned have the 15- to 20-foot turning span required for trucks to negotiate safely. And simply posting a sign restricting truck traffic on this exit would be unrealistic and hurt the local businesses and our industrial park, which now benefits from the wide, safe standards in place on W.Va. Route 55 east of town.</p> <p>And to be frank, the citizens of Wardensville have little confidence in the ability of DOH in the area of designing around a difficult situation. The current terminus of Corridor H just west of Wardensville - a sudden, sharp S-curve at the bottom of a long mountain requiring a rapid decrease in speed - has been the site of dozens of accidents since its completion due to what local DOH engineers admit is very poor design, and has already been redesigned and rebanked at least twice. We have also been informed that, in order to cut costs, DOH is committed to designing this section of Corridor H in-house rather than putting the project design out on bid. As a result, this design will not receive the benefit of a second set of eyes in the design phase. We are concerned that our community will be a test guinea pig as a new staff is learning the ropes on a career-defining opportunity for a project design.</p> <p>New Corridor Exit for Best Access to Wardensville</p> <p>As we have stated in a letter to Secretary of Transportation Jimmy Wriston in May, Wardensville Town Council recommends that the Waites Run Road exit be de-emphasized in favor of a new primary exit from the Corridor into Wardensville be developed at the point directly south of intersection of East and West Main Streets and Carpenters Avenue in town.</p> <p>Now that you have eliminated the exit at the state line and the problems of the Waites Run Road exit have become more apparent, we encourage you to reconsider this option ASAP. This access would be safer, easier, less expensive to engineer and build, and provide better traffic flow to the community and its businesses.</p> <p>Continuing Concerns Regarding J. Allen Hawkins Community Park</p> <p>We have just approved a multiple-phase Master Plan for the development of our J. Allen Hawkins Community Park to give us a road map for fund-raising, construction, maintenance, and new uses for the park in the coming years. These include hiking and biking trails,</p>

Commenter No.	Comments
	<p>a splash pad, tennis, basketball, disc golf, and pickleball areas, etc. This plan is available for review at the Wardensville Community Library.</p> <p>As you well know, the Corridor alignment has always come exceptionally close to the park-less than a quarter-mile away from most of its southern property line-and the road also crosses Waites Run at that point. As we begin to invest time and money - including significant funding from state and federal sources -in the revitalization our Park, we want to be sure that the Corridor will not negatively affect Waites Run Road, Waites Run, or the quality of recreation at the facility or our ability to raise funds for it.</p> <p>Impact on Water Supply and URGENT Need for Supplemental EIS</p> <p>As you know from many, many communications from us in the past, the alignment for Corridor H goes directly through the source water projection area for our community water supply, and that has been of great concern to us now and for several years. This water supply is likely supplied from an aquifer that flows through very sensitive karst.</p> <p>Months ago, we asked if the Division of Highways has ever built a road through a source water protection area that consists of a large sensitive karst formations (highly soluble limestone) area, as the current Corridor H alignment will. We have yet to receive an answer. We need your full attention to this matter as soon as possible, so that we both can go forward with awareness any problems that may have been encountered and how those problems were resolved.</p> <p>Our community is in the process of taking on a \$6.8-million water project as a result of DOH personnel informing us, a few years back, that the Town "would be on your own if the water source was damaged" by the Corridor H construction. We do not have the financial capability to find and develop a new water source if our water is impacted.</p> <p>We are three years into this project and we working to secure binding commitment to proceed. We appreciate how the Division of Highways responded to our concerns by contracting for a well monitoring project to determine current flows and monitor potential impacts of road construction on water flow.</p> <p>However, recently, we met with Steve Sites and Jennifer Belcher of Michael Baker Inc. (working under DOH contract) at the J. Allen Hawkins Park to discuss our new well. Imagine my shock when the Baker staff asked me what the Town's plan was, if we completely lost our water source! I put the question back on them: What does the W.Va. Department of Transportation plan to do if their construction causes the loss of the community water source?</p> <p>While our current water project has developed a new, deep-elevation well for our system, it could also likely be affected by Corridor H construction. Our current mitigation plan for our water project was to address lower water flow from our existing sources and groundwater incursion. There's no way we could suddenly figure out how to get 150,000 gallons of water a day for our community if Corridor construction suddenly caused that new well to go completely dry.</p> <p>It's worth mentioning that state's only natural lake (Trout Pond) dried up for a period of time during the Corridor H construction on Sandy Ridge west of town.</p> <p>The conversation with your contractors was a huge red flag for us: Are there environmental problems that you foresee that you haven't shared with us?</p> <p>The decision to change from building the road behind our town limits below grade to building above grade also begs an important question. The last Environmental Impact Study for this section was completed in 1996; much time has passed, and your plans have changed drastically. Therefore, we believe that it's time for a supplemental Environmental Impact Study.</p>

Commenter No.	Comments
	<p data-bbox="370 279 1159 300">Increase of Project Demolition Scope and Taking of Private Properties</p> <p data-bbox="370 342 1479 468">In reviewing your current plans for right-of-way acquisition, we noted that the alignment is unexpectedly encroaching into more of the town limits. The most recent surprise: Keith and Tara Aylor's home is being taken and replaced with a sediment pond, resulting in the loss of four town residents and another home.</p> <p data-bbox="370 478 1479 573">Wardensville is a small community. We are running out of properties to rehome the families that are losing their homes to the road and that doesn't bode well as, like dozens of other small W.Va. communities, try to stem loss and keep our people.</p> <p data-bbox="370 583 1490 636">The loss of a home and its people affects property tax revenues, sales tax revenues, and our ability to recruit volunteers and public servants.</p> <p data-bbox="370 646 1490 804">The Corridor's original alignment didn't have it eliminating so many homes and forcing our neighbors to move away. Our community has worked hard to rebrand ourselves as a destination community. The just-opened Mack's Bingo Kitchen represents a \$4 million investment into our community. Revenues will be impacted by lack of easy access, diminished housing availability, loss of work force, and lack of safe feeder roads.</p> <p data-bbox="370 814 1500 1014">The million-dollar settlement of the early 2000s that was provided to the Town to help it prepare for the changes anticipated from Corridor H was used to enhance our community and to blunt the impact of the road. These improvements are evident today. But as you continue to change the playing field on what we can expect with this road, we are going to need your cooperation, or else those enhancements will have gone for nothing.</p> <p data-bbox="370 1056 1495 1245">Also, Town and community residents really don't have a full understanding of how of the recent alignment changes and your expanded property takings will effect the area and its landscape. A set of Design Visualization (DV) three-dimensional renderings (see https://highways.dot.qov/federal-lands/design-visualization) of the pathway of the new construction from its current terminus west of Town to the W.Va.Na. state line would be an essential aid to help the affected parties understand the road's impact.</p> <p data-bbox="370 1287 1490 1486">Another thing that could help the Town in its development efforts as part of the Corridor construction: We propose that the DoH join a planned petition by property owners adjacent to the Town and its J. Allen Hawkins Community Park to have its properties voluntarily annexed into the Town limits following state property acquisition for the road. This would allow the Town to incorporate its Park into Town limits, extend requested services to these properties, and allow these residents to participate more fully in community activities.</p> <p data-bbox="370 1497 480 1518">Summary</p> <p data-bbox="370 1560 1479 1654">Travis, with this letter, we ask these questions formally and in writing, since we have not received consistent information from your staff in the W.Va. Division of Highways during informal conversations over the past few months and years. To reiterate the key points:</p> <ul data-bbox="370 1665 1490 1894" style="list-style-type: none"> <li data-bbox="370 1665 1490 1728">• We object to the elimination of the Corridor exit/access to W.Va. Route 55 at the W.Va.Na. state line. <li data-bbox="370 1738 1490 1833">• We object to the heavy reliance of the Corridor exit at Waites Run Road, particularly without significant (and likely costly) upgrade of the lane to accommodate additional traffic, including tractor-trailers. <li data-bbox="370 1843 1490 1894">• We request an additional access off the Corridor near the center of Wardensville, due south from the Corridor to the intersection of East and West Main Streets and Carpenters Avenue.

Commenter No.	Comments
	<ul style="list-style-type: none"> • We continue to express our concern about the potential effect of the Corridor construction and completion on our J. Allen Hawkins Community Park, for which we've just completed a 10-part master plan and have solicited and received state and federal funding for segments of that plan. • We continue to express our concern about the potential effect of the Corridor construction on the community water supply, as that construction will blast through sensitive karst formations within our source water projection area, and the Division of Highways has not shared any evidence of experience building roads through such an area. • Since the last Environmental Impact Study for this section of the road was completed 30 years ago, we request a supplemental EIS to take into account the modified Corridor alignment and its potential impact on the water supply. • We request that the W.Va. DOH produce a series of Design Visualization 3D renderings of the new alignment and design from the existing Corridor terminus West of Town to the W.Va. state line for public view. • We request the W.Va. DOH join a petition (or make no objection) whereby property owners adjacent to the Town and its J. Allen Hawkins Community Park will have their properties voluntarily annexed into the Town limits. <p>As we grow closer to the finalization of plans and the completion of the acquisition of property for the project, we urge the Division of Highways to address these concerns immediately, and hope to hear back from you in writing within 45 days.</p> <p>Wardensville Town Council wants to be a good partner with the Division of Highways on this project, as we have in the past. However, if Division management is unable or unwilling to hear and address these important community concerns, it would force us to seek other ways to address them and to protect our community, assets, businesses, and residents.</p>
13	<p>West Virginia Rivers Coalition respectfully submits the below comments following the public meeting on Thursday, September 21st for the proposed Wardensville to Virginia State Line Section of the Appalachian Highway Corridor H Project.</p> <p>We are appreciative of the multiple opportunities for public input provided throughout the development of this project. In particular, we are heartened to know the Environmental Assessment will be circulated for comment before a decision is made whether to issue a Finding of No Significant Impact, or prepare a Supplemental Environmental Impact Statement.</p> <p>However, public engagement is most valuable when agencies provide responses to the public's comments. As such, we request a response to our previous comments, submitted 12 December 2022, that detailed concerns related to the Corridor H Project history of non-compliance, protection of trout and high quality tier 3 streams, source water protection, as well as springs and karst.</p> <p>Finally, we request a full public hearing for the presentation of the Environmental Assessment findings. A public hearing will allow community members to bring concerns to WVDOH personnel in a format in which all attendees will hear all questions and concerns, and be afforded the opportunity to hear all responses from WV DOH and project personnel.</p> <p>Thank you for your consideration of these comments.</p>
14	<p>Friends of Blackwater is very concerned about the extension of Corridor H past Wardensville, through the George Washington National Forest and up steep mountains to the Virginia line. This is a "Road to Nowhere" which violates the mission and purpose of the original planned route of Corridor H.</p> <p>The proposed route threatens our public land, could negatively impact endangered and rare species and undermines recreation in the area. It is a threat to the karst in the area at Wardensville which supports their water system.</p> <p>Friends of Blackwater agrees with the comments submitted by the Stewards of the Potomac</p>

Commenter No.	Comments
	<p>Highlands today. We believe that the core drilling along this route violates the Clean Water Act because no public announcement was made on this activity.</p> <p>We urge you comprehensively consider the impacts of the proposed highway development on the surrounding resources, and we request that a Supplemental Environmental Impact Statement be completed to better understand the impacts on Virginia and West Virginia</p>
15	<p>Thank you for the opportunity to again highlight the concerns conveyed in our December 12, 2022 comments on the proposed development of Corridor H from Wardensville, West Virginia to the Virginia state line. We remain deeply concerned about the significant negative impacts on communities and natural and cultural resources in Virginia that will occur following the development of the Wardensville to state line segment in West Virginia. Because of the significance of these future impacts, Alliance for the Shenandoah Valley formally requests that a Supplemental Environmental Impact State be completed to fully assess the alternatives.</p> <p>Alliance for the Shenandoah Valley is a regional nonprofit, working to conserve the natural resources, cultural heritages, and rural character in six counties in Virginia’s Shenandoah Valley. We were formed in 2018 from a merger of four long-standing county-based conservation groups and have been working for more than two decades to promote sensible, data-driven transportation improvements.</p> <p>If Corridor H is ever to continue east past the state line, the possible routes for Corridor H in Virginia are generally assumed to be along the Route 55 corridor—running from the state line east of Wardensville through Shenandoah County to connect with I-81 near Strasburg, Virginia. This is not a suitable corridor for a major highway. It is a narrow mountain road with significant forest resources, headwater streams, historic sites and private homes and businesses.</p> <p>There is very little support for building Corridor H in Virginia, and we are not aware of any state or local transportation planning for such an expansion. However, even with no construction in Virginia, the consequences of taking a four-lane divided highway right up to the state line are potentially severe. Why expand east of Wardensville when the road will end at the state line? The costs are much too high—financial costs, environmental costs, and costs to the local communities. The Alliance agrees with and supports the resolutions adopted by the Shenandoah County Board of Supervisors and the Strasburg Town Council opposing construction of Corridor H in Virginia.</p> <p>According to the letter submitted to you by the Shenandoah County Board of Supervisors: There appear to be no benefits to the citizens of Shenandoah County that would result from constructing a Corridor H highway to connect with I-81 and/or I-66 near Strasburg, Virginia. In fact, we believe that building an interstate of this magnitude to the Virginia line would have significant adverse impacts on communities in Shenandoah County and this must be considered before construction of the 6.8-mile section proposed from Wardensville to the Virginia state line begins.</p> <p>Shenandoah County officials go on to describe the specific natural and cultural resources that would be negatively impacted by the continued eastward expansion of Corridor in the resolution: “said route through Shenandoah County would likely be harmful to farms, private homes, and public-use facilities such as churches, community centers, lodges” and “said route would cause irreversible damage to the Cedar Creek and Belle Grove National Historical Park and the Fishers Hill Civil War Battlefield.” Officials in the Town of Strasburg expressed similar concerns.</p> <p>Community members here are worried about their rural and scenic lands, their quality of life, and their historic and natural resources. Leading economic sectors, including agriculture, tourism, and outdoor recreation, rely on the protection of these resources, which are threatened by the proposed Corridor H development.</p> <p>Specifically, we are concerned that resources on George Washington National Forest (GWNF) will</p>

Commenter No.	Comments
	<p>be negatively impacted. Corridor H improvements east of Wardensville would cut through North Mountain and the Great Eastern Trail, which is an important wildlife corridor. Further it would negatively impact the scenic and natural resources on the Jonnies Knob are of the GWNF, in Frederick County. And, importantly, Corridor H would diminish resources on the 30,129-acre Big Schloss roadless area in Frederick and Shenandoah counties in Virginia and Hardy County, West Virginia.</p> <ul style="list-style-type: none"> • The Big Schloss roadless area is one of the largest inventoried roadless areas not only on the GWNF, but on any eastern National Forest. Within the Big Schloss roadless area is the 7,500-acre Big Schloss Special Management Area and the Salus Spring Special Biological Area. • The upper reaches of Stony Creek, Paddy Run, and Cove Run have their beginnings in Big Schloss. Fishing opportunities are well known in Little Stony Creek, a native trout stream. These are all tributaries of Cedar Creek and the North Fork of the Shenandoah River. • Recreational activities are the highlight of the area. Hiking, backpacking, horseback riding, and mountain biking are the primary recreational activities. In the late fall hunters take to the woods in large numbers. • This is an area that Shenandoah County’s Comprehensive Plan intends to be protected, under Goal 3.2, “Protect forested areas throughout the county from conversion to other uses” and objective 3.2.4 which states, “Establish Big Schloss National Recreation / Scenic Area” and “Support the establishment of Big Schloss National Recreation / Scenic Area” (Shenandoah 2045: A Future Together, p. 44). <p>We are also concerned about impacts to nationally-important historic resources. An eventual route through Virginia would directly affect Cedar Creek and Belle Grove Historic Park.</p> <ul style="list-style-type: none"> • In addition to being a National Park, listed on the National Register of Historic Places as a National Historic Landmark, Cedar Creek was determined by the Civil War Sites Advisory Commission to be one of the 25 most important Civil War battlefields in the nation. • Fisher’s Hill battlefield, also in the area to be impacted by Corridor H, was also determined by the National Park Service and the Virginia Department of Historic Resources to be National Register eligible. • The Strasburg Comprehensive Plan identifies land use principles, including for the, “Route 11/I-81 Interchange and Route 55 Corridor ... Land uses north of the interstate and east of the railroad tracks shall consider compatibility with the ‘National Park experience’” (Strasburg Comprehensive Plan 2018, Page 22). While no planning or mapping has taken place to identify the exact location of Corridor H in Virginia, it would almost have to involve this area. An interstate-scale highway is in no way compatible with “the National Park experience.” This plan designation is presumably to protect the town’s proximity to the Cedar Creek and Belle Grove National Historical Park, to which it would cause irreversible damage. <p>In addition to our concerns, we encourage you to consider the numerous comments submitted by Wardensville-area residents, citing concerns about groundwater, safety, and diminished main street economic development and local quality of life.</p> <p>For all these reasons, we urge you comprehensively consider the impacts of the proposed highway development to the surrounding resources, and we request that a Supplemental Environmental Impact Statement be completed to better understand the impacts on Virginia and st Virginia communities and most effectively, efficiently, and reasonably meet transportation needs in the region.</p> <p>Thank you for your consideration of our comments. I welcome you to contact me directly at any time to discuss our concerns, you can reach me [REDACTED].</p>
16	<p>The website says comments are due by Monday, November 13, 2023. The September 21, 2023 at the War Memorial Building in Wardensville, West Virginia for a public informational workshop</p>

Commenter No.	Comments
	<p>flyers said comments were due by Monday, October 23, 2023.</p> <p>Which is correct?</p> <p>Comments</p> <p>You may comment online or in writing.</p>
17	<p>I am opposed to Corridor H proceeding from Wardensville to the Virginia state line.</p> <p>The proposed route would likely be harmful to farms, homes, and public-use facilities such as churches, community centers, lodges, and so forth, in addition to likely damaging highly sensitive environmental areas. Further, the highway would cause extensive and irreversible damage to the Cedar Creek and Belle Grove National Historical Park and the Fishers Hill Civil War Battlefield. Virginia has repeatedly stated that they don't plan continued construction of the highway in their state, so the planned connection connection to I-81 will likely never happen. To wreak havoc in these areas for the sake of the "road to nowhere" makes no sense. Rather, it is destruction, and great expense, for no good end.</p>
18	<p>I am concerned that the plans for the Wardensville to state line section of Corridor H does not seem to address the two access points for the Corridor (Trout Run Road and Waites Run Road) and the expected changes to local traffic patterns on those routes, especially as it relates to the crossover access from Waites Run Road.</p> <p>With the removal of the Corridor H access point higher on North Mountain, per the latest alignment documents, a larger geographic area in Wardensville will likely use the Waites Run access point, especially given that Corridor H, with the closure of the two-lane portion of WV 55 near the Hawk Forest Service Road, will be the only way to cross the mountain toward Strasburg, Va., when the project is completed. A large number of Wardensville residents work and shop in Virginia so there is steady local traffic crossing North Mountain every day, and especially in the mornings and evenings.</p> <p>Waites Run Road, as it currently is configured, is unlined, very narrow, and has some driveways located in poor visibility sections of the road. One driveway of particular concern is the access road for the Wardensville Town Park, which is in a curve. It's worrisome to turn left into the park now; with the increased local traffic coming from Corridor H, that turn will be more difficult to navigate safely.</p> <p>The intersection of Waites Run Road and North Mountain Road is also problematic. That part of North Mountain Road as it approaches Waites Run Road is also unlined and narrow, and vehicles regularly run off the edge of North Mountain Road into a large ditch when approaching the intersection. Also because of several poultry farms close by, there is significant tractor-trailer traffic that often drops wheels into the ditches, especially as the trucks turn onto and off Waites Run Road.</p> <p>Finally, because of the proximity of the town park, there is a significant amount of pedestrian traffic on that section of Waites Run Road, especially during the summer months, between the Waites Run intersection and the town park.</p> <p>At the previous public meetings, DOH staff have said they don't believe there are plans to improve the roads leading to the Corridor H access points.</p>

Commenter No.	Comments
	<p>I think that position must be reconsidered given the narrowness of Waites Run Road and its poor sightlines, and the narrowness and poor sightlines at the intersection of Waites Run Road and North Mountain Road.</p> <p>I live at the intersection of both of these roads, at 860 N. Mountain Road, so I see and experience how the roads' current configuration impacts local drivers. Additional traffic, with no plans to widen or line the roads, or improve sightlines, will diminish safety in this residential area, and I ask the DOH to please consider access road improvements on Waites Run Road as part of the project.</p> <p>Thank you.</p>
19	<p>A \$189 million dollar road going nowhere why would this road go forward in construction? The State of Virginia along with VA county governments have gone on record not wanting this road connecting I-64/81, a fact that WV is not acknowledging!</p> <p>In addition pollution is a serious threat to underground water supplies.</p> <p>When driving in the mountains one does not expect 4 lane highways. The appeal is the geography and the mountain roads that take one through it!</p> <p>Bypassing a small town, eliminating Main Street traffic hurts the local economy.</p> <p>I strongly disagree agree with the continuation of corridor H!</p>
20	<p>Trout Run and Waites Run are some of the most pristine Tier 3 native brook trout streams in the Cacapon watershed and all of West Virginia. Mud and pollution from road construction can severely degrade water quality, choke out fish and other aquatic life, and impair recreation.</p>
21	<p>\$189 million dollars could do soo much for the State education system or other needs rather than a road that accomplishes very little in terms of traffic flow if this is a political play, which it very well might be, wake up and look at the sources and uses of finds. It simply does not add up. Please discontinue this nonsense and do the right thing and invest in our people and future generations!</p>
22	<p>I am against the expansion of Corridor H for many reason. The first is personal -- this route will go through our beautiful family farm. It is removing my husband's uncle from their beautiful home and ruining the view and sounds of our favorite spots. It is heart breaking we have no control over the building on our own land. It will never be the same with this construction. Additionally, I worry about the effect on Trout Run -- a beautiful little stream we swim and fish in. The environmental impact is always on the forefront of my concern when it comes to any projects but this is land and water was know intimately and are very concern how it may ruin the entire property even with only taking some of it from us. We had big plans for this land in the future and this build may ruin all chance of our business plans moving forward. On another, less personal note, Wardensville is an up and coming tourist town. Just in the past year we have seen major increase in restaurants, coffee shops, and stores. This expansion will by bypass the town and take away the momentum of such a great small town. The tourist economy will be injured and isn't that was WV is trying to focus on? Finally, without the commitment of VA to even meet it, what is the point? This is taking land and causing disruption for everyone in the Wardensville area for no productive reason. It is this reason I think it should not move forward.</p>
23	<p>Any route of a four lane highway needs to be carefully studied for all impacts to streams, especially trout streams, and the solitude of our National Forest. If trails are impacted, they must be avoided. If communities are negatively impacted, the highway should not go through.</p>
24	<p>Please build the Wardensville section of the corridor. Put pressure on Virginia to build their section.</p> <p>Thank you</p>

Commenter No.	Comments
25	<p>Please do not build the Highway! Why waste money for a road to nowhere! I have a home in Wardensville and don't want the highway. Put the money on roads that need it. That would be a great help for WV!</p>
26	<p>I am writing with utmost concern and opposition to the proposed construction of Corridor H through Wardensville. As a resident deeply invested in the well-being of our community, I am compelled to voice strong objections to a project that appears to lack both necessity and genuine local support.</p> <p>Wardensville, with its unique charm, historical significance, and close-knit community, thrives as a testament to the natural beauty and cultural heritage of West Virginia. The proposal for Corridor H raises serious questions about the validity and urgency of such a substantial infrastructure development. It is evident that there is no actual need or desire for this highway within the local community, and it appears to be a project driven solely by political considerations.</p> <p>The citizens of Wardensville, along with the visitors who appreciate the scenic drive over North Mountain, do not see any discernible benefit in the construction of Corridor H. In fact, the project stands to jeopardize the very attributes that make our town a desirable place to live and visit. The imposition of a major highway, seemingly forced upon us without genuine local input, undermines the principles of community engagement and shared decision-making.</p> <p>The drive over North Mountain, with its unique charm and wild beauty, is a defining aspect of our entrance into West Virginia. Residents and visitors alike appreciate this scenic route and the character it imparts to our region. The traffic volume on this route does not warrant additional capacity or infrastructure. The addition of a highway, driven by political motives rather than genuine local needs, risks transforming Wardensville into just another point along a thoroughfare rather than a community with a distinct identity.</p> <p>Furthermore, the proposed construction would undoubtedly have severe consequences on the local ecosystem, disrupting wildlife habitats, contributing to soil erosion, and potentially contaminating water sources. Wardensville is home to diverse flora and fauna, and it is our responsibility to protect and preserve this natural heritage.</p> <p>Moreover, the absence of support for Corridor H from the state of Virginia underscores the lack of regional necessity for such a project. It is critical to reevaluate the necessity of Corridor H through Wardensville, taking into account the absence of genuine local demand and the potential adverse effects on our community's well-being.</p> <p>I implore the West Virginia Division of Highways to reassess the necessity of Corridor H through Wardensville, taking into account the absence of genuine local demand and the potential adverse effects on our community's well-being. It is essential to uphold the democratic principles of community involvement and prioritize the preservation of our unique character over political expediency.</p> <p>Thank you for considering the concerns of Wardensville residents in this matter. I trust that the Division of Highways will act in the best interests of the community and ensure that any proposed projects genuinely align with the needs and desires of those who call Wardensville home.</p>
27	<p>There is an excellent reason that this project has lagged for over 50 years. The original logic was to open transportation to the north-central areas of West Virginia. The results have been advantageous only to out-of-state second-home buyers and tourism. Unfortunately, this has negatively affected the native population in lack of housing and most importantly damage to the</p>

Commenter No.	Comments
	<p>pristine natural beauty, and water supplies. By the late 20th century this plan proved to be wasteful and useless except for providing greater access to vacation homes. Sixty years ago when the inception of Corridor H was proposed, it was to provide a truck route access with complete disregard to the the most pristine, fragile ecosystem of our state. Sadly this is still the case, and a fervor to finish it and be damaged to the repercussions to water sources and excessive environmental damage.</p> <p>Virginia has repeatedly stated they have no intention to connect, therefore making corridor H a complete waste of money and worse, forever damaging the natural ecosystem. It has boiled down to two camps, Build It or Stop it. A useless expensive damaging fight! Serving not native West Virginians but the tourism industry and the wealthy to obtain a second home with easy access from the greater Washington-Baltimore area.</p> <p>The existing plans with the Davis-Thomas project and Wardensville bypass are a blatant disregard for the environment, small businesses, and worse, the natural water supplies.</p> <p>Out-of-date studies have fallen short of justifying this massive damaging expenditure. If this must proceed, an updated environmental, as well as economic reassessment is essential to justify any further construction.</p> <p>I urge all involved to please consider my plea to recess the necessity of such a highway.</p> <p>Regards, Kelly Campbell</p>
28	<p>We are frequent visitors to West Virginia, attracted by the natural beauty of your state. We are alarmed by what we see as the reckless impulse to get started on the planned Wardensville section of Corridor H on the basis of extremely outdated environmental data. Given the fact that Virginia is not even considering completing its section at this time, you run the risk of wasting a lot of taxpayer money and trashing the environment for no useful purpose. Please do your due diligence properly, you have a very great deal to lose and can make a mess of a truly wonderful area.</p>
29	<p>I am a resident in Virginia who owns a house and property in Wardensville, WV. I oppose taking Corridor H to the VA/WV state line. I can think of so many better ways to spend \$189 million than destroying national forest, taking peoples homes, destroying the water supply of Wardensville, invading the natural habitat of animals and worsening local traffic. Part of the appeal of driving through West Virginia is going through the small towns and visiting the local stops along the way. You would be diverting traffic from one of the best places to do this. So much effort has gone into making Wardensville a pin on the map, you would take that all away. I dont see any benefit from spending so much money on such a destructive project. We as the local community do not want this!</p>
30	<p>Why waste \$189 million building 6.8 miles of four-lane ending at the state line? Virginia state and county governments have gone on record against building the Virginia section connecting to I-66/81. WVDOH, in its public statements, bypasses this fact. But its true; this is a Road to Nowhere. Maybe you know of a road situation that could use state funding instead.</p> <p>Corridor H would cross through Wardensvilles Wellhead Protection Area. WVDOH has offered no remedies in the event that construction ruins the towns water supply. East Hardy County is full of karst terrain, where groundwater can easily be polluted by surface disturbance and runoff. Corridor H would worsen local traffic problems. On the western edge of Wardensville, a tight curve on the Trout Run Road exit will not accommodate big trucks and speeding cars coming from</p>

Commenter No.	Comments
	<p>Corridor H. And Corridor construction parallel to Route 55 wont decrease the volume of trucks headed to and from Winchester, Virginia, and Wardensville on Route 259.</p> <p>Building a four-lane around a small town tends to divert tourist traffic away from Main Street, hurting the growing small businesses. WVDOHs new design to eliminate a North Mountain interchange will inconvenience locals and divert tourists even further from downtown.</p> <p>Trout Run and Waites Run are some of the most pristine Tier 3 native brook trout streams in the Cacapon watershed and all of West Virginia. Mud and pollution from road construction can severely degrade water quality, choke out fish and other aquatic life, and impair recreation</p> <p>Corridor H would take peoples houses and disrupt Wardensvilles historic small-town atmosphere. It will be hard for displaced people to find homes, as area land prices have surged.</p>
31	<p>Why waste \$189 million building 6.8 miles of four-lane ending at the state line? Virginia state and county governments have gone on record against building the Virginia section connecting to I-66/81. WVDOH, in its public statements, bypasses this fact. But its true; this is a Road to Nowhere. Maybe you know of a road situation that could use state funding instead.</p>
32	<p>Do not build the Corridor H extension through Wardensville. The disruption to the environment and town is not worth the money and is only 6.8 miles to nowhere. Work with Virginia to build their portion from Rt 81 to the WV border and then devise a less impactful plan.</p>
33	<p>Mr. Long,</p> <p>West Virginia Rivers Coalition respectfully submits the below comments following the public meeting on Thursday, September 21st for the proposed Wardensville to Virginia State Line Section of the Appalachian Highway Corridor H Project.</p> <p>We are appreciative of the multiple opportunities for public input provided throughout the development of this project. In particular, we are heartened to know the Environmental Assessment will be circulated for comment before a decision is made whether to issue a Finding of No Significant Impact, or prepare a Supplemental Environmental Impact Statement.</p> <p>However, public engagement is most valuable when agencies provide responses to the publics comments. As such, we request a response to our previous comments, submitted 12 December 2022, that detailed concerns related to the Corridor H Project history of non-compliance, protection of trout and high quality tier 3 streams, source water protection, as well as springs and karst.</p> <p>Finally, we request a full public hearing for the presentation of the Environmental Assessment findings. A public hearing will allow community members to bring concerns to WVDOH personnel in a format in which all attendees will hear all questions and concerns, and be afforded the opportunity to hear all responses from WV DOH and project personnel.</p> <p>Thank you for your consideration of these comments.</p> <p>Sincerely,</p> <p>Angie Rosser West Virginia Rivers Coalition</p>

Commenter No.	Comments
34	<p>Mr. Travis Long:</p> <p>The stated purpose and need for Appalachian Corridor H as seen at the Public Informational Workshop in Wardensville on September 21, 2023, stated, To improve east-west transportation, to promote economic development in the region, and to preserve or improve the quality of life in the region.☐</p> <p>First, the goal of improving east-west transportation has already been fulfilled by the construction of the remainder of the Corridor. Considering the Commonwealth of Virginias longstanding opposition to completing Corridor H within its border, this purpose may be entirely obsolete. It is unclear how a 6.8-mile section of road that stops at the Virginia border will aid in fulfilling the three stated goals of the purpose and need.</p> <p>In October 2022, the Shenandoah County Board of Supervisors adopted a resolution concerning the construction of Corridor H in Virginia in which they stated they remain opposed to the construction of the Corridor in Virginia and that There appear to be no benefits to the citizens of Shenandoah County that would result from constructing a Corridor H highway to connect with I-81 and/or I-66 near Strasburg, Virginia.☐ They also stated, In fact, we believe that building an interstate of this magnitude to the Virginia line would have significant adverse impacts on communities in Shenandoah County and this must be considered before construction of the 6.8-mile section proposed from the Wardensville to Virginia state line begins. The Town of Strasburg adopted this same resolution in December 2022. The sentiments laid out in these resolutions also apply to the residents of Wardensville. The concerns of Virginia should be taken into consideration by the West Virginia Division of Highways before construction begins. It is unconscionable to think that the state of West Virginia would willingly force this road onto our neighbors who have repeatedly expressed opposition.</p> <p>Furthermore, it is unclear how the construction of Corridor H will positively impact the citizens of Wardensville or preserve or improve quality of life. In recent years, Wardensville has seen a rebirth of its historic Main Street. The citizens of Wardensville cherish the small-town atmosphere, and the quiet living nestled against mountains and rolling farm hills that the area offers. The completion of the Corridor to Baker has already ruined, in part, the peace and quiet that is so valued by residents and visitors alike as the traffic can be heard by homes on Trout Run Road.</p> <p>Construction of this section of Corridor H on the edge of downtown Wardensville will achieve the opposite effect of improving economic development in the region. Constructing this Corridor in the backyard of downtown Wardensville will not only make the town an undesirable place to stop and visit because of light and noise pollution, but it will also discourage traffic from getting off the interstate to visit downtown and patronize the local businesses. Recent studies have documented the negative impacts of by highway bypasses on small towns. It is highly unlikely that after travelling a mere few miles on the Corridor, that passing traffic will elect to navigate off the highway to stop in town.</p> <p>Most importantly, it is morally unjustifiable to construct a major four-lane over a towns Wellhead Protection Area and put clean drinking water at risk. The West Virginia Division of Highways has not been able to provide a guarantee that the water supply will not be affected. Due to the recent drought, the town of Wardensvilles water supply has already been placed under strain, with citizens being asked to conserve water.</p>

Commenter No.	Comments
	<p>It should also be noted that the last Environmental Impact Statement for this section was completed in 1996. It would be a great disservice to the people of Wardensville, Virginia, and to the environment to not fully revisit the environmental impacts of this section after nearly three decades of land use change and economic growth. If this road is truly being built in the best interest of the people of Wardensville, the West Virginia Division of Highways must take the necessary time to conduct a full assessment of the environment and the impact to residents through a new Supplemental Environmental Impact Statement. Other alternatives need to be explored to achieve the stated purpose and need and address local transportation issues before road building begins.</p> <p>Lastly, there will undoubtedly be runoff and sediment pollution from road construction enter into Trout Run and Waites Run both Tier 3 protected native brook trout streams beloved by all. It is well-known and documented that the best management practices in controlling runoff are not the best. The construction of Corridor H from Kerens to Parsons resulted in 50 water quality violations. I strongly urge the West Virginia Division of Highways to do whatever is necessary to prevent damage to streams and aquatic life.</p> <p>To that end, the wood turtle has been petitioned for listing under the Endangered Species Act. The U.S. Fish and Wildlife Service is expected to make a listing determination by the end of 2023. The wood turtle is listed as a Species of Greatest Conservation Need in the State Wildlife Action Plans of all 17 states in which they occur and is considered endangered by the International Union for Conservation of Nature. One of the greatest threats to wood turtles are road-crossing mortality and expanded development into their habitats. Because wood turtles have been observed in the mainstem of Waites Run and associated tributaries, as well as Slate Rock headwater tributary, I urge the West Virginia Division of Highways to consider the significant impact that road building could have on this species that is currently fighting for survival.</p> <p>I kindly ask that you take these concerns into consideration, and request that future Public Informational Workshops held by the West Virginia Division of Highways provide ample time for a true question and answer session to hear concerns from residents.</p> <p>Sincerely,</p> <p>Olivia Miller</p>
35	<p>It would be nice to know if there is going to be a ex on my property and i am going to have 4 ac on the upper side of the road and would like to have access to it . This is the last day to comment but i have not heard anything on the plans it would be nice to talk to about it</p> <p>Sincerely</p> <p>Lou Strosnider</p> <p>[REDACTED]</p>
36	<p>Regarding the Corridor H expansion from Wardensville to the Virginia line:</p> <p>We own property located at 242 Grannys Lane. The road is proposed to take 40+ acres of our collective property. Property that has been in our family since November 1877. The property borders National Forest.</p> <p>Our (La Cindy & Joe Orndorff, All N Kennels & Farm, LLC) business is located there. The road will take all of my dog training grounds, We will no longer be able to operate our business in the</p>

Commenter No.	Comments
	<p>manner in which it currently is. We will loose clients. If the state takes our land, then you better be well prepared to pay dearly for the loss of our business in all the years to come that we will not be able to relocate to an area where our home, business, training grounds, pasture are all located against 2 sides of GW National Forest. Weve been in contact with an attorney and a private appraiser and am fully prepared to take every necessary action needed. At the meeting, I spoke with officials who didnt even have a clue about our business and the direct impact this would cause. This road will completely destroy my business! Destroy the property value of our remaining land and home. Our property borders national forest. If the road must go through why not stay on national forest?</p> <p>Additionally, we have a spring fed pond on the property that 2+ drainage ponds are proposed to be built beside of. The pond is in direct line of the Capon River which goes into the protected Chesapeake Bay Watershed. This road will directly and adversely affect the water shed. The pond will be destroyed. The water that flows into the pond through native water springs will be destroyed. We have 2 wells on the property which feed the house and the farm. Those are also in danger.</p> <p>The environmental people came looking for a rusted spotted bumble bee.in FEBRUARY!!! Do you not have enough common sense to know that there are No bees at all out in February in West Virginia. That needs to be done again in a month that bees are active, like summer! I would guess that they purposely came in February looking for a bumblebee, knowing full well that it would not be found in February.</p> <p>We have protected bats on my property. We have protected bedding grounds for migratory eastern whippoorwills that come very year. We have Chesapeake bay watershed water on the property. Indian artifacts have been found on the property. Civil War artifacts have been found on the property. The farm property has been in our family since 1877! Is nothing sacred anymore?</p> <p>Do you think that the tractor and trailer wrecks have been excessive at the end of Wardensville come off the corridor to the point that the state had to condemn 2 homes? What do you think is going to happen at the top of North Mountain? The wrecks at the other end of Wardensville will be a minor detail compared to what will take place on top of the mountain.</p> <p>The road is going to bypass Wardensville, making it into a ghost town. The business will crumble. Livelihoods will be lost. Homes and families will be destroyed. Jobs will be lost. Family incomes will crumble.</p> <p>The small side roads that traffic will be diverted to will be overwhelmed. Local traffic and residents will have lines of through traffic coming down their otherwise peaceful and safe roads. This traffic will cause more accidents, children's safety will be at risk.</p> <p>Virgina will never build their side. Why would they?! They have enough trouble now with 66 in Northern VA and I-81 is a total disaster. They need to allocate their road funds to those main roadways before they build a road which would not directly benefit them at all. Again, this is certainly common sense to most people.</p>

Commenter No.	Comments
	<p>The road will potentially hurt the Wardensville water system which provides water to all of the towns residents and water for fire & rescue.</p> <p>In closing, please be advised that no one is allowed on our property without our personal consent, and the owners being present at the time of entry. State statute requires giving us a minimum of a 3 day notice. This includes any appraisers, any core drilling companies, or anyone else from the West Virginia Department of Highways, or any of their contracted companies. No papers will be signed of any form without our attorneys full review. The state appointed appraisal company is not allowed on the property without owners being present. That appraisal company will be informed that we are having our own private appraisal done to include our business, loss of business, the depreciated value of the remaining property, timber cost, etc. We are also in contact with the Environmental Protection Agency regarding protected wildlife on the property that is not being taken into consideration by the West Virginia Department of Highways; as well at the water impact that the road will cause.</p> <p>It is our prayer that many more reviews are done before more destruction is caused, livelihoods lost, businesses and homes destroyed, irreplaceable properties, farms, homes, and businesses taken and that this road project will end and not move forward.</p> <p>Best regards, La Cindy K. Orndorff Joe Orndorff All N Kennels & Farm, LLC Louis W. Strosnider, Jr Louis W. Strosnider, III Michael A. Strosnider</p>
37	<p>I lived for 31 years in Maryland and vacationed in West Virginia probably 15 times, spending days and weeks there, and spending my tourist dollars as well. I used to go in from Virginia via Wardensville, WV, and watched in dismay as Corridor H was gradually built, forever degrading "Wild, Wonderful West Virginia" and making it more and more like the DC suburbs I was fleeing. Wardensville was the gateway to peace and beauty and friendliness. What a massive boondoggle Corridor H is, built to destroy what is unique about your lovely State. It is deeply troubling to me as one of the tourists who intentionally sought out West Virginia for its irreplaceable qualities. This road will dead-end at the Virginia line and is a massive waste of money. There is no valid reason to build this last eastern section through Hardy County and the Wardensville area. "Progress" and "development" are no longer the names for massive concrete environmental destruction. If only West Virginia could see that the wealth they (you all) have to offer this country and this world is the grandeur of your forested mountains. I am too old to come and visit regularly now that I am retired near family in Wisconsin. But I am glad I have some precious memories of what Wardensville and the whole region of eastern West Virginia once was, with its untouched forests and mountains, before a useless devastating freeway was smashed through it. Please stop any further extension of this pointless and vicious highway.</p>
38	<p>To complete Corridor H from Wardensville to the Va line seems like a total waste of funds for such a short section of highway. Wardensvilles town including residents and business would be totally disturbed. All reasons listed on the comment form to would apply in a negative way to the integrity of Wardensville.</p>

Attachment A: Legal Notice and Flyer

NOTICE
OF
PUBLIC INFORMATIONAL WORKSHOP
STATE PROJECT: X316-H-125.16
FEDERAL PROJECT: NHPP(0484)118
CORRIDOR H
WARDENSVILLE TO VIRGINIA STATE LINE
HARDY COUNTY

The West Virginia Division of Highways (WVDOH) will hold a Public Informational Workshop on Thursday, September 21, 2023, at the War Memorial Building, 190 Main Street, Wardensville, Hardy County, West Virginia for the proposed Wardensville to Virginia State Line Section of the Appalachian Highway Corridor H Project. This meeting complies with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act requirements.

WVDOH and FHWA will share project developments with the public and seek input for their upcoming environmental assessment. **A FORMAL PRESENTATION WILL BE MADE AT 6:00 p.m.** The scheduled workshop is from 5:00 to 8:00 p.m. and the public will be afforded the opportunity to ask questions and give written comments on the project throughout the meeting. A handout with project details will be available at the meeting and on the WVDOH Website.

Those wishing to file written comments may send them to Travis Long, P.E., Director Technical Support Division, West Virginia Division of Highways, 1334 Smith Street, Charleston, West Virginia 25301 on or before Monday, October 23, 2023. Visit the WVDOH Website at <http://go.wv.gov/dotcomment> for project information and the opportunity to comment on the project.

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs and activities. Please contact us at (304) 558-3931. Persons with hearing or speech impairments can reach all state agencies by calling (800) 982-8772 (voice to TDD) or (800) 982-8771 (TDD to voice), toll free.



PUBLIC INFORMATIONAL WORKSHOP
THURSDAY, SEPTEMBER 21, 2023
5:00 PM TO 8:00 PM
190 MAIN STREET, WAR MEMORIAL BUILDING
WARDENSVILLE, WV



CORRIDOR H - WARDENSVILLE TO VIRGINIA STATE LINE

State Project X316-H-125.16, Federal Project NHPP(0484)118
Hardy County, WV

Join us on Thursday, September 21, 2023 at the War Memorial Building in Wardensville, West Virginia for a public informational workshop for the Wardensville to Virginia State Line Project. Representatives from the West Virginia Division of Highways (WVDOH) and Federal Highway Administration (FHWA) will be available from 5:00pm to 8:00pm to provide updates on the project and answer questions. A formal presentation will be made at 6:00pm. Detailed project mapping, projected project schedule, and other materials will be available to review in person as well as online via the link at the bottom of this page.

Upon request, WVDOH will provide reasonable accommodations to afford an individual with a disability an equal opportunity to participate. Please contact us at (304) 558-3931, or (800) 982-8722 (voice to TTD), or (800) 982-8771 (TDD to voice).

Project Summary

The project is an approximately 6.8-mile, four-lane divided highway, with partial control of access. The project is part of Corridor H of the Appalachian Development Highway System, and extends from the Baker to Wardensville portion of Corridor H in the west to the Virginia state line in the east. The highway will help fulfill the goals of improving east-west travel and promoting economic development in the region. An Amended Record of Decision (AROD) for this project was signed by FHWA in 2003. WVDOH and FHWA will share project developments with the public and seek input for their upcoming environmental assessment.

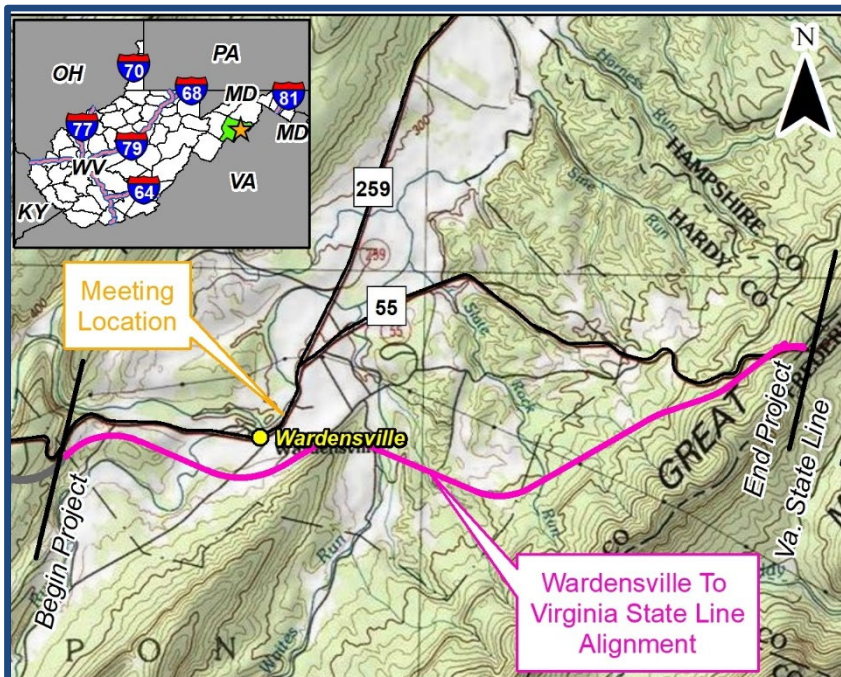
COMMENT ON THE PROJECT

Comments are due:
Monday, October 23, 2023

**Comments can be submitted at
the meeting or sent to:**

Mr. Travis Long
Director, Technical Support
Division, WVDOH
1334 Smith Street
Charleston, WV 25301

**Comments can also be
submitted via our website:**
<http://go.wv.gov/dotcomment>



Attachment B: Distribution of Notice and Flyer

From: Loftus, Sandra K <sandra.k.loftus@wv.gov>

Sent: Wednesday, September 6, 2023 11:14 AM

To: Davis, Jamie <davis.jamie@epa.gov>; Martinsen.jessica@epa.gov; Jason.Workman@dot.gov; jared.nestor@usda.gov; John_Schmidt@fws.gov; keith.burdette@pazwv.org; charles.w.armstead@wv.gov; Scott G Mandirola <SCOTT.G.MANDIROLA@wv.gov>; Susan M Pierce <Susan.M.Pierce@wv.gov>; Brett W McMillion <Brett.W.McMillion@wv.gov>; Anne M Wakeford <Anne.M.Wakeford@wv.gov>; Kris E Warner <Kris.E.Warner@wv.gov>; Brian R Abraham <brian.r.abraham@wv.gov>; randy.smith@wvsenate.gov; jay.taylor@wvsenate.gov; stephanie.williams@dhr.virginia.gov; betsy@wardensville.com; info@wardensville.com; dsfansler@hardynet.com; hardywwplan@gmail.com; hardyrda@hardynet.com; chamber@hardynet.com; srvanmet@k12.wv.us; emily@cacapon.org; info@corridorh2020.com; Communications@patc.net; info@pawv.org; info@wvhighlands.org; rnelson@achp.gov; steward1@potomachhighlandstewards.org; jcampi@battlefields.org; afnha@afnha.org; carolmshaw205@gmail.com; afenster@railstotrails.org; info@wvcag.org; lframewv@gmail.com; info@ohvec.org; sierraclub.wv@gmail.com; shenandoahaudubon@gmail.com; president@patc.net; lloydmaca@aol.com; garrylmoore@gmail.com; Benjamin M Riggie <benjamin.m.riggie@wv.gov>; austen.balthazar@dot.gov; susan.a.porter@usace.army.mil; sarah.m.workman@usace.army.mil; jennifer_l_norris@fws.gov; elizabeth_stout@fws.gov; john.barger@usda.gov; brian.l.bridgewater@wv.gov; jamie@epa.gov; newshehirlian.stepan@epa.gov

Cc: Mullins, Sondra L <sondra.l.mullins@wv.gov>; DoByns, Martha Young <MDoByns@mbakerintl.com>

Subject: EXTERNAL: Corridor H - Wardensville to Virginia State Line - PUBLIC INFORMATIONAL WORKSHOP

EXTERNAL EMAIL

Please find attached NOTICE:

PUBLIC INFORMATIONAL WORKSHOP

09/21/23

CORRIDOR H - WARDENSVILLE TO VIRGINIA STATE LINE

--



Sandra K. Loftus

Secretary

**Technical Support
Division**

WV Div. of Highways

1334 Smith Street

Charleston, WV 25301

DSA: 304-414-6481

sandra.k.loftus@wv.gov



Loftus, Sandra K <sandra.k.loftus@wv.gov>

Wardensville Public Meeting Notice

1 message

Mullins, Sondra L <sondra.l.mullins@wv.gov>

Thu, Aug 24, 2023 at 8:54 AM

To: Sandra K Loftus <sandra.k.loftus@wv.gov>

Cc: "Hicks, Sheila" <Sheila.Hicks@mbakerintl.com>, Martha Young DoByns <mdobyns@mbakerintl.com>

Sandra,

Please send the public notice to all those with email and physical addresses. Let me know if you need anything.

SENATORS

randy.smith@wvsenate.gov ✓

* — dave.sypolt@wvsenate.gov ✓

DELEGATES

bryan.ward@wvhouse.gov ✓

WARDENSVILLE

Wardensville Visitor Center ✓

301 East Main Street

Wardensville, WV 26851

Capon Valley Fire Department ✓

190 W Main Street

Wardensville, WV 26851

MEDIA

clawrence@wvradio.com ✓

brad.mcelhinny@wvmetronews.com ✓

news@moorefieldexaminer.com ✓

weld@hardynet.com ✓

--



Sondra L Mullins

Assistant Director Technical Support Division

NEPA Compliance and Permitting Section

WV Division of Highways

1334 Smith Street

Charleston, WV 25301

☎ 304-414-6468 ☐ 304-542-9971

WV DOT/DOH
Technical Support Division
1334 Smith Street
Charleston, WV 25301



Capon Valley Fire Department
190 W. Main Street
Wardensville, WV 26851

WV DOT/DOH
Technical Support Division
1334 Smith Street
Charleston, WV 25301



Wardensville Visitor Center
301 East Main Street
Wardensville, WV 26851



Loftus, Sandra K <sandra.k.loftus@wv.gov>

Public Meeting Notice - Corridor H

1 message

Loftus, Sandra K <sandra.k.loftus@wv.gov>

Mon, Aug 28, 2023 at 2:14 PM

To: randy.smith@wvsenate.gov

Senator Smith:

Please find attached:

"PUBLIC MEETING NOTICE - CORRIDOR H -
Wardensville to Virginia State Line
Hardy County

--



Sandra K. Loftus

Secretary

Technical Support Division

WV Div. of Highways

1334 Smith Street

Charleston, WV 25301

DSA: 304-414-6481

sandra.k.loftus@wv.gov



09-21-23 Public Meeting Notice.doc

51K



Loftus, Sandra K <sandra.k.loftus@wv.gov>

PUBLIC MEETING NOTICE - CORRIDOR H

2 messages

Loftus, Sandra K <sandra.k.loftus@wv.gov>
 To: dave.sypolt@wvsenate.gov

Mon, Aug 28, 2023 at 2:24 PM

Senator Sypolt:
 Please find attached:
 "PUBLIC MEETING NOTICE - CORRIDOR H -
 Wardensville to Virginia State Line
 Hardy County

--

**Sandra K. Loftus****Secretary****Technical Support Division**

WV Div. of Highways

1334 Smith Street

Charleston, WV 25301

DSA: 304-414-6481

sandra.k.loftus@wv.gov

09-21-23 Public Meeting Notice.doc
 51K

postmaster@wvlegislature.onmicrosoft.com <postmaster@wvlegislature.onmicrosoft.com>
 To: sandra.k.loftus@wv.gov

Mon, Aug 28, 2023 at 2:24 PM

Your message to dave.sypolt@wvsenate.gov couldn't be delivered.[dave.sypolt](mailto:dave.sypolt@wvsenate.gov) wasn't found at wvsenate.gov.**sandra.k.loftus****Office 365****dave.sypolt****Action Required**

Recipient

Unknown To address

*Not on Senate
Directory*

How to Fix It

The address may be misspelled or may not exist. Try one or more of the following:

- Send the message again following these steps: In Outlook, open this non-delivery report (NDR) and choose **Send Again** from the Report ribbon. In Outlook on the web, select this NDR, then select the link "**To send this message again, click here.**" Then delete and retype the entire recipient address. If prompted with an Auto-Complete List suggestion don't select it. After typing the complete address, click **Send**.



Loftus, Sandra K <sandra.k.loftus@wv.gov>

PUBLIC MEETING NOTICE - CORRIDOR H

1 message

Loftus, Sandra K <sandra.k.loftus@wv.gov>

Mon, Aug 28, 2023 at 2:25 PM

To: bryan.ward@wvhouse.gov

Delegate Ward:
Please find attached:
"PUBLIC MEETING NOTICE - CORRIDOR H -
Wardensville to Virginia State Line
Hardy County

--



Sandra K. Loftus

Secretary

Technical Support Division

WV Div. of Highways

1334 Smith Street

Charleston, WV 25301

DSA: 304-414-6481

sandra.k.loftus@wv.gov



09-21-23 Public Meeting Notice.doc

51K



Loftus, Sandra K <sandra.k.loftus@wv.gov>

PUBLIC MEETING NOTICE - CORRIDOR H

1 message

Loftus, Sandra K <sandra.k.loftus@wv.gov>

Mon, Aug 28, 2023 at 2:26 PM

To: clawrence@wvradio.com

Mr. Lawrence,
Please find attached:
"PUBLIC MEETING NOTICE - CORRIDOR H -
Wardensville to Virginia State Line
Hardy County

--



Sandra K. Loftus

Secretary

Technical Support Division

WV Div. of Highways

1334 Smith Street

Charleston, WV 25301

DSA: 304-414-6481

sandra.k.loftus@wv.gov



09-21-23 Public Meeting Notice.doc

51K



Loftus, Sandra K <sandra.k.loftus@wv.gov>

PUBLIC MEETING NOTICE - CORRIDOR H

1 message

Loftus, Sandra K <sandra.k.loftus@wv.gov>
To: brad.mcelhinny@wvmetronews.com

Mon, Aug 28, 2023 at 2:27 PM

Mr. McElhinny:

Please find attached:
"PUBLIC MEETING NOTICE - CORRIDOR H -
Wardensville to Virginia State Line
Hardy County

--



Sandra K. Loftus

Secretary

Technical Support Division

WV Div. of Highways

1334 Smith Street

Charleston, WV 25301

DSA: 304-414-6481

sandra.k.loftus@wv.gov



Loftus, Sandra K <sandra.k.loftus@wv.gov>

PUBLIC MEETING NOTICE - CORRIDOR H

1 message

Loftus, Sandra K <sandra.k.loftus@wv.gov>

Mon, Aug 28, 2023 at 2:29 PM

To: "news@moorefieldexaminer.com" <news@moorefieldexaminer.com>

To Whom it May Concern:

Please find attached:

"PUBLIC MEETING NOTICE - CORRIDOR H -

Wardensville to Virginia State Line

Hardy County

--



Sandra K. Loftus

Secretary

Technical Support Division

WV Div. of Highways

1334 Smith Street

Charleston, WV 25301

DSA: 304-414-6481

sandra.k.loftus@wv.gov



09-21-23 Public Meeting Notice.doc

51K



Loftus, Sandra K <sandra.k.loftus@wv.gov>

PUBLIC MEETING NOTICE - CORRIDOR H

1 message

Loftus, Sandra K <sandra.k.loftus@wv.gov>
To: "weld@hardynet.com" <weld@hardynet.com>

Mon, Aug 28, 2023 at 2:30 PM

To Whom it May Concern:

Please find attached:
"PUBLIC MEETING NOTICE - CORRIDOR H -
Wardensville to Virginia State Line
Hardy County

--



Sandra K. Loftus

Secretary

Technical Support Division

WV Div. of Highways

1334 Smith Street

Charleston, WV 25301

DSA: 304-414-6481

sandra.k.loftus@wv.gov



09-21-23 Public Meeting Notice.doc
51K

Invitees	Status	Contact Name	Title	Address	Address 2	City	State	Zip	Email
Federal Agencies									
US Environmental Protection Agency Office of Federal Activities	Sent	Jamie Davis		1200 Pennsylvania Avenue, N. W.		Washington	DC	20460	Davis.jamie@Epa.gov
Environmental Protection Agency	Sent	Jessica Martinsen	Team Leader	650 Arch Street		Philadelphia	PA	19103-2029	Martinsen.jessica@Epa.gov
Federal Highway Administration, WV Division	Sent	Jason Workman	Director, Program Development	154 Court Street		Charleston	WV	25301	Jason.Workman@dot.gov
Federal Highway Administration, Washington, D.C.	Sent			1200 New Jersey Ave SE		Washington	DC	20590	
U.S. Army Corps of Engineers - Huntington, WV	Sent	Michael Hatten	Chief, Regulatory Branch	502 Eighth Street		Huntington	WV	25701-2070	
U.S. Department of Agriculture, George Washington National Forest	Sent	Sandy Gibbons and Jessie Howard		5162 Valleypointe Parkway		Roanoke	VA	24019	
U.S. Department of Agriculture, Monongahela National Forest	Sent	John Barger		200 Sycamore Street		Elkins	WV	26241	
U.S. Department of Agriculture, Natural Resource Conservation Service	Sent	Jared Nestor	District Conservationist	200 Sycamore Street		Elkins	WV	26241	jared.nestor@usda.gov
U.S. Department of Agriculture, Natural Resource Conservation Service	Sent	Louis E. Aspey II	State Conservationist	1550 Earl L. Core Road, Suite 200		Morgantown	WV	26505	
U.S. Department of the Interior, Fish and Wildlife Service, West Virginia Field Office	Letter Returned to Sender as Undeliverable	John Schmidt	Supervisor	694 Beverly Pike		Elkins	WV	26241	John_Schmidt@fws.gov
U.S. Representative	Sent by WVDOH			2228 Rayburn House Office Building		Washington	DC	20510	info.clerkweb@mail.house.gov
U.S. Senator Joe Manchin – Washington, DC	Sent by WVDOH			306 Hart Senate Office Building		Washington	DC	20510	senator@machin.senate.gov
U.S. Senator Shelley Moore Capito	Sent by WVDOH			72 Russell Senate Office Building		Washington	DC	20510	
State of West Virginia									
WV Bureau for Public Health	Sent			350 Capitol Street, Room 702		Charleston	WV	25301	
WV Department of Agriculture	Sent	Amie Minor	Director	1900 Kanawha Blvd E, Building 1, Room E-28		Charleston	WV	25305	
WV Department of Economic Development	Sent	Keith Burdette	Executive Director	1900 Kanawha Boulevard, East, Capital Complex Building 6, Room 553		Charleston	WV	25305	keith.burdette@pazwv.org
WV Department of Environmental Protection (DEP)	Sent	Charlie Armstead	Program Manager	601 57th St SE		Charleston	WV	25304	charles.w.armstead@wv.gov
WV DEP, Division of Water and Waste Management	Sent	Scott G. Mandirala	Division Director	601 57th St SE		Charleston	WV	25304	SCOTT.G.MANDIROLA@WV.GOV
WV Division of Culture & History	Sent	Susan Pierce	Deputy State Historic Preservation Officer	1900 Kanawha Blvd E., Building 9, Capital Complex		Charleston	WV	25305	Susan.M.Pierce@wv.gov
WV Division of Natural Resources, Headquarters	Sent	Brett W. McMillion	Director	324 4 th Ave		South Charleston	WV	25303	Brett.W.McMillion@wv.gov
WV Division of Natural Resources Operations Center	Sent	Anne Wakeford	Coordination Biologist	738 Ward Road		Elkins	WV	26241	Anne.M.Wakeford@wv.gov
WV Economic Development Authority	Sent	Kristian Warner, Sr	Executive Director	180 Association Drive		Charleston	WV	25311	Kris.E.Warner@wv.gov
WV Governor's Office	Sent	Brian Abraham	Chief of Staff	1900 Kanawha Blvd E # 1		Charleston	WV	25305	brian.r.abraham@wv.gov
WV State Delegate (District 55) - Charleston, WV	Sent								
WV State Senator Randy Smith (District 14) - Charleston, WV	Sent			1900 Kanawha Boulevard, East, Capital Complex Building 1, Room 217W		Charleston	WV	25305	randy.smith@wvsenate.gov
WV State Senator Jay Taylor (District 14)- Charleston, WV	Sent			1900 Kanawha Boulevard, East, Capital Complex Building 1, Room 229W		Charleston	WV	25305	jay.taylor@wvsenate.gov
State of Virginia									
Virginia SHPO	Sent	Julie Langan, SHPO	Deputy, Department of Historic Resources	2801 Kensington Avenue		Richmond	VA	23221	stephanie.williams@dhr.virginia.gov
Local and County Agencies									
Mayor of Wardensville, WV	Sent			25 Warrior Way		Wardensville	WV	26851	betsy@wardensville.com
Wardensville Town Council	Sent			25 Warrior Way		Wardensville	WV	26851	info@wardensville.com
Hardy County Commission	Sent	David "Jay" Fansler	President	204 Washington Street Room 111		Moorefield	WV	26836	dsfansler@hardynet.com
Hardy County Planning Commission	Sent	Roger Saville	Moorefield District	204 Washington Street, Basement Level		Moorefield	WV	26836	hardyvwplan@gmail.com
Hardy County Rural Development Authority	Sent	Mallie Combs	Executive Director	223 N Main St		Moorefield	WV	26836	hardyrda@hardynet.com
Hardy County Chamber of Commerce	Sent	Bonnie Rogers	Executive Director	122 N Main St		Moorefield	WV	26836	chamber@hardynet.com
Hardy County Schools	Sent	Sheena VanMeter	Superintendent of Schools	510 Ashby St		Moorefield	WV	26836	srvanmet@k12.wv.us
Hampshire County Planning Commission	Sent			90 North High Street		Romney	WV	26757	
Interest Groups									
Cacapon and Lost Rivers Land Trust	Letter Returned to Sender as Undeliverable	Emily Warner	Executive Director	PO Box 58		Wardensville	WV	26851	emily@cacapon.org
Moorefield Historic Landmark Commission	Letter Returned to Sender as Undeliverable	City of Moorefield		PO Box 350		Moorefield	WV	26836	
Corridor H Authority	Letter Returned to Sender as Undeliverable			PO Box 1083		Buchannon	WV	26201	info@corridorh2020.com
Corridor H Alternatives	Sent			531 Moon Run Road		Kerens	WV	26276	
Hardy County Historical Society	Sent	Elizabeth Judy	Chairman of the Board	PO Box 4		Moorefield	WV	26836	chamber@hardynet.com
Potomac Appalachian Trail Club	Sent	Jim Felig	Supervisor of Communications	118 Park St		Vienna	VA	22180	Communications@patc.net
Preservation Alliance of West Virginia	Sent	Logan Smith	President	421 Davis Ave #4		Elkins	WV	26241	info@pawv.org
WV Highlands Conservancy	Sent	Larry Thomas	President	PO Box 306		Charleston	WV	25321	info @ wvhighlands.org
Advisory Council on Historic Preservation	Sent	Reid Nelson	Executive Director, Acting	401 F Street NW, Suite 308		Washington	DC	20001	rnelson@achp.gov
Stewards of the Potomac Highlands	Sent	Bonnie McKeown	President	PO Box 232		Maysville	WV	26833	steward1@potomachighlandstewards.org
American Battlefield Trust/Civil War Trust	Sent	Jim Campi	Chief Policy and Communications Officer	1156 15th Street NW, Suite 900		Washington	DC	20005	jcampi@battlefields.org
Capon Springs & Farms	Sent			3813 Capon Springs Rd		High View	WV	26808	
Appalachian Forest National Heritage Area	Sent			PO Box 1206		Elkins	WV	26241	afnha@afnha.org
Hampshire County Historic Landmark Commission	Sent	Carol Shaw	Secretary	19 E Main Street		Romney	WV	26757	carolmshaw205@gmail.com
Plaintiffs in Settlement Agreement – Corridor H Alternatives V. Slater, 96 -CV-2622 (TFH)									
Andrea Ferster, Esq.	Letter Returned to Sender as Undeliverable	Andrea Ferster		1100 17th Street NW, 10th Fl		Washington	DC	20036	
Corridor H Alternatives	Letter Returned to Sender as Undeliverable	Lee Wakefield		HC 68 Box 78A		Wardensville	WV	26851	afenster@railstotrails.org
Corridor H Alternatives, Inc	Sent	Pamela Moe-Merritt		801 N. Randolph Ave		Elkins	WV	26251	
WV Highlands Conservancy	Sent	Hugh Rogers		Moon Run		Kerens	WV	26276	info@wvhighlands.org
WV Citizens Action Group	Sent	Norm Steenstra		1324 Virginia Street East		Charleston	WV	25301	
WV Environmental Council	Letter Returned to Sender as Undeliverable	Donald S. Garvin Jr.	President	Rt. 6, Box 627		Buchannon	WV	26201	info@wvcag.org
Concerned Citizens Coalition	Sent	Vivian Stockman		249 Millstone Run		Spencer	WV	25276	lframewv@gmail.com
Harrison County Environmental Citizens Organization	Letter Returned to Sender as Undeliverable	Matt Evans		Rt 4 Box 1154		Salem	WV	26426	
Ohio Valley Environmental Coalition	Sent	Dianne Body	Executive Director	725 1/2 Fourteenth Street NW		Huntington	WV	25704	
Downstream Alliance	Letter Returned to Sender as Undeliverable	Dave Houser	President	Rt 1 Box 103		Moatsville	WV	26405	info@ohvec.org
Heartwood	Letter Returned to Sender as Undeliverable	Alison Cochran	Executive Director	116 1/2 S. College		Bloomington	IN	47403	
Potomac Headwaters Resource Alliance	Sent	Margaret Jones		HC 67, Box 27 AA		Mathias	WV	26812	
WV Sierra Club	Sent	Laura Spadaro	Chapter Chair	76 Fifteenth Street		Wheeling	WV	26003	sierraclub.wv@gmail.com
Student Environmental Network	Sent	Leah Divine		Rt 1 Box 209-S, Kings Run Road		Elkins	WV	26241	
Northern Shenandoah Valley Audubon Society	Sent	Fran Endicott		3355 Calmes Neck Lane		Boyce	VA	22720	shenandoahaudubon@gmail.com
Reynolds Estates Landowners	Sent	Michael Slimak		9207 Shotgun Court		Springfield	VA	22153	
Cedar Creek Battlefield Foundation	Sent	Suzanne Lewis		8437 Valley Pike		Middleton	VA	22645	info@ccbf
2018 Public Meeting Commenters									
	Sent	Kristen Colebank		P.O. Box 66		Wardensville	WV	26851	
	Sent	Mallie Combs		360 Alum Road		Wardensville	WV	26836	
	Sent	George Crump		22368 SR 55		Wardensville	WV	26851	
	Letter Returned to Sender as Undeliverable	Eddie Davis		27545 SR 55		Wardensville	WV	26851	
Potomac Appalachian Trail Club (PATC)	Sent	Joseph Lombardo		118 Park Street		Vienna	VA	22180	president@patc.net
PATC & Great Eastern Trail Association	Sent	Lloyd MacAskill		1149 Veranda Ct		Leland	NC	28451	lloydmaca@aol.com

Invitees	Status	Contact Name	Title	Address	Address 2	City	State	Zip	Email
	Sent	George Maddox		2683 Waites Run Road		Wardensville	WV	26851	
	Sent	Nancy McReynolds				Wardensville	WV	26851	
	Letter Returned to Sender as Undeliverable	Garry L. and Gloria Karnes		813 Anderson Ridge Rd		Wardensville	WV	26851	garrylmoore@gmail.com
	Sent	Betsy Orndoff-Sayers		25 Warrior Way		Wardensville	WV	26851	betsy@wardensville.com
	Sent	Leroy and Sherla Wilkins				Mathias	WV	26812	
	Sent	Robert Williams				Moorefield	WV		
	Sent	David Fansler		1103 Upper Cove Road		Mathias	WV	26812	
Corridor H Agency Meeting Attendees									
WV State Historic Preservation Office	Sent	Susan Pierce							susan.m.pierce@wv.gov
WV State Historic Preservation Office	Sent	Benjamin Riggle							benjamin.m.riggle@wv.gov
Federal Highway Administration	Sent	Austen Balthazar							austen.balthazar@dot.gov
US Army Corp of Engineers	Sent	Susan Porter							susan.a.porter@usace.army.mil
US Army Corp of Engineers	Sent	Sarah Workman							sarah.m.workman@usace.army.mil
US Fish and Wildlife Service	Sent	Jennifer Norris							jennifer_l_norris@fws.gov
US Fish and Wildlife Service	Sent	Liz Stout							elizabeth_stout@fws.gov
US Department of Agriculture	Sent	John Barger							john.barger@usda.gov
WV Department of Environmental Protection	Sent	Brian Bridgewater							brian.l.bridgewater@wv.gov
WV Department of Environmental Protection	Sent	Nancy Dixon							
US Environmental Protection Agency	Sent	Jamie Davis							jamie@epa.gov
US Environmental Protection Agency	Sent	Kat Kent							
US Environmental Protection Agency	Sent	Stepan Nevsherhlian							nevsherhlian.stepan@epa.gov
WV Department of Natural Resources	Sent	Anne Wakeford							anne.m.wakeford@wv.gov
Land Owners									
MADJIE F HEARE - (LIFE ESTATE)	Sent						WV	26851	
CARROLL ROLLINGS HEARE JR.	Sent						WV	26851	
Hardy County Public Service District	Sent						WV	26836	
WARDEN WILLIAM B	Sent						VA	23455	
Town of Wardensville	Sent						WV	26851	
Anthony S. Omdorff	Sent						WV	26851	
Richard W. and Jennifer Lent	Sent						WV	26851	
CASEY L. DUNITHAN AND STEPHANIE P. DUNITHAN	Sent						WV	26851	
VIVIAN D. MALONE AND NORMAN ROY MALONE, II	Sent						WV	26851	
Danny and Tammy Metcalf	Sent						VA	20106	
PATRICIA K. RILEY	Sent						WV	26851	
Allen M Custer & Makayla Moffatt	Sent						WV	25404	
Sheila M Renner	Sent						WV	26851	
RUTH BUKER	Sent						WV	26851	
Jennifer L. Gatterman	Sent						WV	26851	
Austin M. Strickler & Delaney R. Wallace	Sent						WV	26851	
Jonathan D. Lewis	Sent						FL	33133	
Faith Mission Church Of Wardensville	Sent						WV	26851	
MARK, KENDRA AND KELSEY KNEELAND	Sent						E WV	26851	
James Dolan Mathias, II and Jay Michael Mathias	Sent						E WV	26851	
CHESTER RAY & BETTY D THARP	Sent						WV	26851	
Amy Perry and Michell Pitcock	Sent						WV	26851	
Robert M and Sara J. Brookfield	Sent						WV	26851	
William H Judy, III & J. David Judy III	Sent						WV	26836	
GREGORY E. NORRIS	Sent						WV	26851	
TIM S. RAMSEY	Sent						WV	26851	
REBECCA GUILD & NICHOLAS D. GUILD	Sent						WV	26851	
DANIEL L. & JANET L. AYLOR	Sent						WV	26851	
Samantha M. Godlove	Sent						WV	26807	
WOODROW R. & BARBARA J. BENNETT	Sent						WV	26851	
GARY R. ARBAUGH	Sent						WV	26851	
Arnold Welton Funkhouser	Letter Returned to Sender as Undeliverable						WV	26761	
Brenda F. Ludwig & Teresa A Reece	Sent						WV	26761	
JULIAN BROWN HOTT, JR.	Sent						WV	26851	
CHARLES W. & SHEILA L. KELICAN	Sent						WV	26851	
Gerald S. Lydia O. Hott	Sent						WV	26851	
WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS	Sent						WV	26710	
GREGORY B. HOTT	Sent						WV	26851	
Edward M. & Carla Jean Strosnider	Sent						WV	26505	
Faith R. Ginn, Squirrel Gap, LLC	Sent						FL	34654	
SARA R. BAUSERMAN	Letter Returned to Sender as Undeliverable						WV	26710	
Larry A., Ivan M. Hahn and Karen Hahn Findley	Sent						WV	26851	
Alma & Thomas Lee Shobe	Sent						WV	26851	
Norma June & Luther Riffe	Sent						FL	33470	
Life Estate of Shirley V. Brill	Sent						WV	25446	
Timothy C. & Carrie V. Anderson	Sent						E WV	26851	
PAULA A. & RONALD J. GRIFFETH	Sent						VA	22152	
James Dolan Mathias II & Jay Michael Mathias	Sent						WV	26851	
CEMETERY	Letter Returned to Sender as Undeliverable						WV	26836	
Kerry L. Benjamin	Sent						WV	26851	
James Edward Manker, JR & Michelle Marie Libbey-Manker	Sent						SC	29572	
John B. & Charlotte D. Bowman	Sent						WV	26851	
Jesus D. Salang	Sent						VA	22310	
Phyllis E. Copeland	Sent						VA	22630	
MICHAEL P. BURKE	Sent						WV	26851	
LA CINDY ORNDORFF	Sent						WV	26851	
ALBERT L. ESCH	Sent						WV	26851	
John D. Faulkner, Jr. & Nancy J. Faulkner	Sent						WV	26851	
Tammy S. Copeland	Sent						WV	26851	

Invitees	Status	Contact Name	Title	Address	Address 2	City	State	Zip	Email
Denise Lynn Day	Sent			[REDACTED]		[REDACTED]	VA	22657	
MICHAEL A. STROSNIDER	Sent			[REDACTED]		[REDACTED]	WV	26851	
CHARLES H. & MARY C. MATHIAS	Sent			[REDACTED]		[REDACTED]	VA	22645	
Life Estate of Katherine Leatherman	Sent			[REDACTED]		[REDACTED]	WV	26851	
Susan Henderson Rhoades	Sent			[REDACTED]		[REDACTED]	WV	26851	
Edna C. Furlley	Sent			C/O CAPON VALLEY BANK LOAN DEPT. [REDACTED]		[REDACTED]	WV	26851	
Brandon D. Hall	Sent			[REDACTED]		[REDACTED]	VA	26851	
DAVID L. NESSELRODT	Sent			[REDACTED]		[REDACTED]	WV	26851	
Katheran Orndorff Strawderman & Donna Orndorff Skelley	Sent			[REDACTED]		[REDACTED]	WV	26851	
Kristopher L. Holliday	Sent			C/O COLONIAL SAVINGS FA, ESCROW DEPT 054 [REDACTED]		[REDACTED]	TX	75113	
BRENDA M. ORNDORFF	Sent			[REDACTED]		[REDACTED]	WV	25401	
ILA E. RYAN - (LIFE ESTATE)	Sent			[REDACTED]		[REDACTED]	WV	26851	
Marcia M. Macdowell & Timothy W. Markley	Sent			[REDACTED]		[REDACTED]	WV	26851	
Faith V. & Ronald A. Funk	Sent			[REDACTED]		[REDACTED]	WV	26851	
Wilson Dawson Brodell	Sent			[REDACTED]		[REDACTED]	WV	26851	
Richard E. Good & Jacalyn T. Good	Sent			C/O CAPON VALLEY BANK LOAN DEPT. [REDACTED]		[REDACTED]	WV	26851	
DANIEL L. & JANET L. AYLOR	Sent			[REDACTED]		[REDACTED]	WV	26851	
John B. Bowman	Sent			[REDACTED]		[REDACTED]	WV	26851	
Donavan C. & Barbara J. Keegan	Sent			[REDACTED]		[REDACTED]	WV	26851	
James P & Veronica Haerer	Sent			[REDACTED]		[REDACTED]	WV	20754	
Joseph Sine, Laura Ann Dove, & Sherry Lynn Wright	Sent			[REDACTED]		[REDACTED]	WV	26851	
KELLY A. KIPP	Letter Returned to Sender as Undeliverable			[REDACTED]		[REDACTED]	WV	26851	
Raymond Boteler	Sent			[REDACTED]		[REDACTED]	MD	20705	
Dennis J & Toni A Torboli	Sent			[REDACTED]		[REDACTED]	WV	26851	
James H. Grove III & Jill K Grove	Sent			[REDACTED]		[REDACTED]	MD	21704	
Allen Jay Sine & Melissa Gail Sine	Sent			[REDACTED]		[REDACTED]	WV	26851	
MADJIE HEARE & CARROLL HEARE	Sent			[REDACTED]		[REDACTED]	WV	26851	
Joseph Bryan Bennett	Sent			[REDACTED]		[REDACTED]	WV	26851	
CARROLL ROLLINGS HEARE, JR & MADELINE MUSCALLI	Sent			[REDACTED]		[REDACTED]	WV	26851	
Kelly A. Kipp	Sent			[REDACTED]		[REDACTED]	WV	26812	
Joshua McCasland	Sent			[REDACTED]		[REDACTED]	WV	26851	
Kristopher R. Kerr & Donald J. Kerr Jr.	Sent			[REDACTED]		[REDACTED]	WV	26851	
Andrew D. Leginze & Keith A. Leginze	Sent			[REDACTED]		[REDACTED]	MD	20646	
Neil Carr	Sent			[REDACTED]		[REDACTED]	MD	20639	
William R. Brewer Jr.	Sent			[REDACTED]		[REDACTED]	WV	26851	
Sherry S. Russell & Joseph B. Bennett	Sent			[REDACTED]		[REDACTED]	VA	22602	
Douglas E. Rinard	Sent			[REDACTED]		[REDACTED]	WV	26851	
Anthony Ephremides & Jane T Ephremdies	Sent			[REDACTED]		[REDACTED]	MD	20852	
John L & Rachel L Tharp	Sent			[REDACTED]		[REDACTED]	WV	26851	
Garry L. Moore & Gloria E Karnes	Sent			[REDACTED]		[REDACTED]	WV	26851	
Buckeye Adeventures, LLC	Sent			[REDACTED]		[REDACTED]	IL	60302	
Joseph D. Orndorff & Derrick Lee Orndorff	Sent			C/O CAPON VALLEY BANK LOAN DEPT. [REDACTED]		[REDACTED]	WV	26851	
William L Ketterman	Sent			[REDACTED]		[REDACTED]	PS	17353	
Galina Orr	Sent			[REDACTED]		[REDACTED]	WV	26851	
Daren L. Pingley & Andrea L. Pingley	Sent			[REDACTED]		[REDACTED]	VA	22657	
Paul R. Hernan & Sharleen A. Hernan	Sent			[REDACTED]		[REDACTED]	MD	21228	
Albert Green & Sarah Kwon	Sent			[REDACTED]		[REDACTED]	OH	44240	
BRANDON D. HALL	Sent			[REDACTED]		[REDACTED]	VA	22663	
George Washington National Forest	Sent			[REDACTED]		[REDACTED]	DC	20016	

Invitees	Status
Media	
clawrence@wvradio.com	Sandra contacted.
brad.mcelhinny@metronews.com	Sandra contacted.
news@moorefieldexaminer.com	Sandra contacted.
weld@hardynet.com	Sandra contacted.
Flyers	
711 Convenience Store	Attendant posted on ATM w/ Managers Permission
Post Office	Posted on bulletin board
Capon Valley Bank	Attendant posted to bulletin board
PCB Bank	Attendant posted to bulletin board
Wishy Wash Laundry	Posted on bulletin board
Marina's Pizza	Closed. Placed in decorative barrel outside entrance
Garrett Insurance	Gave to receptionist, she said she would display
Wardensville Garden Market	Closed. Placed in door jam
Lost River Trading Post	Gave to employee. She said she would display and spread the word.
Visitor's Center	Closed. Attendant at Town Hall said she would post.
Wardensville Conference Center	Closed. Attendant at Town Hall said she would post.
EA Health Center	Gave to attendant. She said she would display.
Town Hall	Gave several to attendant. She said she just received in the mail as well. She said she would distribute and post.
The Veteran's War Memorial Building	Gave to attendant. She took several. Said she would display.
Wardensville Pharmacy	Posted on bulletin board
Wardensville Library	Gave to librarian. He took several and agreed to display.
Capon Post 2102	Gave to bar tender. She said she would display.
Ka Ka Pon	Closed. Left in door jam
Garden Market	Closed. Left in door jam
Kerrs Grocery & Hardware	Gave to manager. She said she would display.
Dollar General	Gave to clerk. She said she would post.
Highland Realty	Gave to attendant to post
Big Blue Teen Center	Left in door jam
United Methodist	Left in door jam
Wardensville Presbyterian	Left in door jam
Faith Mission	Left in door jam
Wardensville Volunteer Rescue Station	Left one on reception desk and one in door jam
Loy Giffin Funeral Home	Left in door jam
Star Mercantile	Closed for renovations. Still left one in door jam
Front Door Café	Closed. Left in door jam
Country Cuttery	Left in door jam

Attachment C: Handout with Comment Form

WELCOME

Public Informational Workshop



Appalachian Corridor H
WARDENSVILLE TO VIRGINIA STATE LINE PROJECT
State Project X316-H-125.16
Federal Project NHPP(0484)118
Hardy County, WV

Thursday, September 21, 2023
190 Main Street, War Memorial Building
Wardensville, WV
5:00-8:00 PM
Presentation at 6:00 PM



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



Overview:

The West Virginia Department of Transportation, Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) are pleased to host this informational workshop to provide updates and answer questions on the Wardensville to Virginia State Line Project. A formal presentation will be held at 6:00 pm. Detailed mapping, projected schedule, and other materials are available to review in person as well as online at the link provided at the bottom of this page. This meeting complies with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act requirements.

The project is an approximately 6.8-mile, four-lane divided highway, with partial control of access. The project is part of Corridor H of the Appalachian Development Highway System. It begins at the end of an existing portion of Corridor H (US 48) to the west of Wardensville in Hardy County, WV and ends along WV 55 near the Virginia state line in Hardy County, WV. The highway will help fulfill the goals of improving east-west travel and promoting economic development in the region. An Amended Record of Decision (AROD) for this project was approved by FHWA in 2003. WVDOH is now updating environmental studies, coordinating with resource agencies, and advancing the design.

Project History:

- 1990-1996: Environmental and engineering studies for Corridor H between Elkins, WV and the Virginia State Line were completed, and an alignment was approved.
- 1996-2000: Legal challenges resulted in a court settlement which divided the over 100-mile alignment into nine operationally independent projects that could be constructed separately as funding became available; this project is one of two that are not complete or under construction.
- 2003: An *Amended Record of Decision* ("AROD") was approved for the Wardensville to Virginia State Line Project. A Settlement Agreement in 2000 required that certain conditions be met prior to final design; those conditions, which were outside the control of WVDOH, were not met until 2020. Field studies and agency coordination have been ongoing to advance preliminary engineering.
- 2001-2008: WVDOH provided \$1 million to Town of Wardensville as mitigation for proposed impacts
- 2018: A Public Informational Workshop was held in May.
- 2022: A Public Informational Workshop was held in August.

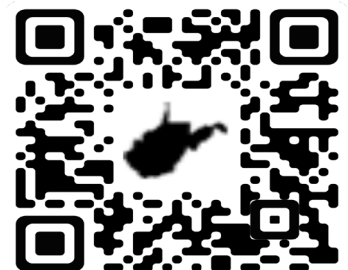
Recent Developments and Future Schedule:

- Re-evaluation will be in the form of an Environmental Assessment (EA), which will conclude with either a Finding of No Significant Impact (FONSI) or a shift to preparation of a Supplemental Environmental Impact Statement (SEIS)
- Since the 2022 Public Workshop, the connector from US 48 to WV 55 near the eastern terminus has been eliminated
- Engineers have reduced the impact to the Capon Valley Charolais Farms to approximately one acre, and FHWA and WVDOH are continuing to coordinate with stakeholders for the conservation easement property
- Core boring activities have begun to help inform final design
- 2023: Public comment period between Thursday, September 21st and Monday, October 23rd
- 2023: Ongoing core boring activities, final design, Right-of-Way activities (appraisals and purchases using State funds), and preparation of EA
- 2024 (*Early*): Public Meeting to present the EA findings (estimated)
- 2024 (*Mid*): Completion of NEPA requirements and Clean Water Act Permitting (estimated)
- 2024 (*Late*): Construction begins (estimated)
- 2031: Opening for traffic (estimated)

Additional information is available online at the WVDOH's Public Meeting website: <https://transportation.wv.gov/highways/engineering/comment/CorridorH-WardensvilleToVaLine/> (linked through code at right).

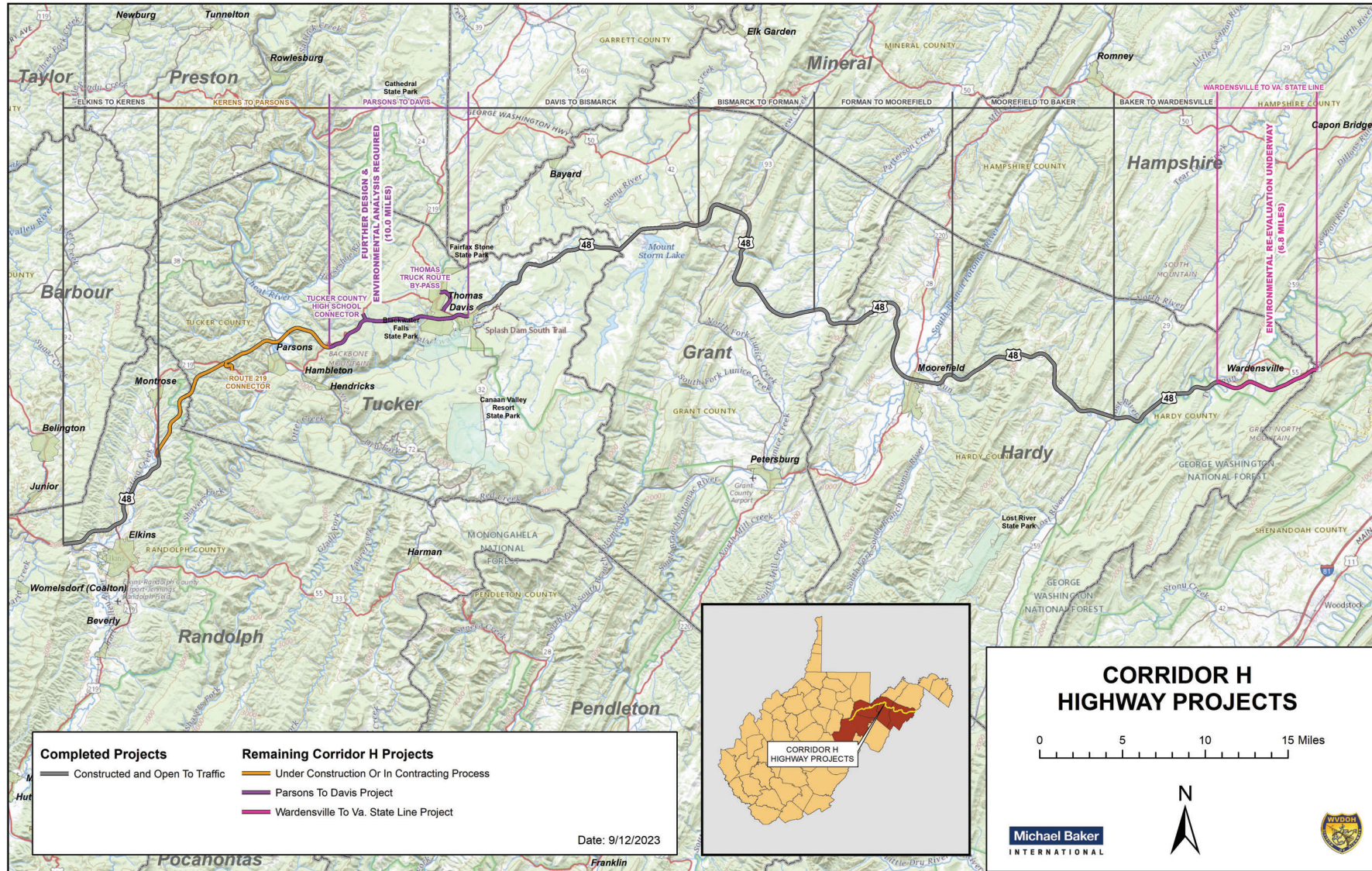
Comments are due Monday, October 23, 2023 and may be submitted using the comment form provided at the meeting or printed from the website. Additionally, comments may be submitted digitally through the website.

Thank you for attending tonight's meeting!



CORRIDOR H OVERVIEW

Purpose and Need for Appalachian Corridor H: To improve east-west transportation, to promote economic development in the region, and to preserve or improve the quality of life in the region.



Timeline:

- **1990-1996:** Environmental & engineering studies for Corridor H between Elkins, WV & Virginia were completed, & an alignment was approved.
- **1996-2000:** Legal challenges resulted in a court settlement which divided the alignment into nine operationally independent projects that could be constructed separately as funding became available.
- **2003:** An Amended Record of Decision ("AROD") was approved for the Wardsville to Virginia State Line Project.*
- **2001-2008:** Distribution of \$1 million to Town of Wardsville as mitigation for proposed impacts
- **2018-Present:** Public Meetings were held in 2018 and 2022. Field work & agency coordination ongoing



WARDENSVILLE TO VIRGINIA STATE LINE PROJECT UPDATES

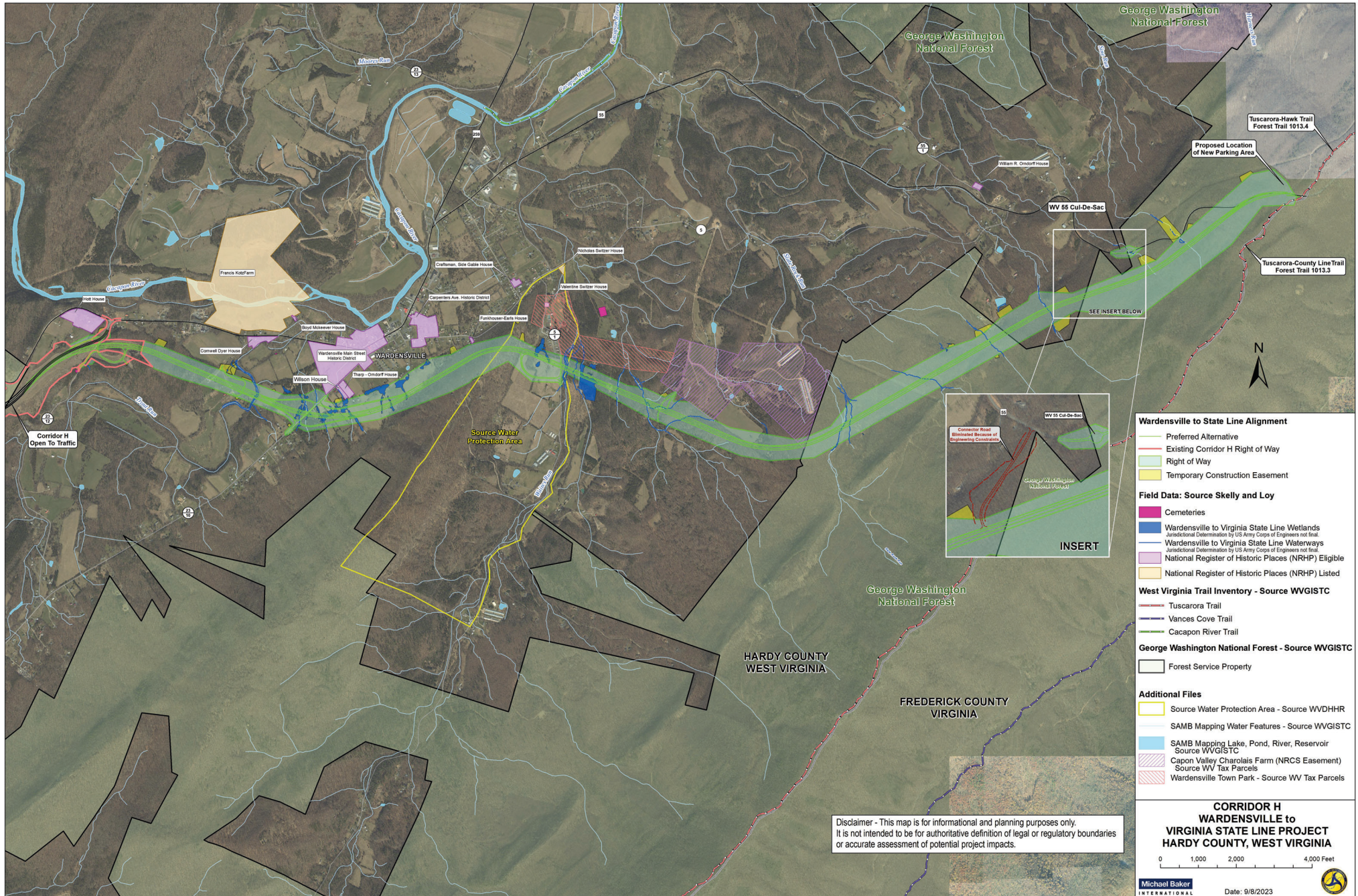
This meeting is being held as part the National Environmental Policy Act (NEPA) process for the Wardensville to Virginia State Line Project. Please see the **Corridor H Overview display** for early history of the project. With the passage of time since the 2003 Amended Record of Decision for the project, FHWA and WVDOH are conducting a Re-evaluation to assess changes to the project, its surroundings, its associated impacts, and mitigation planned for those impacts.

In addition to allowing another opportunity for questions and comments, this meeting is being held to present four specific updates:

1. FHWA and WVDOH have decided to present the Re-evaluation in the form of an Environmental Assessment document. Once completed, that document will be circulated for comment before a decision is made whether to a) issue a Finding of No Significant Impact, or b) prepare a Supplemental Environmental Impact Statement.
2. Core boring activities have begun. See mapping on display at this meeting.
3. The Preliminary design for the 2003 Selected Alternative has progressed over the past year, and, after detailed examination, one connector road has been eliminated from the design because of engineering constraints. Please see the **Preliminary Alignment display** for a call-out box that shows where the easternmost connector to WV 55 has been removed.
4. Prior to completing the Environmental Assessment process, WVDOH plans to purchase right-of-way with State funds from an area within the Capon Valley Charolais Farm Easement-Farm & Ranch Lands Protection Program Conservation Easement. This easement was established in 2012. The proposed land purchase is 1.06 acres in size, representing 0.7% of the 159.7-acre easement property. The 1.06 acres is entirely forested and not part of the working farm.

Refinement of the 2003 Selected Alternative will be discussed in the Environmental Assessment, along with changes to impacts and mitigation measures. Please see the **Timeline and Commenting display** for ways to submit your comments on these or any other project elements.

PRELIMINARY ALIGNMENT



Wardsville to Virginia State Line Project – Thursday, September 21, 2023 – Public Informational Workshop



TIMELINE & COMMENTING

- 2000 (February):** Corridor H Settlement Agreement established the Wardensville to Virginia State Line Project
- 2003 (May):** NEPA process completed for the Wardensville to Virginia State Line Project with an Amended Record of Decision (AROD)
- 2018, 2022, 2023:** Three public workshops and commenting periods held to keep stakeholders informed and to receive comments
- 2023 (mid-late) (estimated):** Right-of-way purchases within certain strategic parcels using State funds only (no Federal Funds)

Circulation of the Environmental Assessment (EA) to present the re-evaluation of the project
- 2024 (early) (estimated):** Public Meeting to be held for presentation of the EA findings
- 2024 (mid) (estimated):** Conclusion of the EA, in the form of a Finding of No Significant Impact (FONSI) or decision to produce a Supplemental Environmental Impact Statement (SEIS)

WVDOH is anticipating that the Re-evaluation can be completed by the end of 2024 and that construction can begin at that time.

PLEASE SHARE YOUR COMMENTS!
THE COMMENT PERIOD ENDS:
MONDAY, OCTOBER 23, 2023

Mail comments to:

Mr. Travis Long,
Director Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301



Comments may also be submitted using the form included with tonight's handout or online at the WVDOH website link below and through QR code:

<https://transportation.wv.gov/highways/engineering/comment/CorridorH-WardensvilletoVaLine>

DATE:

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

MEETING DATE: Thursday, September 21, 2023
LOCATION: 190 Main Street, War Memorial Building, Wardensville, WV
SUBJECT: PUBLIC INFORMATIONAL WORKSHOP
PROJECT: Corridor H – Wardensville to VA Line
X316-H-125.16
NHPP(0484)118
Hardy County

COMMENTS DUE BY: Monday, October 23, 2023

Please consider the following comments:

(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Public Informational Workshop?

Project Information and Comment Sheets
can be found online at our WVDOH Website at <https://transportation.wv.gov/comments>.
Under Engineering Projects, Open, and then click Corridor H -Wardensville to VA Line.

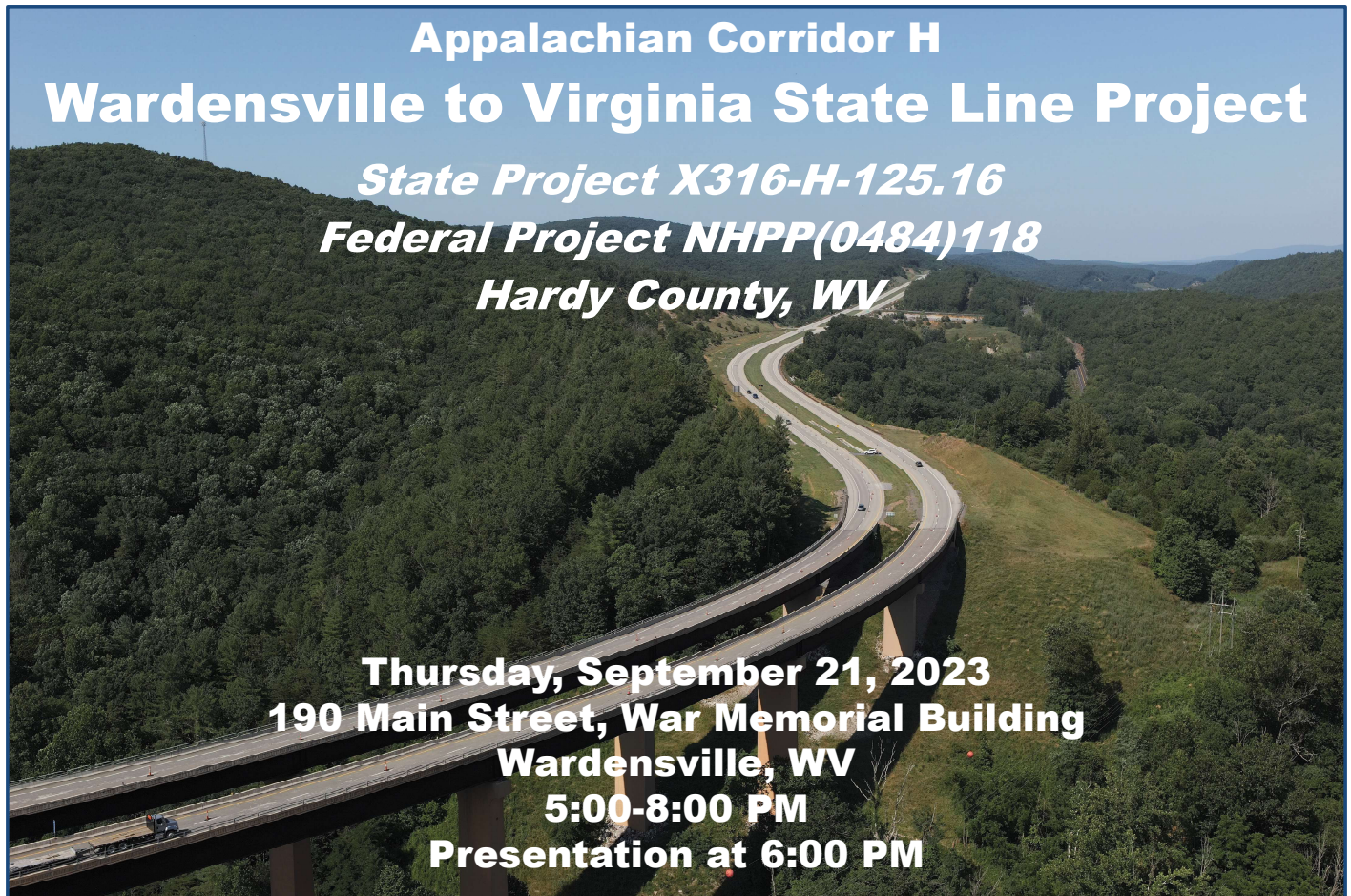
Attachment D: Display Boards

WELCOME

Public Informational Workshop

Appalachian Corridor H
Wardensville to Virginia State Line Project
State Project X316-H-125.16
Federal Project NHPP(0484)118
Hardy County, WV

Thursday, September 21, 2023
190 Main Street, War Memorial Building
Wardensville, WV
5:00-8:00 PM
Presentation at 6:00 PM

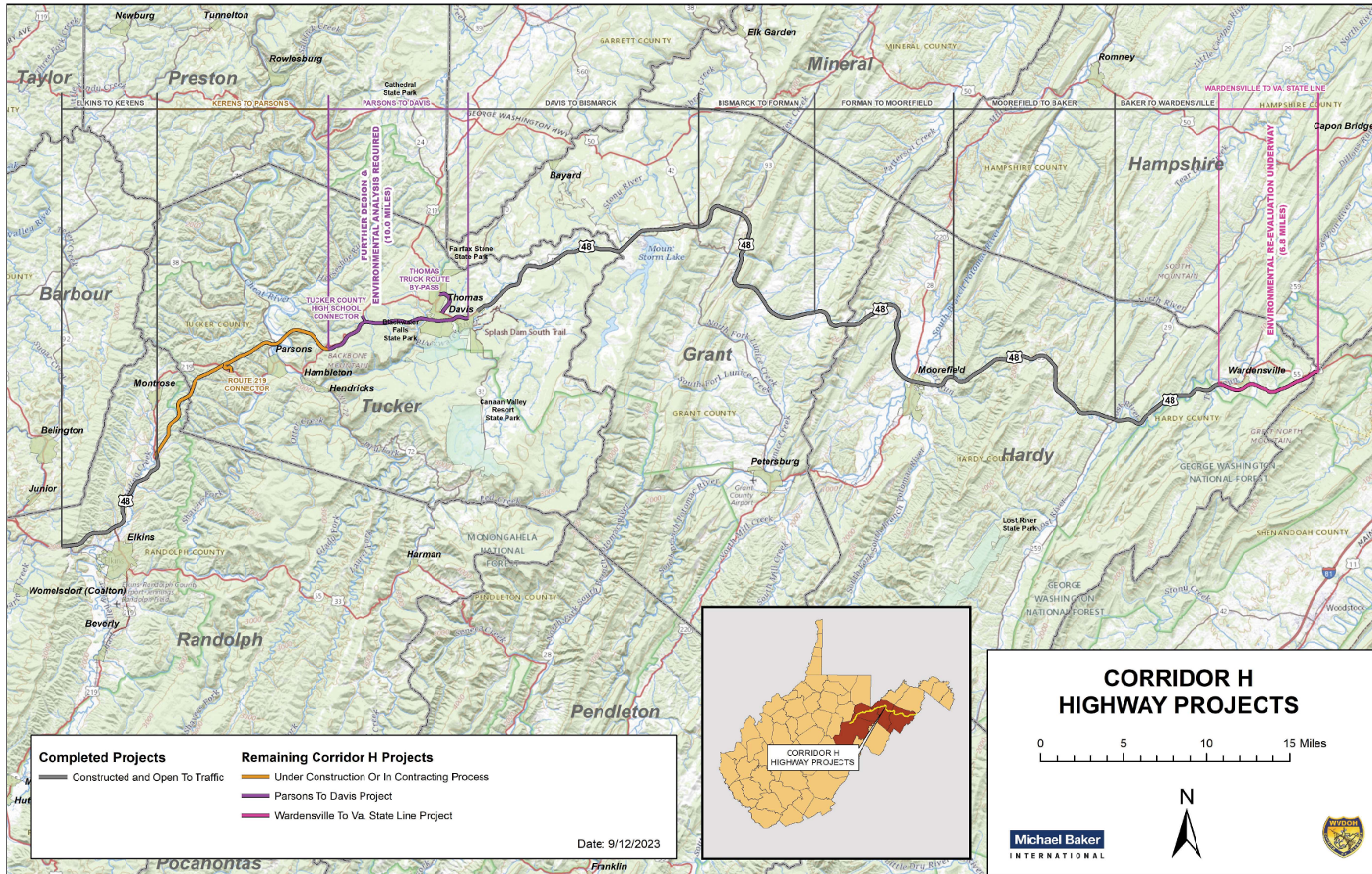


Hosted by the
West Virginia Department of
Transportation, Division of Highways
& Federal Highway Administration



CORRIDOR H OVERVIEW

Purpose and Need for Appalachian Corridor H: To improve east-west transportation, to promote economic development in the region, and to preserve or improve the quality of life in the region.



Timeline:

- 1990-1996: Environmental & engineering studies for Corridor H between Elkins, WV & Virginia were completed, & an alignment was approved.
- 1996-2000: Legal challenges resulted in a court settlement which divided the alignment into nine operationally independent projects that could be constructed separately as funding became available.
- 2003: An Amended Record of Decision ("AROD") was approved for the Wardensville to Virginia State Line Project.*
- 2001-2008: Distribution of \$1 million to Town of Wardensville as mitigation for proposed impacts
- 2018-Present: Public Meetings were held in 2018 and 2022. Field work & agency coordination ongoing



Wardensville to Virginia State Line Project – Thursday, September 21, 2023 – Public Informational Workshop



TIMELINE & COMMENTING

- 2000 (February):** Corridor H Settlement Agreement established the Wardensville to Virginia State Line Project
- 2003 (May):** NEPA process completed for the Wardensville to Virginia State Line Project with an Amended Record of Decision (AROD)
- 2018, 2022, 2023:** Three public workshops and commenting periods held to keep stakeholders informed and to receive comments
- 2023 (mid-late) (estimated):** Right-of-way purchases within certain strategic parcels using State funds only (no Federal Funds)

Circulation of the Environmental Assessment (EA) to present the re-evaluation of the project
- 2024 (early) (estimated):** Public Meeting to be held for presentation of the EA findings
- 2024 (mid) (estimated):** Conclusion of the EA, in the form of a Finding of No Significant Impact (FONSI) or decision to produce a Supplemental Environmental Impact Statement (SEIS)

WVDOH is anticipating that the Re-evaluation can be completed by the end of 2024 and that construction can begin at that time.

PLEASE SHARE YOUR COMMENTS! **THE COMMENT PERIOD ENDS:** **MONDAY, OCTOBER 23, 2023**

Mail comments to:

Mr. Travis Long,
Director Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

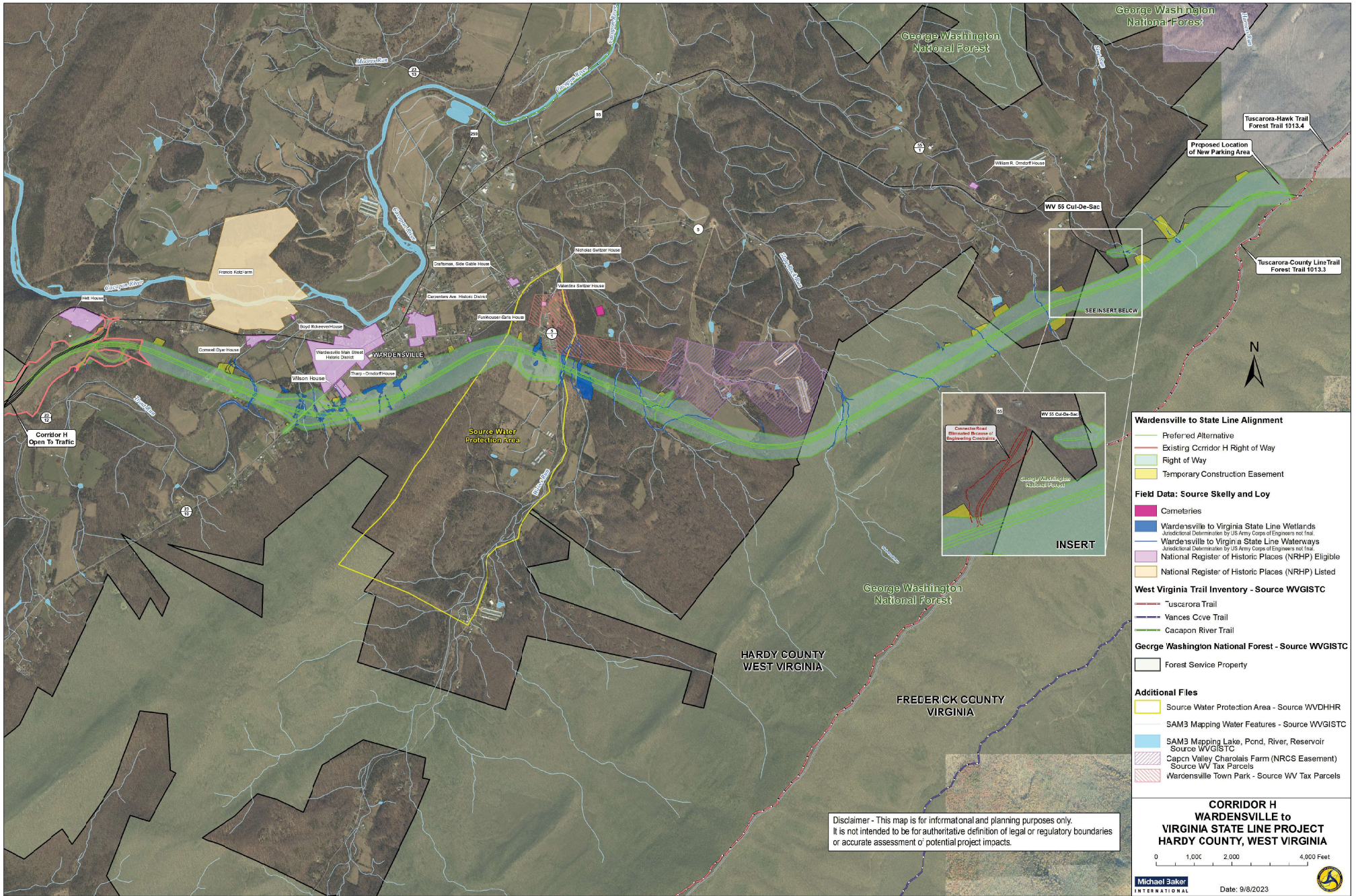


Comments may also be submitted using the form included with tonight's handout or online at the WVDOH website link below and through QR code:

https://transportation.wv.gov/highway_s/engineering/comment/CorridorH-WardensvilleToVaLine



PRELIMINARY ALIGNMENT



WARDENSVILLE TO VIRGINIA STATE LINE PROJECT UPDATES

This meeting is being held as part the National Environmental Policy Act (NEPA) process for the Wardensville to Virginia State Line Project. Please see the **Corridor H Overview display** for early history of the project. With the passage of time since the 2003 Amended Record of Decision for the project, FHWA and WVDOT are conducting a Re-evaluation to assess changes to the project, its surroundings, its associated impacts, and mitigation planned for those impacts.

In addition to allowing another opportunity for questions and comments, this meeting is being held to present four specific updates:

1. FHWA and WVDOT have decided to present the Re-evaluation in the form of an Environmental Assessment document. Once completed, that document will be circulated for comment before a decision is made whether to a) issue a Finding of No Significant Impact, or b) prepare a Supplemental Environmental Impact Statement.
2. Core boring activities have begun. See mapping on display at this meeting.
3. The Preliminary design for the 2003 Selected Alternative has progressed over the past year, and, after detailed examination, one connector road has been eliminated from the design because of engineering constraints. Please see the **Preliminary Alignment display** for a call-out box that shows where the easternmost connector to WV 55 has been removed.
4. Prior to completing the Environmental Assessment process, WVDOT plans to purchase right-of-way with State funds from an area within the Capon Valley Charolais Farm Easement-Farm & Ranch Lands Protection Program Conservation Easement. This easement was established in 2012. The proposed land purchase is 1.06 acres in size, representing 0.7% of the 159.7-acre easement property. The 1.06 acres is entirely forested and not part of the working farm.

Refinement of the 2003 Selected Alternative will be discussed in the Environmental Assessment, along with changes to impacts and mitigation measures. Please see the **Timeline and Commenting display** for ways to submit your comments on these or any other project elements.



Attachment E: Sign-in Sheet



PLEASE PRINT

NAME	ADDRESS or EMAIL
Lorriet Henry Krautwurst	
Betsy Dandoff Gayers	
Allen Line	
Gerard & Rita Wenham	
Janet Aylor	
Keith Aylor	
Patrick Hurston	
Rev Robert Polking	
Marty Rigard	
Tom Polman	
Paul & Clark Richard	
John + Dennis Dunlap	
Jack Beury	
RAY MARIA Boteler	
Garry L. Moore	
Dale Bradfield	



PLEASE PRINT

NAME	ADDRESS or EMAIL
Darby Clayton	
Brittany Hoover	
Timmy French	
Francise Bennett	
Kevin Leatherman	
Nancy McGrady	
Michael W. Dalton	
Negina Dalton	
Cathy Sander	
Frederick Rindard	
Wanda D. Matthews	
My Hott	
John Miller	
Melissa Siger	
Carroll Heare	
T. Evenson	

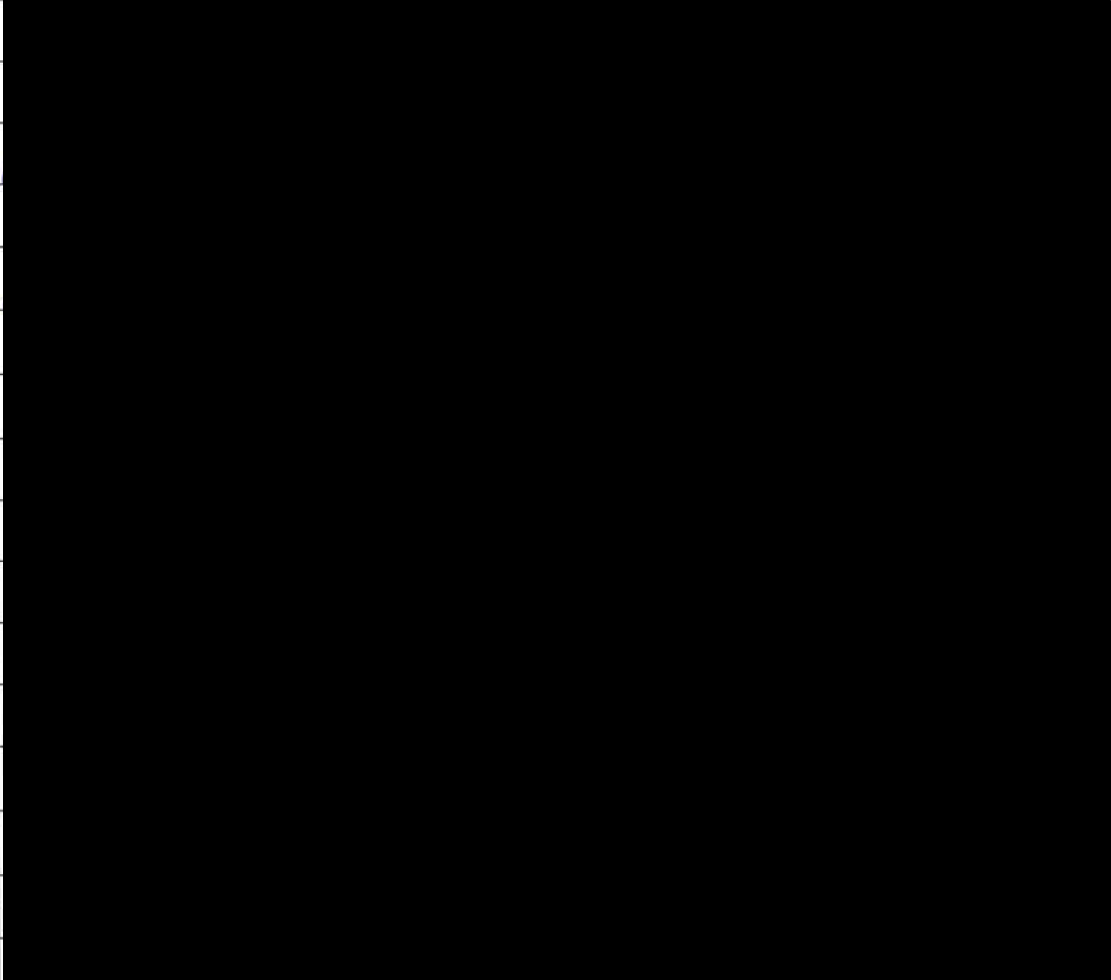


PLEASE PRINT

NAME	ADDRESS or EMAIL
Mallie Combs	
Charlie Davis	
Roger Champ	
DENNIS J.J. TORBOL	
Daniel Leatherman	
Jim Plitt	
James Robinson	
Melissa Scott	
JOHN D. FAULKNER	
Eleanor Crump	
Melissa Baker	
Dixon Omdorf II	
Linda Peters	
Tom + Lynn Hoffmann	
Kathleen Holl	
Todd Stranderman	



PLEASE PRINT

NAME	ADDRESS or EMAIL
Leroy Stenslevson	
Karen Beck	
Leroy + Sherla Wilkins	
Karen Mathias KAREN Mathias	
MAELINE HEDRE	
Jim EVERSON	
Tom + Marlene England	
Jay + Joan Mathias	
Suzanne Raula	
Frank Raula	
Charlene Skoldmarc	
V Orban	
Jennifer Lee	
Kelsey Kneeland	
Greg Hous	
Travis Ray	



PLEASE PRINT

NAME	ADDRESS or EMAIL
John TYLER	
JAMES HAERER	
NOAH LECHNER	
NEIL CARR	
ERICH ATKINSON	
CATHERINE WHEELER	
Mrs Mrs JAMES MANKER, Jr	
Steve Pendleton	
Herby Brown & Katie Brown	
Brian Wenham	
Daniel Ayler	
Linda Cooley	
Rion Wimer	
McDonald	
Gayle Miller	
LA Cindy Dendreeff	



PLEASE PRINT

[illegible]

Informational Workshop/Public Meeting Report

Corridor H – Wardensville to Virginia State Line Project

Hardy County

State Project X316-H-125.16

Federal Project NHPP(0484)118



Meeting Date: August 18, 2022; Report Date: February 13, 2023

Prepared by:

Michael Baker International



For:

West Virginia Division of Highways



Table of Contents

Section 1.0	Summary of Meeting
Section 2.0	Attendance
Section 3.0	Public Discussion During the Meeting
Section 4.0	Total Comments
Section 5.0	Comments Summary

List of Tables

Table 1:	Comment Details
Table 2:	Submitted Comments

Attachments

- A: Legal Notice and Flyer
- B: Distribution of Notice and Flyer
- C: Handout with Comment Form
- D: Display Boards
- E: Preferred Alternative Alignment and Right of Way Plans
- F: Sign-in Sheet
- G: Project Area Drone Flyover

1.0 Summary of Meeting

The West Virginia Department of Transportation, Division of Highways (WVDOH) hosted an informational workshop public meeting to inform the public and receive comments for the Corridor H Wardensville to VA State Line Project (State Project X316-H-125.16, Federal Project NHPP(0484)118)). An Amended Record of Decision (AROD) for this project was signed by FHWA in 2003. WVDOH and FHWA wished to share project developments with the public and seek input for their environmental re-evaluation of the AROD.

The project is an approximately 6.8-mile, four-lane divided highway, with partial control of access. The project is part of Corridor H of the Appalachian Development Highway System, and extends from an existing portion of Corridor H in the west to the Virginia state line in the east. The highway will help fulfill the goals of improving east-west travel and promoting economic development in the region.

The public meeting was held at the War Memorial Building in Wardensville, WV on August 18th, 2022 from 4:00 PM to 7:00 PM. The meeting location was approximately two miles from the proposed project area.

WVDOH advertised the meeting on their own website and through the following statewide and local news outlets:

- West Virginia Radio
- West Virginia MetroNews
- The Moorefield Examiner
- Hardy Net
- Mybuckhannon.com
- WBOY.com

WVDOH hand delivered flyers to the surrounding community residents and businesses. Attachment A includes the public notice and flyer, and Attachment B includes email detailing the flyer distribution.

At the meeting, handouts with information on the proposed project were provided at the registration table (Attachment C). In the meeting hall, a video flyover of the project area played on a loop throughout the meeting (Attachment G). There were two sets of three project boards, as well as display copies of Right of Way Plans for the Preferred Alternative presented in the 2007 SFEIS (Attachments D and E). WVDOH representatives were in attendance to answer questions, including representatives from the WVDOH District Right-of-Way Section.

A 30-day comment period followed the public meeting, with comments due to WVDOH by September 19, 2019. A comment form was attached to the handout at the meeting (Attachment C). The form as well as the handout and display boards were posted on the WVDOH website throughout the comment period. A 45-day extension was requested. FHWA

agreed to extend the comment period to November 3, 2022. In October, FHWA extended the comment period again, and comments were accepted through December 12, 2022.

2.0 Attendance

A total of 150 people signed the attendance sheet at the meeting (Attachment D).

Approximately one dozen representatives from WVDOH and their consultant, Michael Baker International, also attended the meeting.

3.0 Public Discussion During the Meeting

There was no formal presentation at the meeting. During informal conversations in the meeting hall, the most frequent concerns expressed by public attendees, as assessed anecdotally, included:

- support for the project
- project opposition
- concerns for property values and property access
- threats to groundwater

4.0 Total Comments

A total of 32 comment submissions were received by WVDOH. (Note: when an exact duplicate comment was received from the exact same name and address, the comment was counted once.) Of these, five (5) were submitted at the public meeting, eight (8) were mailed to WVDOH, sixteen (16) were submitted via the WVDOH online system and three (3) were emailed. Based on a comparison of the commenter names and the sign-in sheet, it appears that eleven (11) of the commenters attended the meeting in person. Details for each commenter are provided in Table 1, while the comment itself is provided in Table 2.

5.0 Comments Summary

Of the thirty-two (32) total comments received, seven (7) commenters expressed support for the project, two (2) commenters suggested an alternative route, and twenty-three (23) expressed opposition and/or concerns for the current plan.

The most frequent concerns for impact by the project were the following:

- Six (6) commentors expressed concern related to water quality for WV fish, streams, and rivers.
- Five (5) commentors expressed concern for adverse effects to the economy, property values, and/or tourism.
- Four (4) commentors expressed concern for visual impacts to the town of Wardensville.
- Three (3) commentors expressed concern for encroachment on the Tuscarora Trail and the impacts for hikers and cyclists.
- Three (3) commentors expressed concern for threats to natural and cultural resources, and/or environmental impacts.
- Two (2) commentors expressed concern related to source water contamination.

- Two (2) commentors expressed concern for noise, light, and particulate matter pollution.

Table 1: Comment Details

First Name	Last Name	Organization	City	State	Comment Type	Date of Comment	Comment No.
Michael	Allen	Potomac Appalachian Trail Club (PATC)	Winchester	VA	Form	8/18/2022	1
Keith and Tara	Aylor		Wardensville	WV	Form	9/20/2022	2
Jennifer	Bayes			WV	Website	12/11/2022	3
Jack	Beury		Wardensville	WV	Form	8/24/2022	4
Tony	Coogan		Strasburg	VA	Form	12/15/2022	5
Jenna	Dodson	West Virginia Rivers Coalition			Website	12/12/2022	6
Heidi Ann	Flynn	Citizen	Wardensville	WV	Letter	8/18/2022	7
Ivan	Frishberg			WV	Website	9/11/2022	8
Mike	Greeson		Wardensville	WV	Website	8/22/2022	9
Jimmy	Haerer	Property Owner in Wardensville (1813 Waits Run Road)	Dunkirk	MD	Letter	8/26/2022	10
Jerod	Harman	Individual	Buckhannon	WV	Website	12/8/2022	11
Ryan	Haupt	National Youth Science Foundation	Davis	WV	Website	12/13/2022	12
Megan	Hewitt				Website	8/23/2022	13
Jackson	Hurst		Kennesaw	GA	Website	8/24/2022	14
Robert	Jenks	Citizen	Wardensville	WV	Form	8/18/2022	15
Elaine	Komarow		Wardensville	VA	Website	12/12/2022	16
Tim	McGowan	Self	Davis	WV	Website	12/5/2022	17
Bonni	McKeown	Stewards of the Potomac Highlands (President)	Maysville	WV	Email	8/18/2022	18
Gayle	Miller		Wardensville	WV	Email	12/12/2022	19
Betsy	Orndoff-Sayers	Town of Wardensville, Mayor	Wardensville	WV	Letter	12/12/2022	20
Susan	Pierce	WV Dept of Arts, Culture & History, Deputy State Historic	Charleston	WV	Letter	12/1/2022	21

First Name	Last Name	Organization	City	State	Comment Type	Date of Comment	Comment No.
		Preservation Officer					
Brian	Powell		Morgantown	WV	Website	9/23/2022	22
Timothy	Reese	Friends of the Cacapon River, President	Capon Bridge	WV	Website	12/1/2022	23
Megan	Renner		Wardensville	WV	Website	8/23/2022	24
Angie	Rosser	WV Rivers Coalition	Charleston	WV	Email	12/12/2022	25
Karl V.	Roulston	Chairman, Shenandoah County Board of Supervisor	Woodstock	VA	Letter	10/7/2022	26
Tim	Schafer	Ashton Woods. Board of Directors Member at Large Roads, Gate Maintenance	Moorefield	WV	Form	8/18/2022	27
John	Stacy	Potomac Appalachian Trail Club (PATC) Supervisor of Trails	Capon Springs	WV	Form	8/18/2022	28
Joseph	Stainsby		old fields	WV	Website	8/23/2022	29
Brent	Walls	Potomac Riverkeeper Network	WILLIAMSPORT	MD	Website	8/25/2022	30
Catherine	Wheeler		Wardensville	WV	Website	12/12/2022	31
Kate	Wofford	Alliance for the Shenandoah Valley, Executive Director	New Market	VA	Letter	12/12/2022	32

Table 2: Submitted Comments

Comment Number	Comment
1	Final engineering for the ROW ending at the VA line should address possible encroachment on the Tuscarora Trail. Current drawings show cut and fill encroaching/overlapping the trail.
2	I was not able to attend the meeting on August 18. I have looked at several drawings and info from the meeting. My property is in section 22 on map (Daniel and Janet Aylor). It appears that the fence on this project comes to the edge of my 1/3 acre lot. Because it is this close to my house, I believe it will drastically reduce my property values. My question, what plans do you have for my property and home? I would be glad to speak to a representative. My home phone number is [REDACTED].
3	Finish it! Get it done ASAP I grew up in VA just outside of DC my parents were from Buckhannon. We drove six hours over the mountains to get to Buckhannon on those winding roads. This has gone on long enough. I'm 61 years old it would be nice to get finished before I die. Either way you go someone is going to be mad.
4	I believe the exit at Waites Run is not needed or wanted. This exit is overkill considering the other exits that will be available.
5	<p>I speak as a Virginia citizen, a resident of Lebanon Church and Strasburg in Shenandoah County, a community that would be seriously impacted if West Virginia builds Corridor H to the state line in an attempt to bully its way across. Virginia governing bodies have taken positions against this.</p> <p>Read this resolution from the Virginia Commonwealth Transportation Board in the 1996_FEIS_Vol_II page 237:</p> <p>"Be it resolved: That the Commonwealth of Virginia adamantly cannot support the four-lane alternative of Corridor H in Virginia."</p> <p>All the published Corridor H documents state that the terminus is 1-81 at the town of Strasburg. Again, at its 12/7/22 work session, the Strasburg town council passed a resolution opposing Corridor H.</p> <p>On 10/11/22 Shenandoah County, again clearly expressed its opposition to Corridor H in a letter to FHWA administrator, Mr. Thomas L. Nelson, and requested that before the Wardensville to Virginia line section is built in West Virginia, environmental documents analyze the impacts of the four-lane in Virginia.</p> <p>In 1996, Congress designated eight counties in the Shenandoah Valley of Virginia-including Shenandoah County, which would be bisected by Corridor H-- as a National Battlefield Site, the Shenandoah Valley Battlefields National Historic District (SVBNHD) Battlefields are places for quiet reflection, remembering the price many paid for our freedoms in this country. Traffic and noise affect the feeling and significance of these hallowed sites. Specific local battle sites close to the Virginia Corridor H alignment include Cedar Creek and Fishers Hill.</p> <p>THREATS TO LOCAL RESOURCES, RESIDENTS AND VISITORS</p> <p>The 1993 Corridor H Alignment EIS maps display several Virginia alternatives which create varying negative impacts in Virginia. One natural resource is a roadside spring across from Trails End Drive</p>

on Route 55 about 2 miles east of the West Virginia line. This popular spring yields a water quality that registers less than 50 PPM of contaminants-a ratio some four times cleaner than commercially available bottled water. This spring, well-maintained with twin feed pipes and heavily used, is immediately accessible by a VDOT-maintained large graveled pull off from

48/ 55. A homeowner immediately adjacent to this spring reported seeing 15 people in line, waiting to draw water at 11:51AM on Dec. 12, 2022.

The Map Referenced is identified as: Corridor H Section 2 Cedar Creek to WVA State Line Preliminary alignments.

Alignment Line 2a, on this Baker-supplied "preliminary alignment" map, completely obliterates the constructed stone wall encapsulating the above mentioned spring, and shows the road being built right on top of the spring. It appears that Alignment Line 2-B cuts less then 450ft from the existing highway and less than 200 ft from the spring. Line 2B's required cut threatens the source of this aquifer's discharge point to the surface. The road -blasting will impact the existing subsurface course of the water. The most startling fact is that this long used water supply is not shown on Michael Baker maps at all-- attesting to WVDOH's lack of attention to important geological details. The stream from the spring flows into Duck Run, which is populated up and downstream with native Brook Trout that I, a trout fisherman, have observed. The spring and other Virginia impacts are not mentioned in the 1996 Final EIS, possibly because Virginia had pulled out of the Corridor H project.

Five to ten occupied homes constructed since 1993 would be impacted, which are obviously not on the map. I know one man who bought a 7 + acre lot, one of many tracts in Reynolds Estate, a development adjoining 55/48 from near Trails End Rd. to the state line, to hunt deer and turkey. He, like a lot of people, local and across the country near other federally owned lands, naively bought land adjoining what they assumed to be protected national forest, specifically to fulfill their dream of a safe cabin in the woods. It's impossible to calculate the emotional and financial impacts of road construction on people in this position, but this needs to be considered.

HISTORY, PURPOSE AND NEED

The purpose of Appalachian Corridors is supposed to be to boost the local economy, but the only economic beneficiary I can see is the trucking industry trying to save a few minutes of travel.

All of the above issues show the need for a more current EIS for the Wardensville to Virginia line section. Since the West Virginia DOT is predicting growth in Route 55's sparse traffic and demanding this project be imposed on Virginia, WVDOH should be responsible for this new EIS.

Virginia operates on a focused tight 6 year transportation plan, and the current plan contains no Corridor H.

Road conditions, technology, economics, purposes and needs, cultural heritage and natural resource impacts have changed on multiple levels since the inception of the Appalachian Regional Commission as a funding entity. The argument of economic development benefits for the build option in Virginia is weak save for the lawyers, consultants, surveyors and others hired

	<p>to perpetrate this boondoggle. [A boondoggle is a project that is considered a waste of both time and money, yet is often continued due to extraneous policy or political motivations.</p> <p>The WV Corridor H plan to supposedly improve WV's future clearly harms Virginia's plan for Virginia's future. Let us not forget that John Marshall Highway, Route 48/55 is a designated Virginia state Scenic Byway so how does a new 4 lane highway improve that? WV's plan to build to the Stateline is an effort to again force Virginia into acceptance. Many in Wardensville are opposed to Corridor H for the same reasons we are; we love our mountains, trees, wild rivers, and farms.</p> <p>How much of WV's highway budget that is federally mandated to be directed to Corridor- H would better serve the people of WV if directed to its secondary roads, route 50 and other similarly neglected roads?</p> <p>Regarding the completed sections of Corridor H, when considering the state motto to draw people into "Wild and Wonderful West Virginia", it is clearly evident that opening up WV makes it less wild, resulting in less wonderful. The remoteness of West Virginia is the draw, just as it is in rural Virginia. Building a giant four-lane is not the path that will sustain the appeal of this area in either state.</p> <p>West Virginia Gov. Justice, Senator Manchin, and Mrs. Manchin who heads the Appalachian Regional Commission, may think they are powerful enough to run over environmental laws-- and the will of the citizens of Virginia. But our government has checks and balances for a reason.</p> <p>I request that this environmental re-evaluation period lead to WVDOH issuing a complete updated supplemental EIS for the Wardensville to Virginia line section, to include an analysis of Corridor H impacts on Virginia with design connecting to 1-81, the project's ultimate stated goal. Due diligence would require consulting with impacted parties regarding NEPA, section 106 and section 4F procedures, to include US Fish and Wildlife Service, Cedar Creek Battlefield and Belle Grove National Park with the NPS, Cedar Creek Battlefield Foundation, Shenandoah Valley Battlefields Foundation, Toms Brook - Fishers Hill Civil War Battlefield, Shenandoah County whom requested inclusion in Shenandoah County Office of Tourism & Economic Development, George Washington & Jefferson National Forests Lee Ranger District. All should be among consulting parties on a requested new EIS for the Wardensville to Strasburg Va 181 section of Corridor H.</p>
6	<p>West Virginia Rivers Coalition respectfully submit the following comments on the proposed Wardensville to Virginia State Line Section of the Appalachian Highway Corridor H Project. Additionally, we support the comments submitted by Stewards of the Potomac Highlands and Friends of the Cacapon River.</p> <p>History of Non-Compliance</p> <p>The Appalachian Highway Corridor H Project has a history of non-compliance with water pollution control permits that have caused severe impacts to water resources. The current Corridor H section under construction is a 15.3-mile four-lane divided highway between Kerens and Parsons, the Kerens to Parsons Project. The most recent water pollution control permit issued for this section is WV/NPDES General Water Pollution Control Permit No. WV0115924, Registration No. WVR108594. This permit was issued to Kokosing Construction Company, Inc. on August 3rd, 2017 to permit the discharge of stormwater from 475 acres of earth disturbance for the construction of 7.5 miles of the four-lane highway in Randolph and Tucker County, as well as the US 219 Connector and several other small access roads.</p>

	<p>As of September 3rd, 2022 there have been 52 violations of Permit No. WV0115924, documenting 336 instances of non-compliance from November 2017 to May 2022. Instances of non-compliance were compiled, grouped, and are listed below. Each bullet point includes a narrative description of the non-compliance, followed by the Code of West Virginia or permit section violated in parentheses, and finally, the number of times the non-compliance occurred. Multiple permit sections are referenced within the same non-compliance point as the WV Department of Environmental Protection (DEP) released a new version of the construction stormwater general permit in 2019.</p> <ul style="list-style-type: none"> • Failed to implement, operate and maintain all erosion control devices, in accordance with standard procedures and approved Stormwater Pollution Prevention Plan (permit sections D.1; G.4.e.2; II.F) – 47 • Failed to prevent sediment-laden water from leaving the site without going through an appropriate device (permit sections G.4.e.2.A.ii.j and I.G) - 32 • Failed to comply with compliance orders – (§22 CSR11 Section 16) – 29 • Caused conditions not allowable in waters of the state by allowing distinctly visible settleable solids in waters of the state (§47 CSR2 Section 3.2.a) – 29 • Failed to comply with the General Permit and approved Stormwater Pollution Prevention Plan (permit sections B and I.B) – 28 • Failed to modify the Stormwater Pollution Prevention Plan when there was a change in design, construction, scope of operation, or maintenance of Best Management Practices (permit sections G.4.c and III.C.2) – 27 • Caused conditions not allowable in waters of the state by sediment deposits on the bottom of waters of the state (§47 CSR2 Section 3.2.b) – 21 • Failed to protect fill slopes (permit sections G.4.e.2.A.ii.f and II.H.3.b.9) – 21 • Failed to properly operate and maintain all activities and installed Best Management Practices (permit sections Appendix B.I.1 and B.I.1) – 18 • Failed to properly operate sediment basin (permit sections G.4.e.2.A.ii.b and II.H.3.b.11) – 13 • Failed to reseed areas that failed to germinate within 30 days after seeding (permit sections G.4.e.2.A.i.c and III.A.3) – 12 • Failed to provide interim stabilization on areas where construction activities have temporarily ceased for more than 14 days (permit sections G.4.e.2.A.i; G.4.e.2.A.i.b; III.A.3) – 10 • Failed to gravel unpaved roads to reduce the tracking of sediment onto the public or private roads or inspect and clean all adjacent public and private roads of debris originating from the construction site (permit sections G.4.e.1.E; G.4.e.2.D.i; II.H.1.d; II.H.4) – 13 • Failed to provide inlet protection for sediment control structure (permit sections G.4.e.2.A.ii.c and II.H.3.b.13) – 9 • Failed to prohibit discharges of material other than stormwater (permit sections G.2 and I.G) – 6 • Failed to dispose of all solid waste/demolition material in accordance with the Code of West Virginia and Legislative Rule Title 33 Series 1, Solid Waste Management Rule (permit section III.A.2) – 5 • Failed to protect groundwater in accordance with the Code of West Virginia and Legislative Rule Title 47 Series 58, Groundwater Protection Rule (permit sections G.4.e.2.C.iii and II.I) – 4 • Facility exceeded effluent discharge limitations outlined in the Special Condition of the approval letter from the Director (permit section G.5) – 2 • Used straw bales on site which are not an acceptable Best Management Practice (permit section G.4.e.2.A.ii.k) – 2
--	--

- Failed to stabilize clean water diversions prior to becoming functional (permit section G.4.e.2.A.i.d) – 2
- Discharged pollutants from a land disturbance into Panther Run without an authorized State NPDES permit (§22 CSR11 Section 8.b.(1)) - 1
- Failed to take any and all measures necessary to clean up, remove and otherwise render such spill or discharge harmless to the waters of the state (§47 CSR11 Section 2.5.a) – 1
- Failed to apply for permit coverage while continuing an activity regulated by this permit after the expiration date (§47 CSR10 Section 5.2) – 1
- Failed to submit a Discharge Monitoring Report through the mandatory eDMR system within 20 days following the end of the reporting period (Special conditions for iron limits and monitoring requirements) – 1
- Where the permittee becomes aware that it failed to submit any relevant facts in a permit application, or submitted incorrect information in a permit application or in any report to the Director, it shall immediately submit such facts or information (permit section C.9) – 1
- Failed to report noncompliance using designated spill alert telephone number (permit section I.D.2) - 1

Notable non-compliances include: failing to submit discharge monitoring reports, exceeding effluent discharge limitations, disturbing land outside the permitted limits of disturbance, filling in ephemeral tributaries outside of the permitted area, lacking secondary containment for above ground storage tanks of Ammonium Nitrate and petrochemicals, discharging concrete washout directly into streams, discharging sediment laden water from filter bags directly into streams, discharging turbid water from full sediment basins directly into streams, and violating a cease and desist order.

In the past five years, the Kerens to Parsons Project has caused 50 water quality violations, in the form of sediment pollution, in 16 streams, including 1 Tier 3 stream:

- Haddix Run - Tier 3 stream
- Baldlick Fork
- Panther Run
- Wilmoth Run
- Fools Run
- Laurel Run
- Tributary of Haddix Run
- Tributary of South Haddix Run
- Tributary of South Branch of Haddix Run
- Tributary of Panther Run
- Tributary of Wilmoth Run
- Tributary of Fools Run
- Tributary of Laurel Run
- Tributary of Laurel Fork
- Tributary of Leading Creek
- Tributary of Lazy Run

Construction of the Kerens to Parsons section of Corridor H has also caused iron pollution. For example, between June 2018 and August 2018, permit limits for total recoverable iron were exceeded eight times. The highest exceedance was 867% over the permit limit, 14.5 mg/L compared to the permit limit and water quality standard of 1.5 mg/L.

Due to repeated Legislative Rule and permit violations, the permittee has been assessed civil administrative penalties over \$640,000. The permittee was also issued multiple orders of compliance, including two that instructed the permittee to cease and desist until in compliance with the permit and pertinent laws and rules.

Given this history of repeated violations, water quality impacts, and cease and desist orders, we are seriously concerned about potential impacts to water resources from the construction of the Wardensville to Virginia State Line section of Corridor H.

Protection of Trout and High-Quality Tier 3 Streams

The route crosses two high quality trout streams, Waites Run and Trout Run. These are both trout streams and designated Tier 3 or Outstanding National Resource Water (ONRW). Waites Run is included as a Tier 3 stream due to the high-quality aquatic life scores, and Trout Run is included as a Tier 3 stream due to the presence of reproducing trout and high-quality aquatic life scores. From WV's Antidegradation Rule (§60 CSR 5), Section 6.1 "Tier 3 waters. ... are to be maintained, protected and improved where necessary. Any proposed new or expanded regulated activity that would degrade (result in a lowering of water quality) a water body that has been designated an ONRW, other than temporary lowering of water quality, is prohibited." In order to evaluate new or expanded regulated activities, DEP must determine that the activity is short term and would result in temporary water quality impacts. The conversion of intact forest to a wide paved highway, with significant cutting and filling will permanently reduce water quality in many ways; including increased temperature and altered hydrology. It is not clear to us how this permanent degradation can be allowed under current antidegradation rules.

Source Water Protection

The route crosses the source water protection area for the Town of Wardensville. The town currently has two wells and one springbox. The wells are currently susceptible to contamination from construction as they are relatively shallow. At the public information workshop held on August 18th, 2022 project representatives stated that they plan on drilling two new wells, much deeper and with a much larger recharge area to reduce susceptibility to contamination. The project representatives anticipated that the Town of Wardensville would be using the new well supply by the time construction starts; however, they were unable to confirm. It is important that construction and blasting do not start before the Wardensville public water supply is sourced from the two new, deeper wells. To do otherwise would risk contamination of the community's water supply. Furthermore, there must be clear communication between the project managers, the Town of Wardensville, and the community to ensure all stakeholders are aware of changes to the Wardensville public water supply.

Springs and Karst

The project area is largely characterized by karst terrain. In general, the connection between surface water and groundwater in karst terrain is not well understood. Blasting and cutting on Anderson Ridge and North Mountain could reveal springs that were unaccounted for during the design phase, which could affect the function and performance of long-term erosion controls. The project engineers should consider over-designing the capacity of sediment basins in anticipation of such effects.

	<p>Conclusion</p> <p>We are concerned about potential impacts to high quality trout streams and source water from the construction of the Wardensville to Virginia State Line section of Corridor H. In order to increase public transparency, we request a full public hearing and additional comment period after the release of the re-evaluation of the Environmental Impact Statement (EIS) and prior to the right-of-way acquisition. A public hearing will allow citizen to bring concerns to WVDOH personnel in a format in which all attendees will hear all questions and concerns, and be afforded the opportunity to hear all responses from WV DOH and project personnel.</p>
7*	<p>Noise pollution - blasting within close proximity to homes/residential area, how will this effect animals, domestic and wild, small children, the elderly, those with hearing aids, headache syndromes, Veterans with PTSD? How will the vibration and noise be minimized to protect those listed? I feel that it will be impossible to control, and many people and animals will suffer. After the Corridor is completed, those who will have no choice but to keep their homes will be subjected to traffic noise pollution from the nearby Corridor. It will be impossible to buffer the traffic noise.</p> <p>Visual pollution: this project will be in close proximity of peoples' homes and will not only be an eye-sore, but will affect home value drastically, at least in a 20 mile+ area, and due to the median income in this area, not only will homeowners lose their home investment, but many will also be unable to sell their homes and will be forced to live in a drastically unwelcoming visual environment along with significant property appraisal loss. This will cause unneeded stress and burden.</p> <p>Home Values: By running the Corridor in the proposed area homes values will drop significantly. Especially the residents living on and near Waites Run.</p> <p>Water pollution: runoff from loose soil into waterways, how will this be prevented, not just controlled for minimum impact?</p> <p>Traffic diversion: During construction how will traffic be diverted and where? How will it impact those who live on and near Waites Run and those who live on Trout Run, specifically within 5 miles of Wardensville and near Trout Run Cut Off?</p> <p>Jobs: Opposite of what has been proposed by the marketing of the Corridor by stating it will generate additional tourists to Wardensville, it will actually impact commerce negatively, which is already limited during the week, but sees a significant uptick in revenue during holidays and weekends. The Corridor will allow travelers to continue their destination West as the Corridor will divert traffic from entering the town of Wardensville via the existing "Gateway to West Virginia". By allowing travelers to continue on via Corridor H it will in fact take away traffic from the town, in turn impacting the lively-hood of business owners and the availability of employment that has been sustained by tourist thoroughfare traffic. Corridor H through Wardensville will create a "Ghost Town". Not to mention the number of tractor trailer traffic isn't enough to justify ruining a small town by invading it with a concrete atrocity.</p> <p>Why isn't it on the table to widen North Mountain/55 route to allow 2 trucker lanes, one for each direction, this will allow better traffic flow. This would also prevent the extreme impact on the environment and long-term disruption to residents in the Wardensville area while protecting historical sites by avoiding the extreme construction of the proposed Corridor H through Wardensville.</p>

	How is Wardensville not protected by this project? Many historical properties and buildings are in the construction zone of the Corridor.
8	<p>I am writing with regard to the proposed extension of Corridor H to the WV line. Respectfully I suggest the following:</p> <ol style="list-style-type: none"> 1. WVDT should include construction of a wall or similar screening mechanism to mitigate noise, light and particulate matter pollution from the top of the ridge SE of Wardensville to the Wardensville Exit on to Trout Run Road. WVDT should also ensure replanting of trees along the NW face of the wall. 2. WVDT should contribute to the installation of Electric Vehicle charging stations in the commercial / retail part of Wardensville. This will attract more visitors to stop in Wardensville as they travel the Corridor. EV drivers traveling from the Washington suburbs to the recreation areas to the South will likely take advantage of high speed charging services if they are offered in Wardensville, and this will help bring more visitors to town to stop and make retail / food purchases once they have left Corridor H. This is an essential step to mitigating some of the loss of commercial activity in town that comes from bypassing the town. 3. WVDT should support signage and grants to the town to help encourage passenger vehicle traffic to make a stop in Wardensville. Thank you for looking at these requests.
9	<p>When I attended the information event last Thursday, no one could address the widening of Waites Run. Waites Run is a narrow country road that already has issues when two passenger vehicles pass one another going opposite directions, each hugging the outside pavement with the outside lane faced with a steep drop off to Waites Run waterway; and down right scary when a truck with a trailer, not to mention a dump truck or 18-wheeler going to one of the chicken farms down Waites Run or any new development that Corridor H brings. With the increased traffic expected on the road with the on/off ramp to the new Corridor H near the city park, I urge you to build into the plan a widening of Waites Run to allow for residents and visitors alike to have a safe entry/exit from Corridor H.</p>
10	<p>My name is James (Jimmy) Haerer. I am a property owner in Wardensville, WV that will be greatly affected by the Corridor H highway project. I was upset that the Highway Department didn't really make an effort to notify me of the meeting that was held on August 18. We found out about it by accident. We live in Maryland and it seems those of us who have property in WV, but live in Maryland, were overlooked.</p> <p>This is really quite upsetting. We purchased this property in the early 70's. We have enjoyed our home...we have planted over 6,000 trees. We enjoy watching the deer, the birds, and all the animals that cross our property. At night we hear the whippoorwill and coyotes. We envisioned leaving the farm to our grandsons who also enjoy spending time with us here. Really our heart is in those mountains.</p> <p>I would like to schedule a meeting with you to discuss if there are any possibilities that would be more to our benefit. For instance, moving my present right-of-way from the Orndorff property to the line up to the south-side of Fox Run crossover connecting the Sines property. This may alleviate a bridge over Corridor H, save money, and avoid having two parallel roads.</p> <p>I would like to discuss the right-of-ways to parcels 34- 36, the 7.7 acres and 1-294- 18.</p>

	<p>Our house will have no value when construction begins. Living there will be impossible with all the blasting, etc that is necessary to make the roads that will cross our property. Would our house be condemned?</p> <p>One point of interest, there is reportedly an Indian mound just below our house by Sines creek. This should be investigated.</p> <p>I can be reached at [REDACTED].</p> <p>My Maryland address is: [REDACTED] My West Virginia address is: [REDACTED]</p> <p>I look forward to meeting with you and your staff. I was impressed by talking to Katie Hastings, she seemed very knowledgeable about my property. Perhaps you should include her in this meeting.</p>
11	West Virginia needs Corridor H! Please keep the environmental impacts in mind as construction is completed. Additionally, it is important to hire local companies as they could be more cognizant of being sure a job is completed that we will make us proud. Thank you for allowing me to comment.
12	Our facility is already on the 4-lane portion of Corridor H, but having the line completed all the way to VA will help students access our programming more easily so we support finishing the corridor as quickly as possible while minimizing the environmental impact and supporting affected communities.
13	Wardensville has worked extremely hard to revitalize the main street area. If Corridor H were to bypass the town, they would lose a large amount of business that is accumulated by people simply driving by. There will be very little gain in regards to getting people to visit West Virginia by a few miles of continued highway system. Corridor H is a great asset to the state but the last few miles would not add much to the big picture and would cost tax payers much more than they would tangibly gain. An argument would be to keep tractor trailers out of the town but they would still need to come through town in order to access Rt 259. Finally, adding the connector would negatively impact the head waters for the Virginia Wood Turtle's breeding streams. Virginia now recognizes Vance's Cove as a prime breeding area. Paddy's Run directly drains off the ridge line where the Tuscarora Trail runs. Please consider halting this project.
14	I approve and support WVDOH's Corridor H - Wardensville to VA Line Project. The aspect that I love about WVDOH's Corridor H - Wardensville to VA Line Project is that the new segment of Corridor H will provide economic opportunity, reduce congestion, improve safety, and increase connectivity in eastern West Virginia.
15	Instead of connecting Trout Run Cutoff Road, close it. This would save the State a lot of money. I am the first farm off 48 and would be in great favor of this. We would not need to have a connector ramp.
16	I am deeply concerned about damage to West Virginia's streams and rivers, which are critical to the health and well-being of the residents of West Virginia and Virginia. Additionally, bringing more fast-moving traffic and large trucks through lovely natural areas will only hasten the destruction of our environment. I hope this project will not proceed.
17	<p>Hi, Glad to hear the Wardensville to Virginia section is finally going to get built. Great economic impact for WV. Please see to it that the construction doesn't damage or destroy our beautiful, and fish full waters. Thank you,</p> <p>Tim McGowan</p>

18	<p>Regarding the Wardensville to Virginia Line section of Corridor H , Aug. 18, 2022:</p> <p>Because the WVDOH site https://go.wv.gov/dotcomment does not apparently enable comments at this time, we are emailing these remarks via Jill Dunn, Legal Division, D. Alan Reed, State Engineer, and WVDOT Secretary Jimmy Wriston.</p> <p>Stewards of the Potomac Highlands, a 501c4 nonprofit citizens group in West Virginia's northeastern counties dedicated to protecting our natural environment and supporting an environmentally and socially sustainable, locally-controlled economy, submits the following comment for the public meeting on Corridor H in Wardensville on Aug. 18, 2022. After obtaining information through this process, Stewards plans to file a more extensive comment.</p> <p>Stewards does not see a need to build the section of Corridor H from Wardensville to the Virginia line. The two purposes given by WVDOH for Corridor contradict each other: improving east-west travel and promoting economic development in the region," which we understand to be: getting traffic through the area vs. benefitting the local economy. During the past 20 years since the Corridor H Final EIS and Record of Decision, Wardensville has developed a robust tourist and local agricultural economy which will not benefit and will probably be harmed by having traffic bypass the town and rush through the area. Traffic counts are under 5000 and do not appear to justify a four-lane highway in this area. Virginia has not announced any plans to build its section to I-66. The availability of federal money, rather than true purpose and need, as indicated in public statements by WVDOH officials, appears to be motivating WVDOH's 2022 push for construction.</p> <p>There may be ways to build Corridor H to have the least negative impact on the local economy, forests, streams, groundwater and trails. We will offer further comments later in the comment period ending Sept. 19. We expect to receive helpful information in our FOIA request submitted to WVDOH June 30, 2022, acknowledged by Jill C. Dunn of WVDOH's Legal Division on July 18, 2022. I wrote a follow up email to Ms. Dunn on Aug. 15 but have yet to receive a response. We urge WVDOH to provide us with substantive answers to our FOIA letter as soon as possible.</p> <p>Because we lack substantive environmental information on which to base our comments, we request a 45 day extension of the comment period from Sept. 19 to Nov. 3. If we have not received a substantial response to our FOIA by then, we plan to request another extension.</p>
19	<p>Please please reconsider extending the Highway from Wardensville to the VA line. My parents grew up in Wardensville. My mother's parents owned the Funeral home before it became the funeral home. My fathers father was a school teacher in Wardensville. I still have many relatives and friends in town. I have owned my parents house since they passed 10 years ago on Trout Run Road, next to the stream. Wardensville has FINALLY started to grow and enjoy some successful businesses in town and has become a beautiful town to move to and visit. This Highway extension is going to destroy all that has finally happened to Wardensville. The 4 lane divided over pass with on/off ramps across Trout Run Rd not even a 1/4 mile from town and the highway right behind the town and right next to our town park will destroy the natural beauty of the area and take away all the visiting drive through traffic that has made our town recently successful. No one will stop here once the Highway is built. And please , our town water system, cannot be damaged as you are going right next to it at the town park. 2 family friends are losing their farms next to town that has been in their family for generations. Don't do this please. For what? Just to get up the mountain towards VA that will save 8 minutes. VA will never connect to this Highway. Please save Wardensville. I beg you</p>

20	<p>Greetings from Wardensville, WV. Thank you for your efforts to address the concerns of Council regarding Corridor H. Please consider the following comments related to my earlier letter regarding the Corridor H project:</p> <p>What will be the impact on the Town's water source? We are working together to create a MOU between the Town and WVDOH regarding a contingency plan should the Town's water source be harmed by the construction of the road. We are waiting to see the proposed agreement. On a curious note...will property owners be encouraged to test their wells prior to construction? We have learned that wells were impacted due to the construction of the Columbia Gas line in the county. As a result, property owners were left to resolve the matter on their own.</p> <p>Keeping in the theme of "water". A new concern is how will storm water runoff be addressed? Flooding in our area is a result of stormwater runoff from Anderson Ridge. With the cut that will be done to Anderson Ridge there is concern that there may be an increase in runoff.</p> <p>What will be the impact on the J. Allen Hawkins Community Park? It was shared that the park will not be impacted. During the meeting I inquired about the land that may become available during the ROW acquisition. If there is property that is adjacent to our park, Council would like to discuss how we might acquire it. We have submitted a REC Trails Design Grant from WVDOH to develop a combination mountain bike and hiking trails on the park property on the other side of Waites Run. We are asking that you share information on the NEPA study that you are doing for the endangered species. If it is possible to expand the area to include the area of the park, we would like to include that would be great. If not, we understand and would ask for the contact information of the company/group that you are using for your work, as they are already familiar with the area. We would like to contact them should our Rec Trails Planning Application be selected.</p> <p>The alignment will not impact the park. I wanted to ask about adjacent properties that appear to be taken for the alignment. I wanted to know if the Town might be able to obtain ownership of property adjacent to the park to expand its boundaries. Previously, I believe residual property was sold at auction where the corridor currently ends. In a similar note, I wanted to see if you would be able to share NEPA information with us. The Town has applied for a Recreational Trails Design Grant and should we be successful, we hope to build a 3-to-4-mile combination IMBA bike/hiking trail on our property across Waites Run. We will need to construct a bridge to access the trail and provide for emergency vehicle access if needed.</p> <p>What are the plans for improvement to the access and feeder roads at the points where the Corridor intersects/accesses Trout Run Road and Waites Run Road, the two key points to Wardensville?</p> <p>I wanted to ask if Carpenter's Avenue was looked at as a possible access point? I'm concerned that the Trout Run Access point might be a hinderance to travelers' (Driver missed the exit and opts to continue driving). If Carpenter's Avenue was not considered, could it be? I believe it would be more beneficial for our businesses. Please see the photo below. Corridor H has long been touted as an economic driver for the region. Can you provide the most recent economic enhancement/sustainability study? Council is concerned that the placement of the exits will have a negative impact on the town's economy.</p>
----	--

	<p>Lastly, I wanted to inquire about having Route 55 being designated as a scenic byway. The section of Route 55 in Virginia is designated as a scenic byway. I believe the byway designation would be a benefit in attracting tourists. What would it take to get Route 55 designated as a scenic byway?</p>
21	<p>We have reviewed the additional Historic Property Inventory (HPI) form submitted for the above-mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.</p> <p>Architectural Resources: We have reviewed the additional HPI form, and the house at 32832 State Road 55 in Wardensville (HY-1008) is a log cabin constructed in 1963. We concur that this resource lacks the significance necessary to be eligible for the National Register of Historic Places either individually or as a contributing resource to any potential historic districts. Therefore, no additional documentation or evaluation of HY-1008 is required. As noted in our letter of September 20, 2022, we look forward to continuing the consultation process once an updated assessment of effects report is prepared to evaluate the potential effects of the currently proposed project on the Wardensville Main Street Historic District and the Carpenter Avenue Historic District.</p> <p>We appreciate the opportunity to be of service. If you have questions regarding our comments or the Section 106 process, please contact Benjamin M Riggie, Structural Historian, at (304) 558-0240.</p>
22	<p>While the proposed alignment generally seems reasonable, I do have some questions and concerns. Regarding the alignment of Corridor H itself, there is currently a steep descent signed at 8% where the existing 4-lane section narrows to 2 lanes and transitions to its tie-in to the old 2-lane alignment. It's not clear from the diagrams what the vertical alignment will be in the new route, but given how close the new alignment overlaps with the existing end of the corridor, I am concerned there will not be much ability to bring in fill to minimize the grade without closing the existing end of Corridor H for a period of time. Having an 8% grade on a mainline is unacceptable.</p> <p>With an interchange planned at Trout Run Road, I imagine the plan is to reroute WV 259 onto Trout Run Road north of its intersection with the new Corridor H. I would hope that upgrades are planned to the existing roadway to support more traffic as a primary state route. Realignment in Wardensville to make WV 259 a through movement would be helpful but I am not sure if this is feasible with the historic district shown on the plans.</p> <p>Once the new Corridor H is built, the intersection of the existing Old WV 55 and Trout Run Cutoff Road should be reworked to make Old WV 55 the through movement.</p> <p>I do not like the current plan of terminating existing WV 55 at the eastern end in a cul-de-sac and building a new, likely very steep, access road to connect it with new Corridor H. If access is to be maintained to existing WV 55 east of Wardensville, I'd rather see the existing route remain in serve to near the state line where it intersects the proposed new alignment.</p>
23	<p>November 28, 2022 Mr. Travis Long Director, Technical Support Division West Virginia Division of Highways 1334 Smith Street Charleston WV 25301</p>

Re: Corridor H -Wardensville to Virginia Border

Dear Mr. Long:

Friends of the Cacapon River respectfully submits the following comments on the Division of Highways' planned construction of Corridor H from Wardensville to the Virginia border, based on the information presented at the Open House on August 18th and posted on the Division's website. Founded over 40 years ago, Friends of the Cacapon River is the only organization dedicated solely to ensuring the Cacapon River remains one of West Virginia's cleanest rivers. The planned construction of Corridor H from Wardensville to the Virginia border includes bridges over two tributaries to the Cacapon River, Trout Run and Waites Run, and will involve cutting into Anderson Ridge and North Mountain, with drainage into the Cacapon River watershed.

Given the longstanding opposition by the Shenandoah County Board of Supervisors to building a section of Corridor H from the West Virginia border to I-81 or I-66 in Virginia, restated in a letter to the Federal Highway Administration dated October 11, 2022, Friends of the Cacapon River questions the value of building the section from Wardensville to the Virginia border. Significant truck traffic southbound on Rte. 259 will continue to drive the length of Main Street in Wardensville at 25 miles per hour to reach the planned Corridor H entrance from Trout Run Road, using less than two miles of the new highway. The section on North Mountain from Waites Run Road to the Virginia border will detract from the recreational enjoyment of the George Washington National Forest and Tuscarora Trail, with minimal decrease in driving time.

Should the construction of the Corridor H section proceed, Friends of the Cacapon River is concerned about the possible negative effects that Corridor H will have on the water quality in Trout and Waites Runs and ultimately in the Cacapon River both during construction and after completion. Specifically:

Mud – Mud is a major concern. The basic goal should be to have zero project-generated sediment reach the Cacapon River before, during, and after construction of the Corridor H section between Wardensville and the WV-VA state line. The construction team should use its experience in estimating critical shear stress, topographic and soil erodibility factors, and other variables to predict the potential for soil erosion. The team should also install silt fences and hay bales, and perform other common-sense, hands-on tasks to preclude off-site export of excess sediment.

Settling and retention basins - The sizing of settling/retention basins is critical. They must be sited, designed, and built with a capacity for the largest storms projected under our climate-change reality. Once built, their performance must be monitored.

Habitat concerns - Beyond post-construction restoration, the Department of Highways should create habitat for native birds and pollinating insects. The project should include the creation of roadside habitat, specifically in the median and along shoulders, that includes native plant species that are deer-resistant, climate-change resilient, and that support pollinators and native birds. The project should address these habitat concerns in the design, construction, and maintenance phases.

	<p>Friends of the Cacapon River appreciates your consideration of these comments.</p> <p>Timothy A Reese President</p>
24	<p>While I do agree that the extension of Corridor H to the Virginia state line is helpful in travel, as most highways tend to be. The complete lack of acknowledgement that Wardensville will be completely bypassed in the process is saddening. All along the existing Corridor H roadway, there is prime access to neighboring towns - Moorefield, Baker, Mt. Storm, etc. This proposed route will, I believe, severely hinder the amount of people that would normally stop in town during their travels. We're a small community as is and we rely on the influx of people having to travel through town to stop at our small shops to help keep a steady income and keep said shops open. Traveling through town have also shown people how beautiful this area is and is what have brought people here to vacation, to live, to build homes and businesses, etc. It's allowed our town to grow very much over the years. I understand that the continuation of Corridor H is no easy task and one cannot simply build a roadway wherever they please, however, I do think it should be considered to AT LEAST have an exit that is more centrally located in Wardensville and not so far up Trout Run Road that it's bypassed in its entirety.</p>
25	<p>West Virginia Rivers Coalition respectfully submits the following comments on the proposed Wardensville to Virginia State Line Section of the Appalachian Highway Corridor H Project. Additionally, we support the comments submitted by Stewards of the Potomac Highlands and Friends of the Cacapon River.</p> <p>History of Non-Compliance The Appalachian Highway Corridor H Project has a history of non-compliance with water pollution control permits that have caused severe impacts to water resources. The current Corridor H section under construction is a 15.3-mile four-lane divided highway between Kerens and Parsons, the Kerens to Parsons Project. The most recent water pollution control permit issued for this section is WV/NPDES General Water Pollution Control Permit No. WV0115924, Registration No. WVR108594. This permit was issued to Kokosing Construction Company, Inc. on August 3rd, 2017 to permit the discharge of stormwater from 475 acres of earth disturbance for the construction of 7.5 miles of the four-lane highway in Randolph and Tucker County, as well as the US 219 Connector and several other small access roads.</p> <p>As of September 3rd, 2022 there have been 52 violations of Permit No. WV0115924, documenting 336 instances of non-compliance from November 2017 to May 2022. Instances of non-compliance were compiled, grouped, and are listed below. Each bullet point includes a narrative description of the non-compliance, followed by the Code of West Virginia or permit section violated in parentheses, and finally, the number of times the non-compliance occurred. Multiple permit sections are referenced within the same non-compliance point as the WV Department of Environmental Protection (DEP) released a new version of the construction stormwater general permit in 2019.</p> <ul style="list-style-type: none"> -Failed to implement, operate and maintain all erosion control devices, in accordance with standard procedures and approved Stormwater Pollution Prevention Plan (permit sections D.1; G.4.e.2; II.F) – 47 -Failed to prevent sediment-laden water from leaving the site without going through an appropriate device (permit sections G.4.e.2.A.ii.j and I.G) - 32 -Failed to comply with compliance orders – (§22 CSR11 Section 16) – 29

	<ul style="list-style-type: none"> -Caused conditions not allowable in waters of the state by allowing distinctly visible settleable solids in waters of the state (§47 CSR2 Section 3.2.a) – 29 -Failed to comply with the General Permit and approved Stormwater Pollution Prevention Plan (permit sections B and I.B) – 28 -Failed to modify the Stormwater Pollution Prevention Plan when there was a change in design, construction, scope of operation, or maintenance of Best Management Practices (permit sections G.4.c and III.C.2) – 27 -Caused conditions not allowable in waters of the state by sediment deposits on the bottom of waters of the state (§47 CSR2 Section 3.2.b) – 21 -Failed to protect fill slopes (permit sections G.4.e.2.A.ii.f and II.H.3.b.9) – 21 -Failed to properly operate and maintain all activities and installed Best Management Practices (permit sections Appendix B.I.1 and B.I.1) – 18 -Failed to properly operate sediment basin (permit sections G.4.e.2.A.ii.b and II.H.3.b.11) – 13 -Failed to reseed areas that failed to germinate within 30 days after seeding (permit sections G.4.e.2.A.i.c and III.A.3) – 12 -Failed to provide interim stabilization on areas where construction activities have temporarily ceased for more than 14 days (permit sections G.4.e.2.A.i; G.4.e.2.A.i.b; III.A.3) – 10 -Failed to gravel unpaved roads to reduce the tracking of sediment onto the public or private roads or inspect and clean all adjacent public and private roads of debris originating from the construction site (permit sections G.4.e.1.E; G.4.e.2.D.i; II.H.1.d; II.H.4) – 13 -Failed to provide inlet protection for sediment control structure (permit sections G.4.e.2.A.ii.c and II.H.3.b.13) – 9 -Failed to prohibit discharges of material other than stormwater (permit sections G.2 and I.G) – 6 -Failed to dispose of all solid waste/demolition material in accordance with the Code of West Virginia and Legislative Rule Title 33 Series 1, Solid Waste Management Rule (permit section III.A.2) – 5 -Failed to protect groundwater in accordance with the Code of West Virginia and Legislative Rule Title 47 Series 58, Groundwater Protection Rule (permit sections G.4.e.2.C.iii and II.I) – 4 -Facility exceeded effluent discharge limitations outlined in the Special Condition of the approval letter from the Director (permit section G.5) – 2 -Used straw bales on site which are not an acceptable Best Management Practice (permit section G.4.e.2.A.ii.k) – 2 -Failed to stabilize clean water diversions prior to becoming functional (permit section G.4.e.2.A.i.d) – 2 -Discharged pollutants from a land disturbance into Panther Run without an authorized State NPDES permit (§22 CSR11 Section 8.b.(1)) - 1 -Failed to take any and all measures necessary to clean up, remove and otherwise render such spill or discharge harmless to the waters of the state (§47 CSR11 Section 2.5.a) – 1 -Failed to apply for permit coverage while continuing an activity regulated by this permit after the expiration date (§47 CSR10 Section 5.2) – 1 -Failed to submit a Discharge Monitoring Report through the mandatory eDMR system within 20 days following the end of the reporting period (Special conditions for iron limits and monitoring requirements) – 1 -Where the permittee becomes aware that it failed to submit any relevant facts in a permit application, or submitted incorrect information in a permit application or in any report to the Director, it shall immediately submit such facts or information (permit section C.9) – 1 -Failed to report noncompliance using designated spill alert telephone number (permit section I.D.2) - 1
--	---

Notable non-compliances include: failing to submit discharge monitoring reports, exceeding effluent discharge limitations, disturbing land outside the permitted limits of disturbance, filling in ephemeral tributaries outside of the permitted area, lacking secondary containment for above ground storage tanks of Ammonium Nitrate and petrochemicals, discharging concrete washout directly into streams, discharging sediment laden water from filter bags directly into streams, discharging turbid water from full sediment basins directly into streams, and violating a cease and desist order.

In the past five years, the Kerens to Parsons Project has caused 50 water quality violations, in the form of sediment pollution, in 16 streams, including 1 Tier 3 stream:

Haddix Run - Tier 3 stream

Baldlick Fork

Panther Run

Wilmoth Run

Fools Run

Laurel Run

Tributary of Haddix Run

Tributary of South Haddix Run

Tributary of South Branch of Haddix Run

Tributary of Panther Run

Tributary of Wilmoth Run

Tributary of Fools Run

Tributary of Laurel Run

Tributary of Laurel Fork

Tributary of Leading Creek

Tributary of Lazy Run

Construction of the Kerens to Parsons section of Corridor H has also caused iron pollution. For example, between June 2018 and August 2018, permit limits for total recoverable iron were exceeded eight times. The highest exceedance was 867% over the permit limit, 14.5 mg/L compared to the permit limit and water quality standard of 1.5 mg/L.

Due to repeated Legislative Rule and permit violations, the permittee has been assessed civil administrative penalties over \$640,000. The permittee was also issued multiple orders of compliance, including two that instructed the permittee to cease and desist until in compliance with the permit and pertinent laws and rules.

Given this history of repeated violations, water quality impacts, and cease and desist orders, we are seriously concerned about potential impacts to water resources from the construction of the Wardensville to Virginia State Line section of Corridor H.

Protection of Trout and High-Quality Tier 3 Streams

The route crosses two high quality trout streams, Waites Run and Trout Run. These are both trout streams and designated Tier 3 or Outstanding National Resource Water (ONRW). Waites Run is included as a Tier 3 stream due to the high-quality aquatic life scores, and Trout Run is included as a Tier 3 stream due to

26	<p>I am writing on behalf of Shenandoah County Board of Supervisors to share concerns on the development of a controlled access four-lane divided highway, identified as Corridor H, from Elkins, West Virginia to the West Virginia-Virginia boundary to connect with I-81 and/or I-66 in Virginia. The proposed routes for Corridor H being considered parallel or are in the proximity of Route 55 from the Virginia-West Virginia boundary, east of Wardensville, West Virginia, through Shenandoah County to connect with I-81 and/or I-66 near Strasburg, Virginia.</p> <p>In 1993, Shenandoah County Board of Supervisors adopted a resolution opposing construction of Corridor H in Virginia. Shenandoah County Board of Supervisors remain opposed to Corridor H construction in Virginia for the following reasons:</p> <ul style="list-style-type: none">• Said route through Shenandoah County would likely be harmful to farms, private homes, and public-use facilities such as churches, community centers, lodges, etc.• Perhaps most importantly, it would cause irreversible damage to some of our region's most significant historic resources: the Cedar Creek and Belle Grove National Historical Park and the Fishers Hill Civil War Battlefield.<ul style="list-style-type: none">o In addition to being a National Park, listed on the National Register of Historic Places as a National Historic Landmark, Cedar Creek was determined by the Civil War Sites Advisory Commission to be one of the 25 most important Civil War battlefields in the nation.o Fisher's Hill was also determined by the National Park Service and the Virginia Department of Historic Resources to be National Register eligible. <p>It is our understanding that the Commonwealth of Virginia has never embraced a similar transportation vision for Corridor H in Virginia. In fact, the Virginia Commonwealth Transportation Board (CTB) previously adopted, after numerous public hearings a resolution unanimously opposing the proposed highway.</p> <p>There appear to be no benefits to the citizens of Shenandoah County that would result from constructing a Corridor H highway to connect with I-81 and/or I-66 near Strasburg, Virginia.</p> <p>In fact, we believe that building an interstate of this magnitude to the Virginia line would have significant adverse impacts on communities in Shenandoah County and this must be considered before construction of the 6.8-mile section proposed from Wardensville to the Virginia state line begins.</p> <p>Please find our attached resolution stating opposition by the Shenandoah County Board of Supervisor for plans to construct the Corridor H highway through Shenandoah County.</p> <p>WHEREAS, the West Virginia Department of Transportation has constructed portions of a controlled-access four-lane divided highway, identified as Corridor H, that it plans to build from Elkins, West Virginia to the West Virginia-Virginia boundary, and that it seeks to connect with I-81 and/or I-66 in Virginia; and</p> <p>WHEREAS, one of the proposed routes being considered for construction of said Corridor H highway parallels or is in the proximity of Route 55 from the Virginia-West Virginia boundary, east of Wardensville, West Virginia, through Shenandoah County to connect with I-81 and/or I-66 near Strasburg, Virginia; and</p>
----	--

	<p>WHEREAS, said route through Shenandoah County would likely be harmful to farms, private homes, and public-use facilities such as churches, community centers, lodges; and</p> <p>WHEREAS, said route would cause irreversible damage to the Cedar Creek and Belle Grove National Historical Park and the Fishers Hill Civil War Battlefield; and</p> <p>WHEREAS, the Virginia Commonwealth Transportation Board previously adopted, after numerous public hearings, a resolution opposing Corridor H construction in Virginia; and</p> <p>WHEREAS, there does not appear to be benefit accruing to the citizens of Shenandoah County as a result of constructing said highway to connect with I-81 and/or 1-66 near Strasburg, Virginia;</p> <p>NOW THEREFORE BE IT RESOLVED that the County of Shenandoah opposes the plans heretofore described to construct the Corridor H highway through Shenandoah County.</p>
27	<p>This extension of Corridor H looks great! Through compromise between land owners and safety, you all have done a great job improving the State of West Virginia! Please continue the development of the Wardensville Section as rapidly as possible, as designed.</p>
28	<p>Thank you for the time and opportunity to speak with the WVDOH Representatives. With respect to current plans, we ask:</p> <ol style="list-style-type: none"> 1. Please consider and mitigate any damage to the Tuscarora Trail from cut and fill activities. 2. Please consider a protected crossing for hikers, equestrians, and cyclists across Corridor H/US 48/SR 55. It appears to be in WV. 3. Please be aware that access to the south using the Tuscarora is also used by vehicles, hunters, forest service, and fire, search and rescue. Please maintain this.
29	<p>Cannot wait to get this project started. It will help so much with travel times and really bring tourists and better commerce to the area. Its been so delayed please please get this last section done as soon as possible.</p>
30	<p>Dear Mr. Long, I am requesting an extension of the public comment period to give time for review of recent FOIA documents that in part have just been received. We are still waiting for more information. I am requesting the extension until November 10th 2022.</p>
31	<p>Given the Shenandoah County Board of Supervisors' October 2022 resolution in opposition to the completion of the final segment of Corridor H in Virginia east to I-81 or I-66, and the fact that the Virginia Department of Transportation has no plans to construct this segment, construction of the 6.8 mile section from Wardensville to the Virginia border makes little sense. Significant truck traffic on Route 259 will continue to drive the length of Main Street in Wardensville at 25 miles per hour to/from the planned Corridor H entrance on Trout Run Road, using less than two miles of the new highway segment. The approximately 5-mile section on North Mountain from the planned Waites Run Road entrance to the Virginia border will detract from the recreational enjoyment of the George Washington National Forest and Tuscarora Trail, with minimal decrease in driving time.</p>
32	<p>Thank you for the opportunity to comment on the proposed expansion of Corridor H from Wardensville, West Virginia to the Virginia state line. Although no highway expansion is proposed in Virginia, we are deeply concerned about negative impacts on communities and natural and cultural resources in Virginia that will be consequences of a poorly planned highway expansion in West Virginia.</p>

Alliance for the Shenandoah Valley is a regional nonprofit, working to conserve the natural resources, cultural heritage, and rural character in six counties in Virginia’s Shenandoah Valley. We were formed in 2018 from a merger of four long-standing county-based conservation groups and have been working for more than two decades to promote sensible, data-driven transportation improvements.

If Corridor H is ever to continue east past the state line, the possible routes for Corridor H in Virginia are generally assumed to be along the Route 55 corridor—running from the state line east of Wardensville through Shenandoah County to connect with I-81 near Strasburg, Virginia. This is not a suitable corridor for a major highway. It is a narrow mountain road with significant forest resources, headwater streams, historic sites and private homes and businesses.

There is very little support for building Corridor H in Virginia, and we are not aware of any state or local transportation planning for such an expansion. However, even with no construction in Virginia, the consequences of taking a four-lane divided highway right up to the state line are potentially severe. Why expand east of Wardensville when the road will end at the state line? The costs are much too high—financial costs, environmental costs, and costs to the local communities.

The Alliance agrees with and supports the resolutions recently adopted by Shenandoah County Board of Supervisors and the Strasburg Town Council opposing construction of Corridor H in Virginia. According to the letter submitted to you by the Shenandoah County Board of Supervisors:

There appear to be no benefits to the citizens of Shenandoah County that would result from constructing a Corridor H highway to connect with I-81 and/or I-66 near Strasburg, Virginia.

In fact, we believe that building an interstate of this magnitude to the Virginia line would have significant adverse impacts on communities in Shenandoah County and this must be considered before construction of the 6.8-mile section proposed from Wardensville to the Virginia state line begins.

Shenandoah County officials go on to describe the specific natural and cultural resources that would be negatively impacted by the continued eastward expansion of Corridor in the resolution: “said route through Shenandoah County would likely be harmful to farms, private homes, and public-use facilities such as churches, community centers, lodges” and “said route would cause irreversible damage to the Cedar Creek and Belle Grove National Historical Park and the Fishers Hill Civil War Battlefield.” Officials in the Town of Strasburg expressed similar concerns.

Community members here are worried about their rural and scenic lands, their quality of life, and their historic and natural resources. Leading economic sectors, including agriculture, tourism, and outdoor recreation, rely on the protection of these resources and are therefore could be threatened by the proposed Corridor H expansion.

We also encourage you to consider the numerous comments submitted by Wardensville area residents, citing concerns about groundwater, safety, and diminished main street economic development and local quality of life.

	<p>We urge you to use a context sensitive approach to minimize the impacts on Virginia and West Virginia communities and more effectively, efficiently, and reasonably meet transportation needs in the region.</p> <p>Thank your consideration of our comments. I welcome you to contact me directly at anytime to discuss our concerns, you can reach me on my cell phone at [REDACTED]</p>
--	---

* This comment comes from a letter that was delivered at the public meeting, but it was written prior to the comment period as a follow-up to Corridor H Authority meeting the previous month. It was long and is summarized instead of copied verbatim.

Attachment A: Legal Notice and Flyer

NOTICE
OF
PUBLIC INFORMATIONAL WORKSHOP
STATE PROJECT: X316-H-125.16
FEDERAL PROJECT: NHPP(0484)118
CORRIDOR H
WARDENSVILLE TO VIRGINIA STATE LINE
HARDY COUNTY

The West Virginia Division of Highways (WVDOH) will hold a Public Informational Workshop on Thursday, August 18, 2022, at the War Memorial Building, 190 Main Street, Wardensville, Hardy County, West Virginia for the proposed Wardensville to Virginia State Line Section of the Appalachian Highway Corridor H Project. This meeting complies with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act requirements.

NO FORMAL PRESENTATION WILL BE MADE. The scheduled workshop is from 4:00 to 7:00 p.m. and the public will be afforded the opportunity to ask questions and give written comments on the project throughout the meeting. A handout with project details will be available at the meeting and on the WVDOH Website.

Those wishing to file written comments may send them to Travis Long, P.E., Director Technical Support Division, West Virginia Division of Highways, 1334 Smith Street, Charleston, West Virginia 25301 on or before Monday, September 19, 2022. Visit the WVDOH Website at <http://go.wv.gov/dotcomment> for project information and the opportunity to comment on the project.

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs and activities. Please contact us at (304) 558-3931. Persons with hearing or speech impairments can reach all state agencies by calling (800) 982-8772 (voice to TDD) or (800) 982-8771 (TDD to voice), toll free.

Attachment B: Distribution of Notice and Flyer



PUBLIC INFORMATIONAL WORKSHOP
THURSDAY, AUGUST 18, 2022
4:00 PM TO 7:00 PM
190 MAIN STREET, WAR MEMORIAL BUILDING
WARDENSVILLE, WV



CORRIDOR H - WARDENSVILLE TO VIRGINIA STATE LINE

State Project X316-H-125.16, Federal Project NHPP(0484)118
Hardy County, WV

Join us on Thursday, August 18, 2022 at the War Memorial Building in Wardensville, West Virginia for a public informational workshop for the Wardensville to Virginia State Line Project. Representatives from the West Virginia Division of Highways (WVDOH) and Federal Highway Administration (FHWA) will be available from 4:00pm to 7:00pm to provide updates on the project and answer questions. No formal presentation is planned. Detailed project mapping, projected project schedule, and other materials will be available to review in person as well as online via the link at the bottom of this page.

Upon request, WVDOH will provide reasonable accommodations to afford an individual with a disability an equal opportunity to participate. Please contact us at (304) 558-3931, or (800) 982-8722 (voice to TTD), or (800) 982-8771 (TDD to voice).

Project Summary

The project is an approximately 6.8-mile, four-lane divided highway, with partial control of access. The project is part of Corridor H of the Appalachian Development Highway System, and extends from an existing portion of Corridor H in the west to the Virginia state line in the east. The highway will help fulfill the goals of improving east-west travel and promoting economic development in the region. An Amended Record of Decision (AROD) for this project was signed by FHWA in 2003. WVDOH and FHWA wish to share project developments with the public and seek input for their environmental re-evaluation of the AROD.

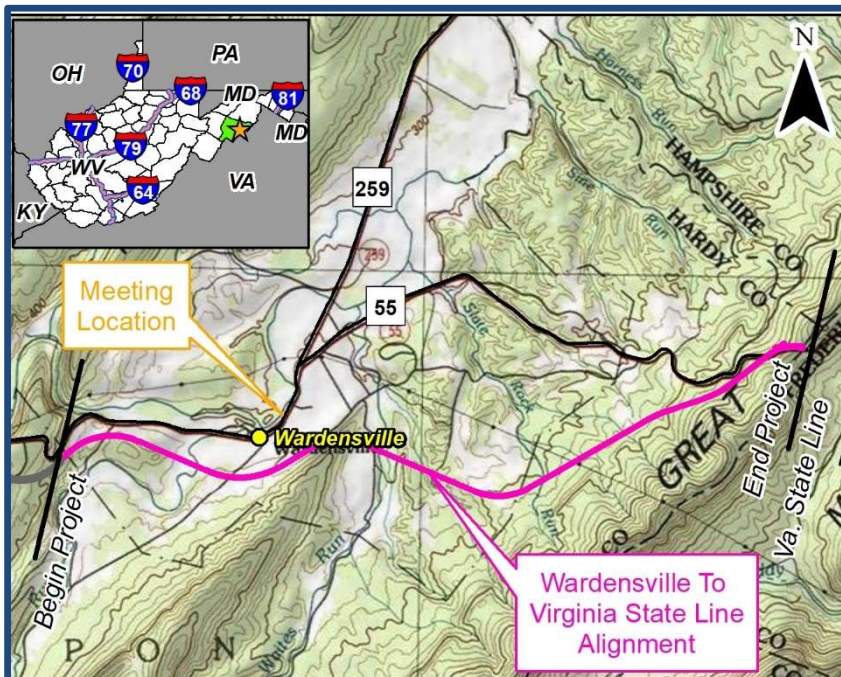
COMMENT ON THE PROJECT

Comments are due:
Monday, September 19, 2022

**Comments can be submitted at
the meeting or sent to:**

Mr. Travis Long
Director, Technical Support
Division, WVDOH
1334 Smith Street
Charleston, WV 25301

**Comments can also be
submitted via our website:**
<http://go.wv.gov/dotcomment>



DoByns, Martha Young

From: Buchina, Justin L <justin.l.buchina@wv.gov>
Sent: Thursday, July 28, 2022 7:25 AM
To: Shumaker, Ann M
Cc: DoByns, Martha Young; Mullins, Sondra L
Subject: Re: EXTERNAL: Re:

Good Morning,

Yesterday 07/27 I walked most of the main drag through Wardensville. The locations that flyers were posted were:

❖ 711 Convenience Store

❖ Post Office

❖ Capon Valley Bank

❖ PNC Bank

❖ Wishy Wash Laundry

❖ Marina's Pizza

❖ Garrett Insurance

❖ Wardensville Garden Market

❖ Lost River Trading Post

❖ Visitor's Center

- ❖ Wardensville Town Hall
- ❖ Wardensville Conference Center
- ❖ EA Health Center
- ❖ Town Hall
- ❖ and The Veteran's War Memorial Building

On Thu, Jul 28, 2022 at 10:18 AM Shumaker, Ann M <ann.m.shumaker@wv.gov> wrote:

Good morning everyone. I have added Justin Buchina to this email string. He is our new Property Manager/R.O.W. Agent here in D-5, and he plastered Wardensville yesterday. He will list the spots where the flyers were either posted or left.

Missy Shumaker
Right of Way Agent II
W.V. Div. of Highways
2120 Northwestern Turnpike, Room 220
Burlington, WV 26710
681-320-2057

On Tue, Jul 26, 2022 at 10:52 AM DoByns, Martha Young <MDoByns@mbakerintl.com> wrote:

Thank you for the clear re-cap of where it's going, Missy, despite the bump along the way! Sounds like they will get where they need to go. 😊

Martha Young DoByns | Sr. Environmental Specialist, Technical Manager
[cell] 207-432-4135 | mdobyns@mbakerintl.com | www.mbakerintl.com     





Keep

Loftus, Sandra K <sandra.k.loftus@wv.gov>

Corridor H - Wardensville to VA Line Public Informational Workshop

2 messages

Mullins, Sondra L <sondra.l.mullins@wv.gov>
To: Sandra K Loftus <sandra.k.loftus@wv.gov>
Cc: Travis E Long <travis.e.long@wv.gov>

Mon, Jul 25, 2022 at 3:37 PM

Please send the public notice to all those with email and physical addresses. Let me know if you need anything.

✓ SENATORS

randy.smith@wvsenate.gov
dave.sypolt@wvsenate.gov

✓ DELEGATES

bryan.ward@wvhouse.gov

WARDENSVILLE ✓

Wardensville Visitor Center
301 East Main Street
Wardensville, WV 26851

Capon Valley Fire Department
190 W Main Street
Wardensville, WV 26851 ✓

✓ MEDIA

clawrence@wvradio.com
brad.mcelhinny@wvmetronews.com
news@moorefieldexaminer.com
weld@hardynet.com

--



Sondra L Mullins

Assistant Director Technical Support Division
NEPA Compliance and Permitting Section
WV Division of Highways
1334 Smith Street
Charleston, WV 25301

☎ 304-414-6468 ☐ 304-542-9971

2 attachments



Consulting Parties Contact Sheet.docx
14K



Public Notice Corridor H Wardensville to VA State Line 2022.pdf
67K

✓
Mr. Robert Edminston
Chief Executive Officer
Association For The Preservation of Civil War Sites
1140 Professional Ct
Hagerstown, MD 21740-5852

✓
Capon Springs & Farms
3818 Capon Springs Road
High View, WV 26808

✓
Mr. Hugh Rogers
Corridor H Alternatives, Inc
531 Moon Run Road
Kerens, WV 26276

✓
Mr. John Barger
George Washington National Forest
200 Sycamore St.
Elkins, WV 26241

✓
Mr. John Barger
Monongahela National Forest
200 Sycamore St.
Elkins, WV 26241

✓
Hampshire County Planning Commission
90 N. High Street
Romney, WV 26757

✓
Mr. Reid Nelson
Executive Director, Acting
Advisory Council On Historic Preservation
401 F Street NW, Suite 308
Washington, DC 20001

Put these
in out going
mail
1/27/22

Mr. Louis E. Aspey II
State Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
1550 Earl L. Core Road, Suite 200
Morgantown, WV 26505



mailed
7/27/22

Ms. Julie Langan
State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221



Attachment C: Handout with Comment Form

WELCOME

Public Informational Workshop

Appalachian Corridor H
WARDENSVILLE TO VIRGINIA STATE LINE PROJECT
State Project X316-H-125.16
Federal Project NHPP(0484)118
Hardy County, WV

August 18, 2022
190 Main Street, War Memorial Building
Wardensville, WV
4:00-7:00 PM



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



Overview:

The West Virginia Department of Transportation, Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) are pleased to host this informational workshop to provide updates and answer questions on the Wardensville to Virginia State Line Project. No formal presentation is planned. Detailed mapping, projected schedule, and other materials are available to review in person as well as online at the link provided at the bottom of this page. This meeting complies with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act requirements.

The project is an approximately 6.8-mile, four-lane divided highway, with partial control of access. The project is part of Corridor H of the Appalachian Development Highway System and extends from an existing portion of Corridor H (US 48) in the west to the Virginia state line in the east. The highway will help fulfill the goals of improving east-west travel and promoting economic development in the region. An Amended Record of Decision (AROD) for this project was signed by FHWA in 2003. WVDOH is now updating environmental studies, coordinating with resource agencies, and advancing the design.

Project History:

- **1990-1996:** Environmental and engineering studies for Corridor H between Elkins, WV and the Virginia State Line were completed, and an alignment was approved.
- **1996-2000:** Legal challenges resulted in a court settlement which divided the over 100-mile alignment into nine operationally independent projects that could be constructed separately as funding became available; this project is one of two that are not complete or under construction.
- **2003:** An *Amended Record of Decision* ("AROD") was issued for the Wardensville to Virginia State Line Project. A Settlement Agreement in 2000 required that certain conditions be met prior to final design; those conditions, which were outside the control of WVDOH, were not met until 2020.
- **2001-2008:** WVDOH provided \$1 million to Town of Wardensville as mitigation for proposed impacts
- **2018-Present:** A Public Informational Workshop was held in 2018. Field studies and agency coordination have been ongoing to re-evaluate the 2003 AROD and advance the engineering.

Recent Developments and Future Schedule:

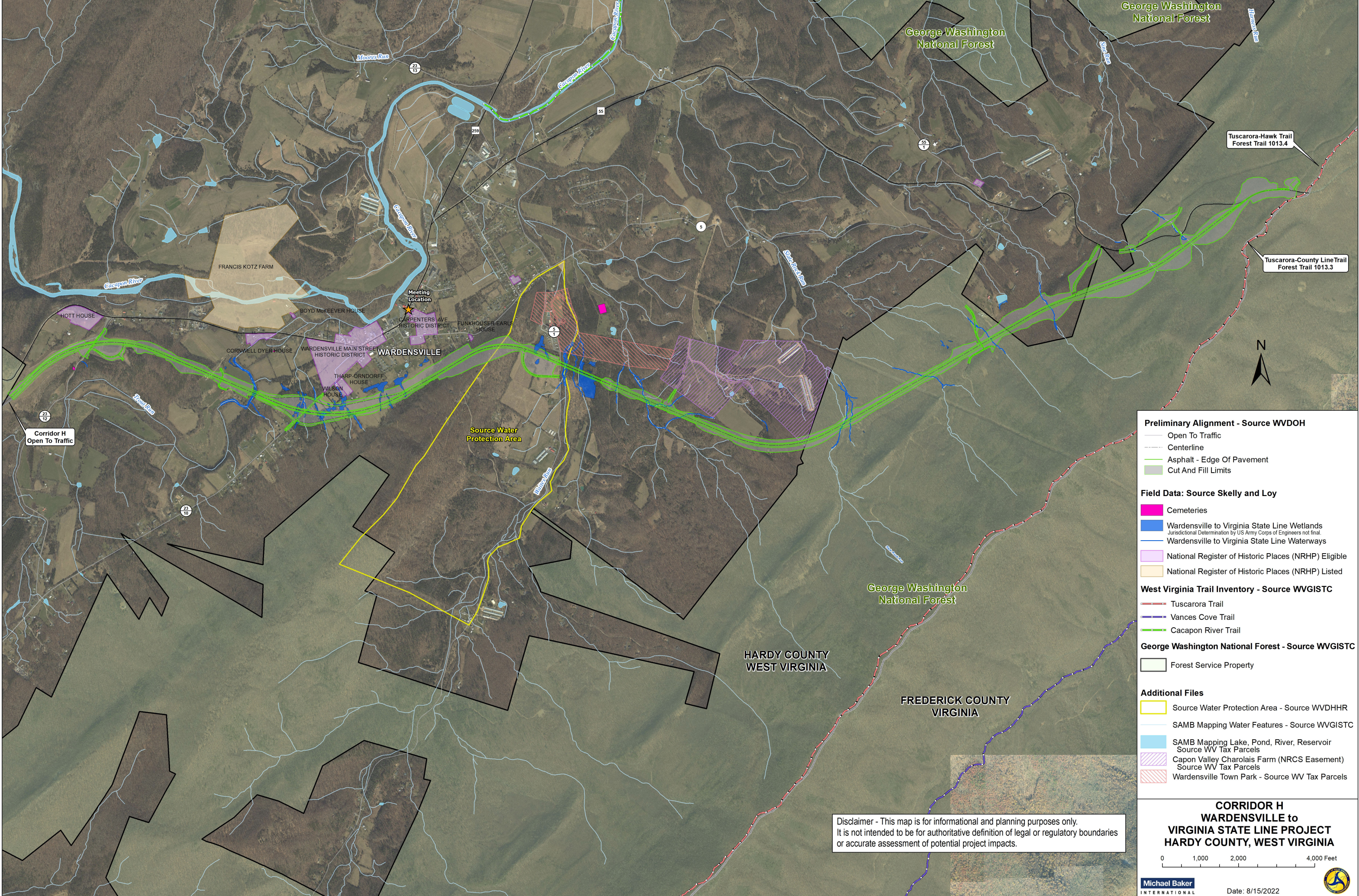
- Refined engineering design, including local road connections, re-design of the Corridor H connection to WV 55 in the east, and addition of a Tuscarora Trailhead Parking Area
- Development of *Wardensville Public Water Supply Protection Plan*, including coordination with the Town of Wardensville, WV DEP, and WV DHHR Bureau for Public Health; installation of water source monitoring wells; and highway runoff collection facilities
- Detailed investigations of historic/natural resources, including revised documentation of structures and districts potentially eligible for the National Register of Historic Places; surveys for plant and animal species, as required by the US Fish & Wildlife Service and the National Forest; and coordination with Capon Valley Charolais Farms' stakeholders regarding easement property
- **2023:** Estimated completion of NEPA requirements and Right-of-Way activities ongoing
- **2024:** Estimated Clean Water Act Permitting completion and beginning of construction
- **2031:** Estimated opening for traffic (dates are subject to change)

Additional information is available online at the WVDOH's Public Meeting website: <http://go.wv.gov/dotcomment> (linked through code at right).

Comments are due Monday, September 19, 2022 and may be submitted using the comment form provided at the meeting or printed from the website. Additionally, comments may be submitted digitally through the website.

Thank you for attending tonight's meeting!





Preliminary Alignment - Source WVDOT

- Open To Traffic
- Centerline
- Asphalt - Edge Of Pavement
- Cut And Fill Limits

Field Data: Source Skelly and Loy

- Cemeteries
- Wardensville to Virginia State Line Wetlands
Jurisdictional Determination by US Army Corps of Engineers not final.
- Wardensville to Virginia State Line Waterways
- National Register of Historic Places (NRHP) Eligible
- National Register of Historic Places (NRHP) Listed

West Virginia Trail Inventory - Source WVGISTC

- Tuscarora Trail
- Vances Cove Trail
- Cacapon River Trail

George Washington National Forest - Source WVGISTC

- Forest Service Property

Additional Files

- Source Water Protection Area - Source WVDHHR
- SAMB Mapping Water Features - Source WVGISTC
- SAMB Mapping Lake, Pond, River, Reservoir
- Source WV Tax Parcels
- Capon Valley Charolais Farm (NRCS Easement)
- Source WV Tax Parcels
- Wardensville Town Park - Source WV Tax Parcels

Disclaimer - This map is for informational and planning purposes only. It is not intended to be for authoritative definition of legal or regulatory boundaries or accurate assessment of potential project impacts.

**CORRIDOR H
WARDENSVILLE to
VIRGINIA STATE LINE PROJECT
HARDY COUNTY, WEST VIRGINIA**

01,0002,0004,000 Feet

Michael Baker
INTERNATIONAL

Date: 8/15/2022

DATE:

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

MEETING DATE: Thursday, August 18, 2022
LOCATION: 190 Main Street, War Memorial Building, Wardensville, WV
SUBJECT: PUBLIC INFORMATIONAL WORKSHOP
PROJECT: Corridor H – Wardensville to VA Line
X316-H-125.16
NHPP(0484)118
Hardy County

COMMENTS DUE BY: Monday, September 19, 2022

Please consider the following comments:

(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Public Informational Workshop?

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 Corridor H -Wardensville to VA Line.

Attachment D: Display Boards

WELCOME

Public Informational Workshop

Appalachian Corridor H Wardensville to Virginia State Line Project

*State Project X316-H-125.16
Federal Project NHPP(0484)118
Hardy County, WV*

**Thursday, August 18, 2022
190 Main Street, War Memorial Building
Wardensville, WV
4:00-7:00 PM**



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



TIMELINE & COMMENTING



**PLEASE SHARE YOUR COMMENTS! THE COMMENT PERIOD ENDS:
SEPTEMBER 19, 2022**

Mail comments to:

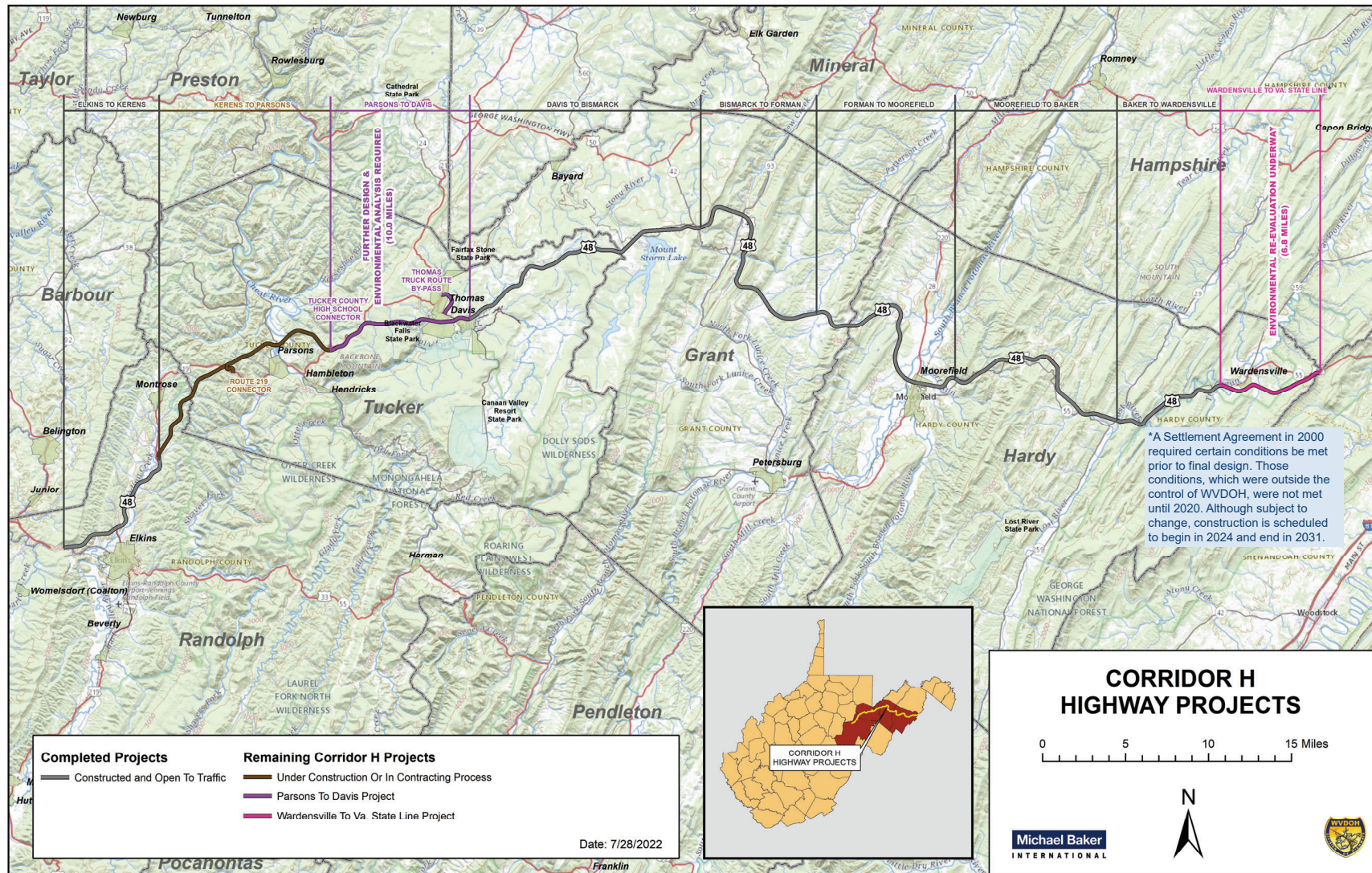
Mr. Travis Long, Director Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

Comments may also be submitted using
the form included with tonight's handout
or online at the WVDOH website:
<http://go.wv.gov/dotcomment>



CORRIDOR H OVERVIEW

Purpose and Need for Appalachian Corridor H: To improve east-west transportation, to promote economic development in the region, and to preserve or improve the quality of life in the region.

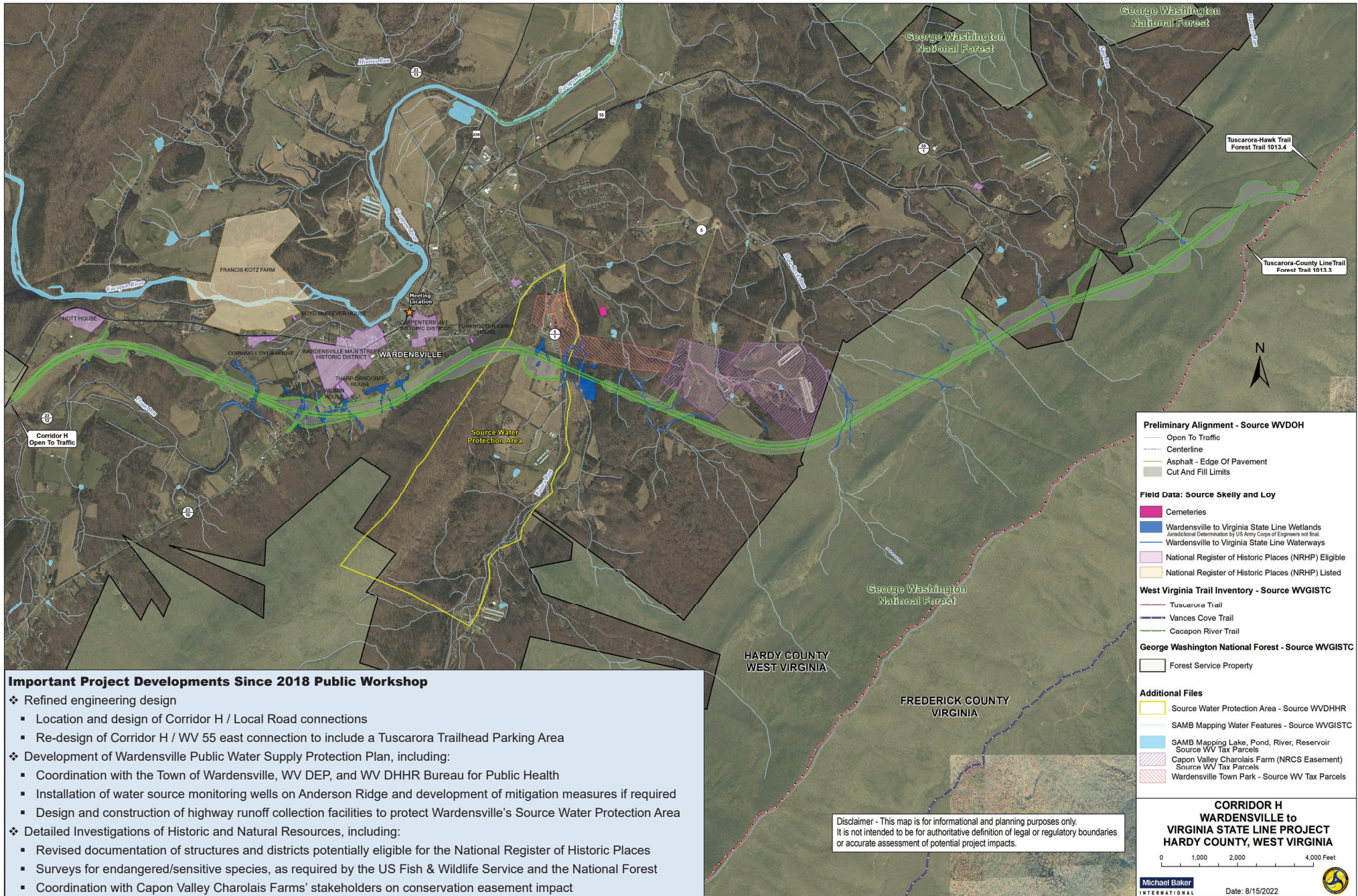


Timeline:

- 1990-1996: Environmental & engineering studies for Corridor H between Elkins, WV & Virginia were completed, & an alignment was approved.
- 1996-2000: Legal challenges resulted in a court settlement which divided the alignment into nine operationally independent projects that could be constructed separately as funding became available.
- 2003: An Amended Record of Decision ("AROD") was issued for the Wardsville to Virginia State Line Project.*
- 2001-2008: Distribution of \$1 million to Town of Wardsville as mitigation for proposed impacts
- 2018-Present: A Public Meeting was held in 2018. Field work & agency coordination have been ongoing to re-evaluate the 2003 AROD.



PRELIMINARY ALIGNMENT



Attachment E: Preferred Alternative Alignment and Right of Way Plans

**WEST VIRGINIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR RIGHT OF WAY**

OF

STATE HIGHWAY

FEDERAL PROJECT NO. NHPP(0484)118

STATE PROJECT NO. X316-H-125.16 00

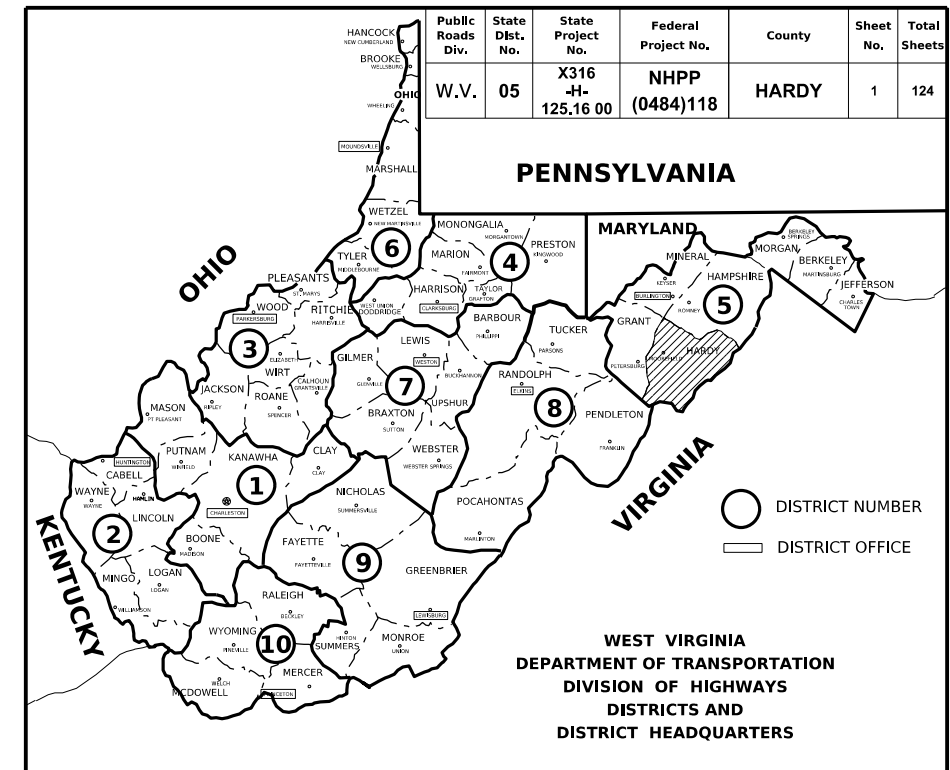
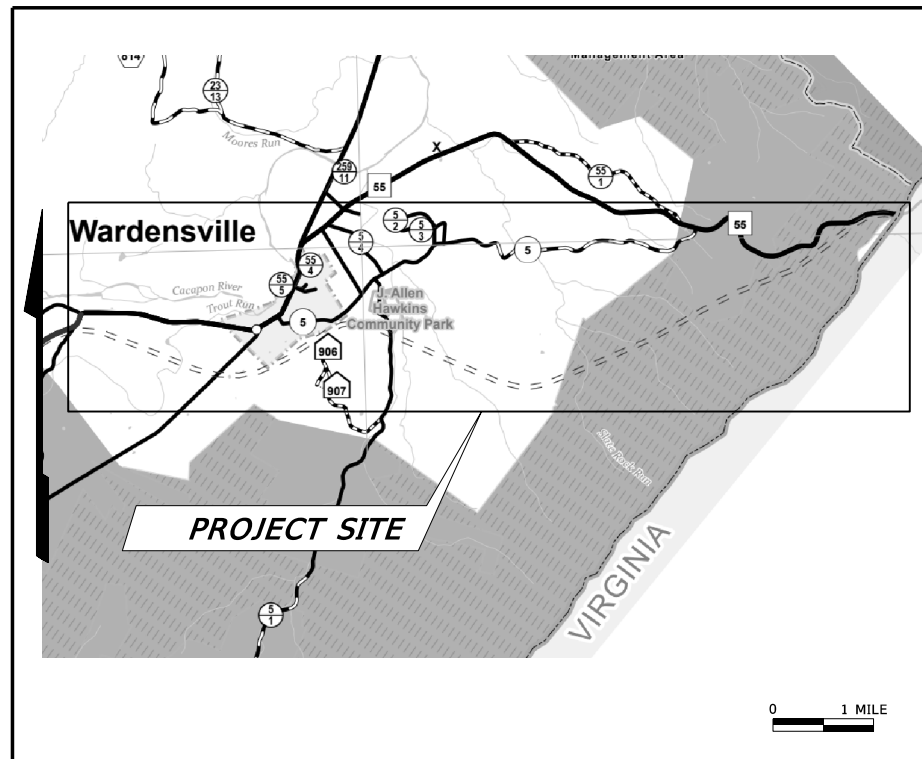
US ROUTE NO. 48

CAPON DISTRICT

HARDY COUNTY

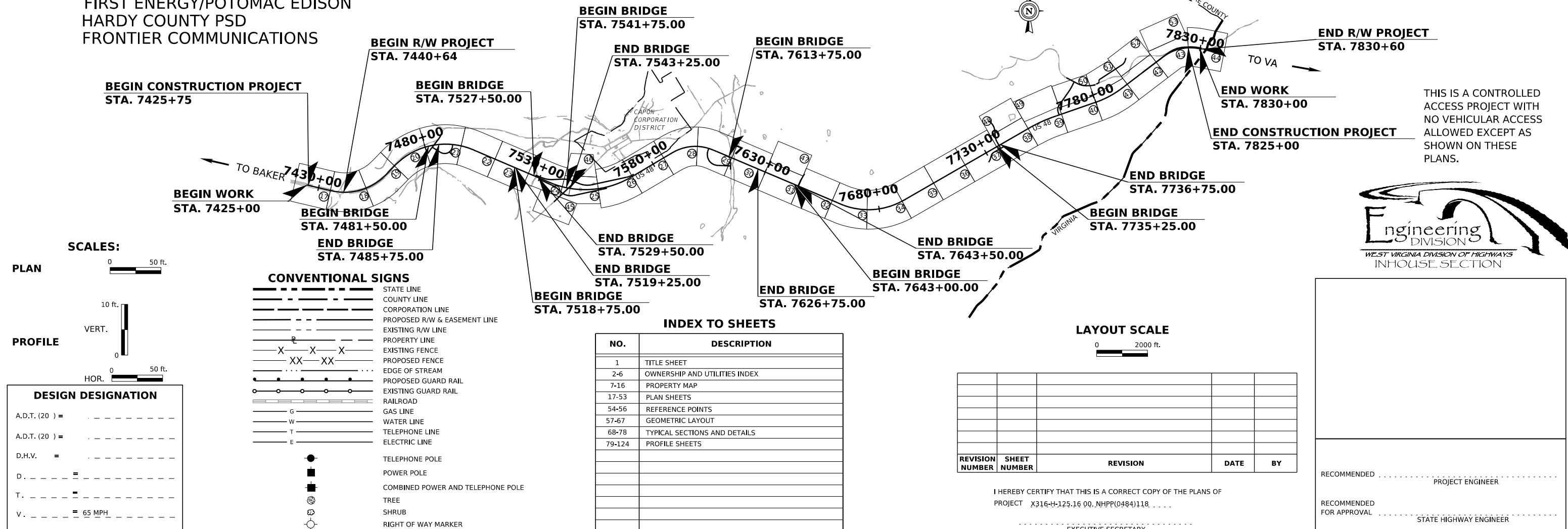
HARDY CO 23/12 - VA STATE LINE

	Station		Station		f.t.		mile(s)
Right-of-Way	7440+64	to	7830+60	=	38996	=	7.39
Total Project Length				=	38996	=	7.39



UTILITIES ENCOUNTERED

FIRST ENERGY/POTOMAC EDISON
HARDY COUNTY PSD
FRONTIER COMMUNICATIONS



THIS IS A CONTROLLED
ACCESS PROJECT WITH
NO VEHICULAR ACCESS
ALLOWED EXCEPT AS
SHOWN ON THESE
PLANS.

[illegible]

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

I HEREBY CERTIFY THAT THIS IS A CORRECT COPY OF THE PLANS OF
PROJECT X316-H-125.16 00, NHPP(0484)118

EXECUTIVE SECRETARY

DAY OF 20

RECOMMENDED PROJECT ENGINEER

RECOMMENDED
FOR APPROVAL STATE HIGHWAY ENGINEER

APPROVED COMMISSIONER OF HIGHWAYS

PROJECT NO. X316-H-125.16 00, NHPP(0484)118

24-JUN-2022

10563000 TITLE

400268	07/2005 7:08:02 PM	c:\nw_work\work\traw\er04072680d1a1f5d422rly	Warrensburg State line title.rtf
--------	--------------------	--	----------------------------------

Attachment F: Sign-in Sheet

[illegible]



PLEASE PRINT

NAME	ADDRESS or EMAIL
Branch Hill	
Brittany Hoover	
Rita Wrenham	
John Charles for Rebecca Gould	
Conrad Hilsley	
Sherry Russell	
DENNIS MORRIS	
Mike Breeson	
Jason + Michele Fishel	
Brandon + Kelsey Benjamin	
JT Miller	
Aaron Kenny	
Glen Cook	
CAVE PUSL	
John Rosato	



PLEASE PRINT

NAME	ADDRESS or EMAIL
Mike Burke	
Steve Jackson	
Gary & Joan Mathias	
Daniel Leatherman	
Leticia Dyer	
Jim J. McGee IV	
Tim Hogue	
Cathy [unclear]	
Betsy Orndoff-Sayers	
James Saffery	
Patrick Goodwin	
Yvonne Orndoff	
KATHY KNOWLES	
Tom [unclear]	
Kathy	
Sally	



PLEASE PRINT

NAME	ADDRESS or EMAIL
Mallie Combs	
Todd Wilson	
Leslie Olson	
* JAMES HAERER & VERONICA	
IUAN J. STRAUDEMAN	
Betty Tharp	
Billy Riggall	
Richard D. [unclear]	
Jack Beurt	
Sandra Henry-Stocker.	
Eric A. Stocker.	
Bill KETTERMAN	
Stefan Zakaib	
Garry L. Moore	
LYNWOOD RYE	
Tom Denney	



PLEASE PRINT

NAME	ADDRESS or EMAIL
C. Heare	
Kyle Holladay	
Joseph Duhon	
Rachelle Moore	
Mark Kneeland	
Sue Twitty	
Theresa Harkness	
Jeff Stawislawczyk	
John Mayhew	
John B. Charlotte Bowman	
Hendi Flynn	
Anne + Derrick Dunlap	
Janet Aylor	
Jamie Brill & Dessanne Harkless	
Denny Forbal -	
Tim Markley	



PLEASE PRINT

NAME	ADDRESS or EMAIL
JAMES & MICHELLE MANKER	
Tommy Collins	
Robin + Donna Bill	
Levi Whetzel	
Jerry Fishel, Jr.	
Sarah Mauch / Shen Co	
Wm G. (ben)	
Richard Retko	
Michael Allen	
Daniel Wolf	
Ryan Arnold	
Karen Peterson	
Pat + Keith P. Hswoyle	
Steven Schafroth	
Tom Hoffmann	
Cathy Dunithan	



PLEASE PRINT

NAME	ADDRESS or EMAIL
Dan & Dana Ellis	
Dan & Ellie Cowles	
Betty & Kathy Fisher	
Michele Mauré-Reenas	
Alvin B. Pulliam	
William Taylor	
Marsha Ruddph	
Daniel Aydon	
Shirley Renard	
Tommy Renard	
Bice Hartman	
Imogene Sevin	
Kristi Hawkins	
Gary Goffin	
Arnell Pershman	
ERICH ATINSON	



PLEASE PRINT

NAME	ADDRESS or EMAIL
John Stacy	<div>71875</div>
Fault + Ron	
Saundra Goss	
TERRY L WENYON	
JOHN FAULKNER	
Donna Finkhouser	
Melissa Orndorff Baker	
Dixon Orndorff II	
ED KLWASKI	
Barbara Silverman	
Rachel Thompson	
Jenna Dodson	
Ben Abange	
(G) Henry Wenham	
Randee & Will Wheeler	
Robert Jenks	



PLEASE PRINT

NAME	ADDRESS or EMAIL
Melissa Scott Hardy Co Planner	
GREG NORRIS	
Wela Boggs	
Sherla Wilkins	
Leroy Wilkins	
Rate Pomerance	
Dale Druml	
Bob Kney	
Karen Mathis	
Tom England	
Gayle Miller	
Jackie DeLong	
O & DAVIS	
John Kessler	
Tony Brill	
JACKIE Good	

Attachment G: Project Area Drone Flyover

Corridor H - Wardensville to VA Line



State Project: X316-H/125.16

Federal Project: NHPP-0484(118)

[Wardensville to Virginia Info](#)

Appalachian Highway Corridor H Wardensville to Virginia State Line Project

*Hardy County, WV
State Project X316-H-125.16
Federal Project NHPP(0484)117*

**May 15, 2018
Informational Public Workshop
Meeting Materials**



Attachment 1:
Notice and Flyer

NOTICE
OF
INFORMATIONAL OPEN HOUSE PUBLIC MEETING
STATE PROJECT: X316-H/125.16
FEDERAL PROJECT: NHPP-0484(117)
CORRIDOR H
WARDENSVILLE TO VIRGINIA STATE LINE
HARDY COUNTY

The West Virginia Division of Highways (WVDOH) will hold an Open House Public Meeting on Tuesday, May 15, 2018, at the War Memorial Building in Wardensville, Hardy County, West Virginia for the proposed Wardensville to Virginia State Line Section of the Appalachian Highway Corridor H Project. This meeting complies with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act requirements.

NO FORMAL PRESENTATION WILL BE MADE. The scheduled open house is from 4:00 to 7:00 p.m. and the public will be afforded the opportunity to ask questions and give written comments on the project throughout the meeting. A handout with project details will be available at the meeting and on the WVDOH Website.

Those wishing to file written comments may send them to R. J. Scites, P.E., Director Engineering Division, West Virginia Division of Highways, 1334 Smith Street, Charleston, West Virginia 25301 on or before Friday, June 15, 2018. Visit the WVDOH Website at <http://go.wv.gov/dotcomment> for project information and the opportunity to comment on the project.

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs and activities. Please contact us at (304) 558-3931. Persons with hearing or speech impairments can reach all state agencies by calling (800) 982-8772 (voice to TDD) or (800) 982-8771 (TDD to voice), toll free.



OPEN HOUSE PUBLIC MEETING

TUESDAY, MAY 15, 2018

4:00 PM TO 7:00 PM

190 MAIN STREET, WAR MEMORIAL BUILDING
WARDENSVILLE, WV



CORRIDOR H - WARDENSVILLE TO VIRGINIA STATE LINE

State Project X316-H/125.16, Federal Project NHPP-0484(117)
Hardy County, WV

Join us on Tuesday, May 15, 2018 at the War Memorial Building in Wardensville, West Virginia for an open house public meeting for the section of Appalachian Highway Corridor H between Wardensville and the Virginia state line. Representatives from the West Virginia Division of Highways (WVDOH) and Federal Highway Administration (FHWA) will be available from 4:00 to 7:00pm to provide updates on the project and answer questions. No formal presentation is planned. Project maps and other materials will be available to review. *Upon request, WVDOH will provide reasonable accommodations to afford an individual with a disability an equal opportunity to participate. Please contact us at (304) 558-3931. or (800) 982-8722 (voice to TTD). or (800) 982-8771 (TDD to voice).*

Project Summary

The proposed project is an approximately 6.8-mile, four-lane divided highway, with partial control of access, between Wardensville, WV and the Virginia state line. The project is the easternmost section of Corridor H within the state of West Virginia and will help fulfill the goals of improving east-west travel and promoting economic development. Because 15 years have passed since the approval of the Amended Record of Decision (AROD) for this project, WVDOH is seeking input for the Re-evaluation of the AROD.

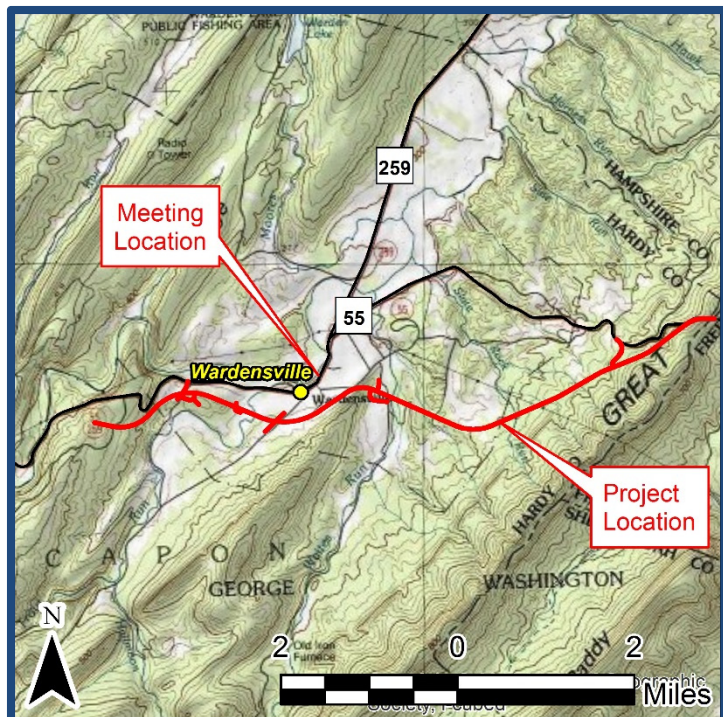
To Comment on the Project

Comments are due
Friday, June 15, 2018

Comments can be submitted at
the meeting or sent to:

Mr. RJ Scites, P.E.
Director, Engineering Division
WVDOH
1334 Smith Street
Charleston, WV 25301

Comments can also be submitted
via our website:
<http://go.wv.gov/dotcomment>



Attachment 2:
Handout

Welcome

Open House

Public Meeting



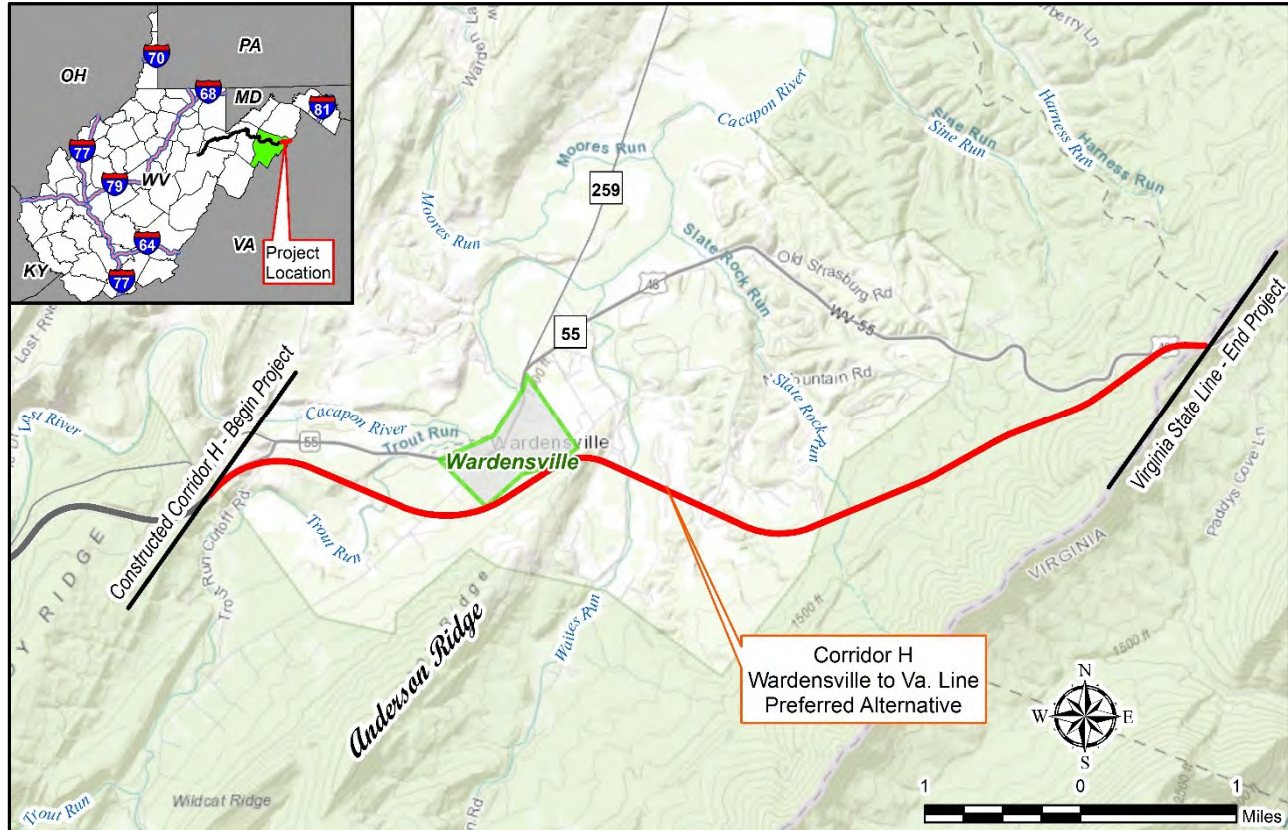
War Memorial Building
Wardensville, WV
Tuesday, May 15, 2018
4:00 to 7:00 PM



Appalachian Highway Corridor H
Wardensville To VA State Line Project

Federal Highway Administration &
West Virginia Department of Transportation
Division of Highways

The West Virginia Department of Transportation, Division of Highways (WVDOT) and the Federal Highway Administration (FHWA) are updating environmental studies for the easternmost portion of Appalachian Highway Corridor H in West Virginia: the Wardensville to Virginia State Line Project. The location of the project is shown in the figure below.



Location of the Wardensville to Virginia State Line Project in Hardy County, West Virginia

The status of all the sections of Corridor H (approximately 100 miles long) is provided in the exhibits included with this handout. The exhibits are copies of the display boards shown at the public meeting.

In accordance with a U.S. Court of Appeals mediated Settlement Agreement, the Wardensville to Virginia State Line project may move to final design in 2020.¹ To prepare for final design activities, WVDOT and FHWA have begun re-evaluating the project in accordance with National Environmental Policy Act (NEPA) regulations. The purpose of a Re-evaluation is to assess whether any changes that may have occurred in project design, scope, affected environment or proposed mitigation since prior approval will require a supplemental environmental impact statement. The previous NEPA approval was issued in 2003 with an Amended Record of Decision (ROD).

¹ The Settlement Agreement was signed on February 7, 2000 and provided several conditions that would allow the project to move forward to final design. One of those conditions was the passage of 20 years since the agreement's effective date.

**PURPOSE AND NEED
FOR APPALACHIAN HIGHWAY
CORRIDOR H**

- *Improving east-west transportation through northeastern West Virginia.*
- *Promoting economic development in the region and preserving or improving the quality of life in the region.*

The Preferred Alternative is an approximately 6.8-mile new location, four-lane divided highway, with partial control of access. It begins at the end of the Baker to Wardensville section of Corridor H (shown in the figure below), along US Route 48/WV Route 55 west of the Trout Run Cutoff Road (County Route 23/12). It ends at the state border along the Wardensville Pike (WV Route 55). Access points will be provided at several key locations, such as the Trout Run Cutoff Road, Trout Run Road (County Route 23/10), Waites Run Road (County Route 5/1), and near the project's eastern terminus.

Construction cost for the project is currently estimated to be \$70 million.

The Preferred Alternative centerline is shown in the exhibits provided with this handout. Please note that there are two options shown for the access at Waites Run Road. We encourage you to comment on these options.

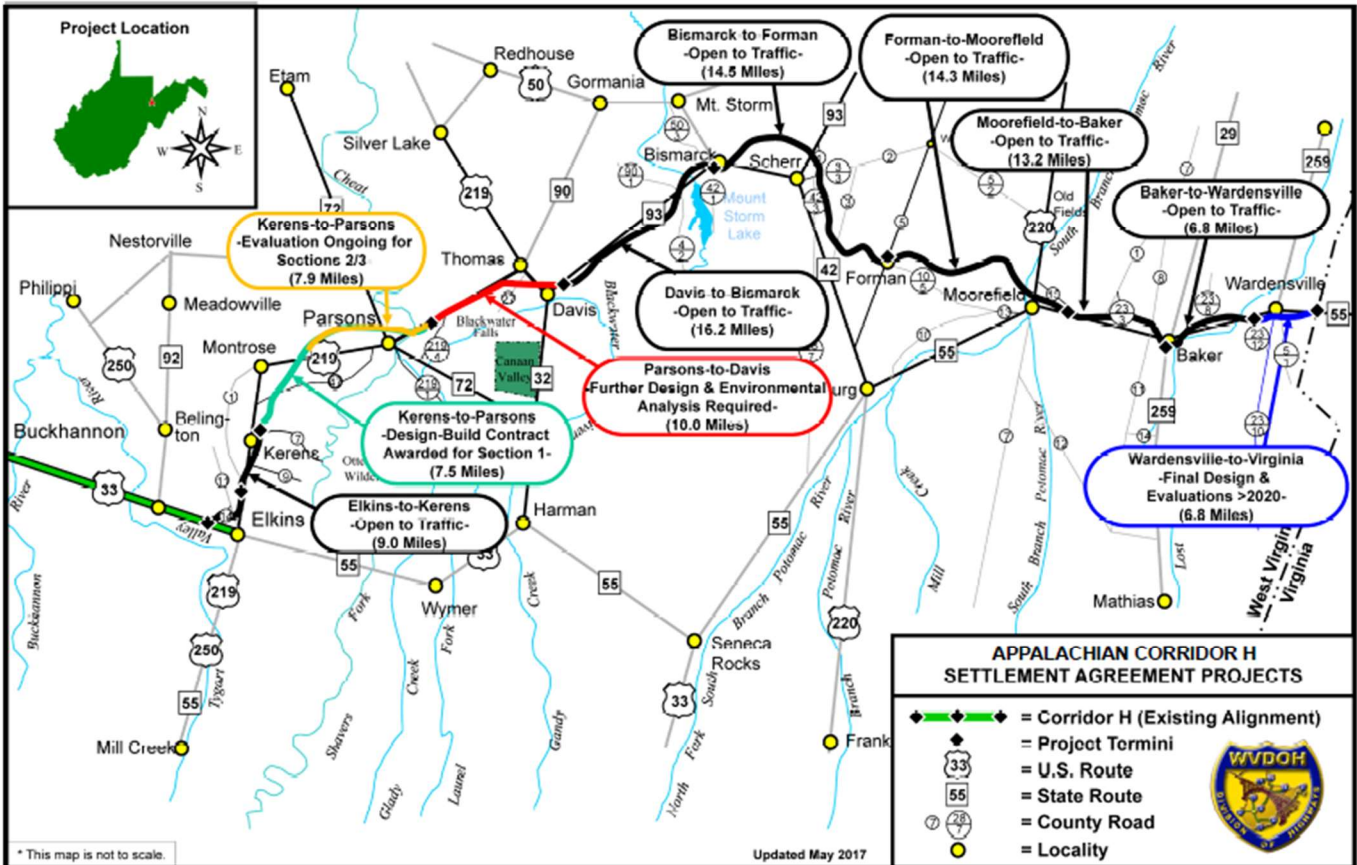
To complete the Re-evaluation, WVDOH is seeking input from the public and resource agencies. The Re-evaluation will include responses to comments and explanation of any adjustments to the design to be carried forward. The Re-evaluation will be submitted to the FHWA for approval. An estimated timeline for project milestones is shown in the exhibits provided with this handout.



End of Existing Corridor H west of Wardensville, facing northeast toward downtown (Google Earth image).

Comments on the project may be provided using the comment form at the end of this handout or online at the WVDOH Website: <http://go.wv.gov/dotcomment>.

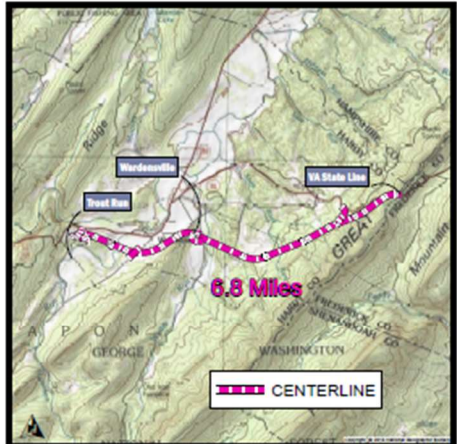
Corridor H Status



Wardensville-To-VA State Line

The Federal Highway Administration approved the Amended Record of Decision on the Wardensville-To-Virginia State Line section of Corridor H in May of 2003.

● **Wardensville-To-VA State Line:** approximately 6.8 Miles



Construction Status

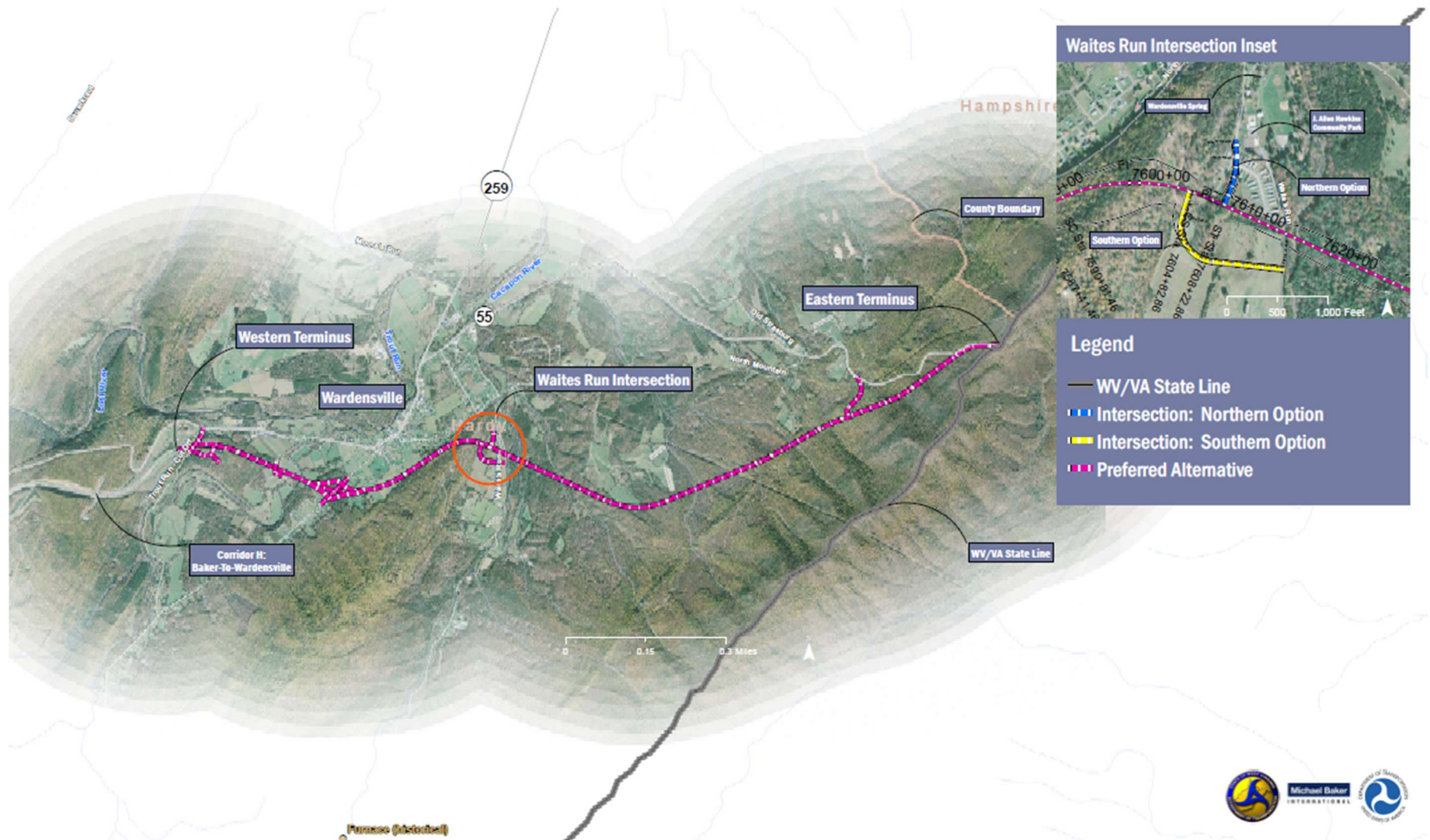
Approximately 82 miles of Corridor H between Elkins and the VA state line have been constructed. A portion of the Kerens-To-Parsons Project is under construction, and the Parsons-To-Davis Project is currently undergoing additional environmental review.



Appalachian Highway Corridor H Wardensville to VA State Line Project

*Federal Highway Administration &
West Virginia Department of Transportation
Division of Highways*

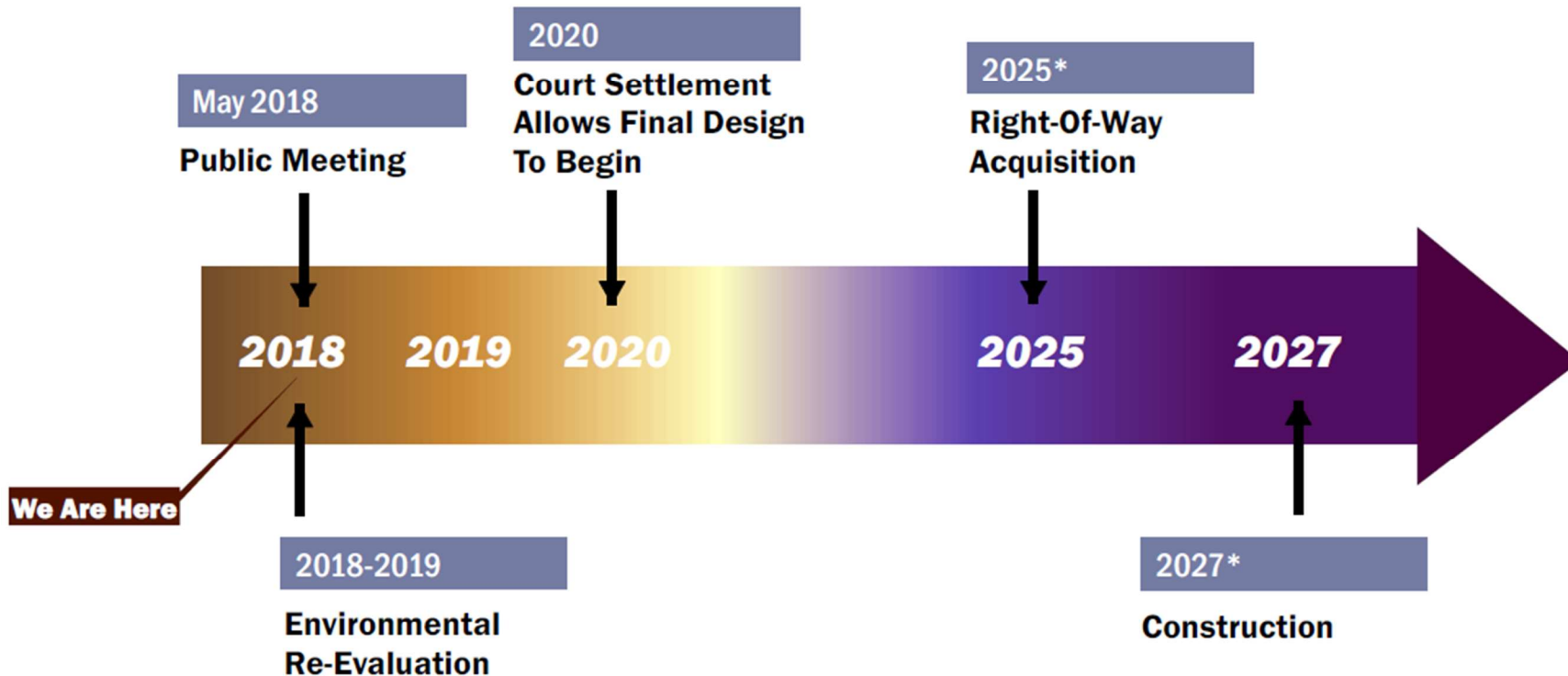
Preferred Alternative



Appalachian Highway Corridor H
Wardensville To VA State Line Project

Federal Highway Administration &
West Virginia Department of Transportation
Division of Highways

Project Timeline



***Dates Represent Estimate
& Are Subject To Change**

**Appalachian Highway Corridor H
Wardensville To VA State Line**

*Federal Highway Administration &
West Virginia Department of Transportation
Division of Highways*

DATE:

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

DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H – Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

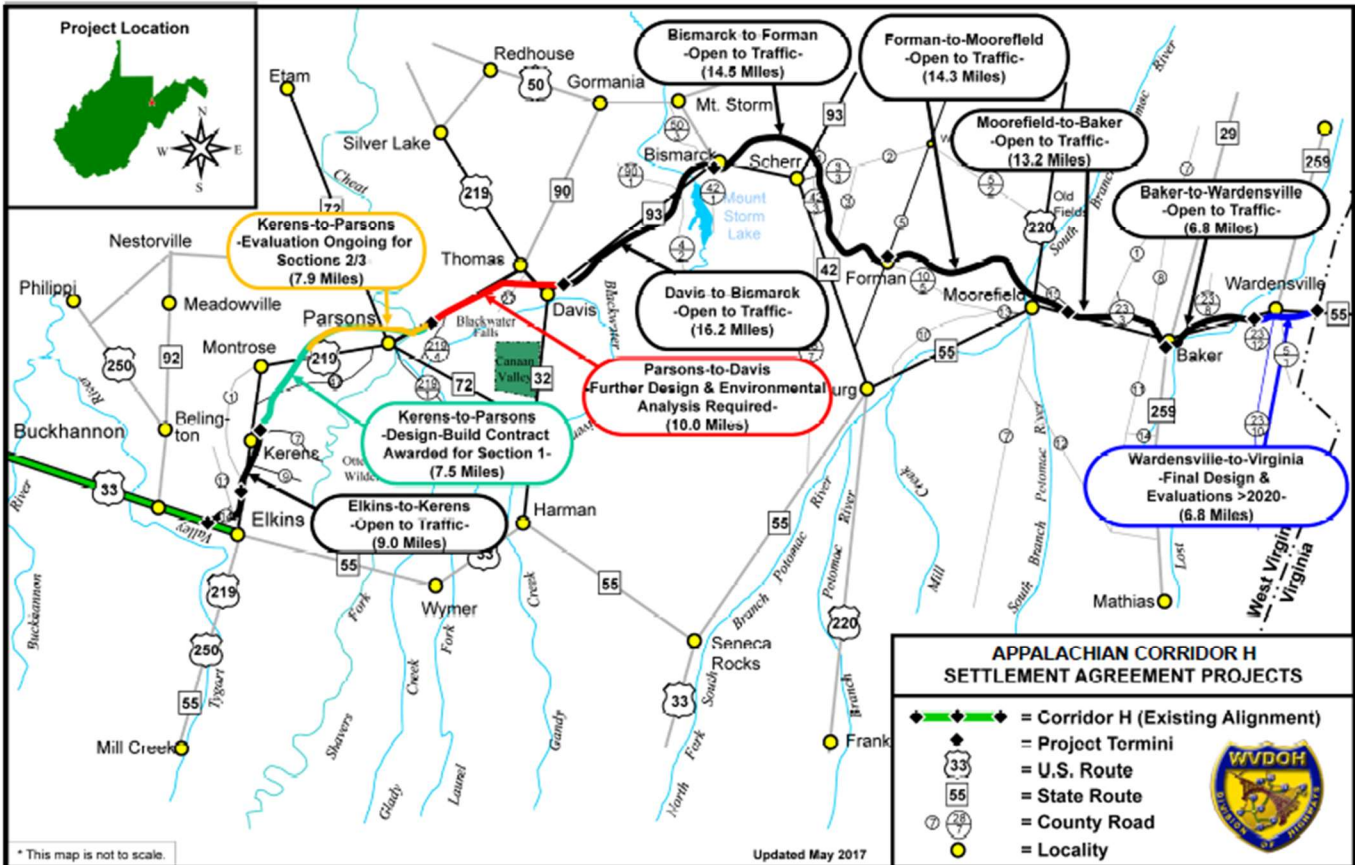
Project Information and Comment Sheets

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

Under Engineering Projects, Open, and then click Corridor H -Wardensville to VA Line.

Attachment 3:
Display Boards

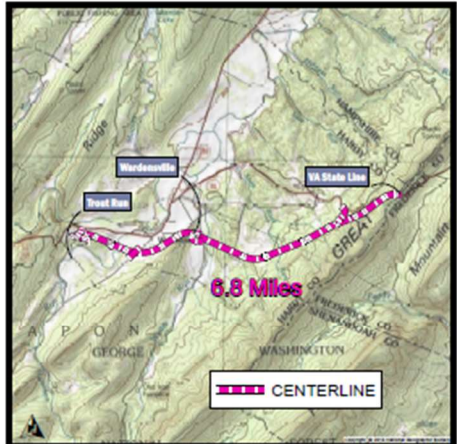
Corridor H Status



Wardensville-To-VA State Line

The Federal Highway Administration approved the Amended Record of Decision on the Wardensville-To-Virginia State Line section of Corridor H in May of 2003.

● **Wardensville-To-VA State Line:** approximately 6.8 Miles



Construction Status

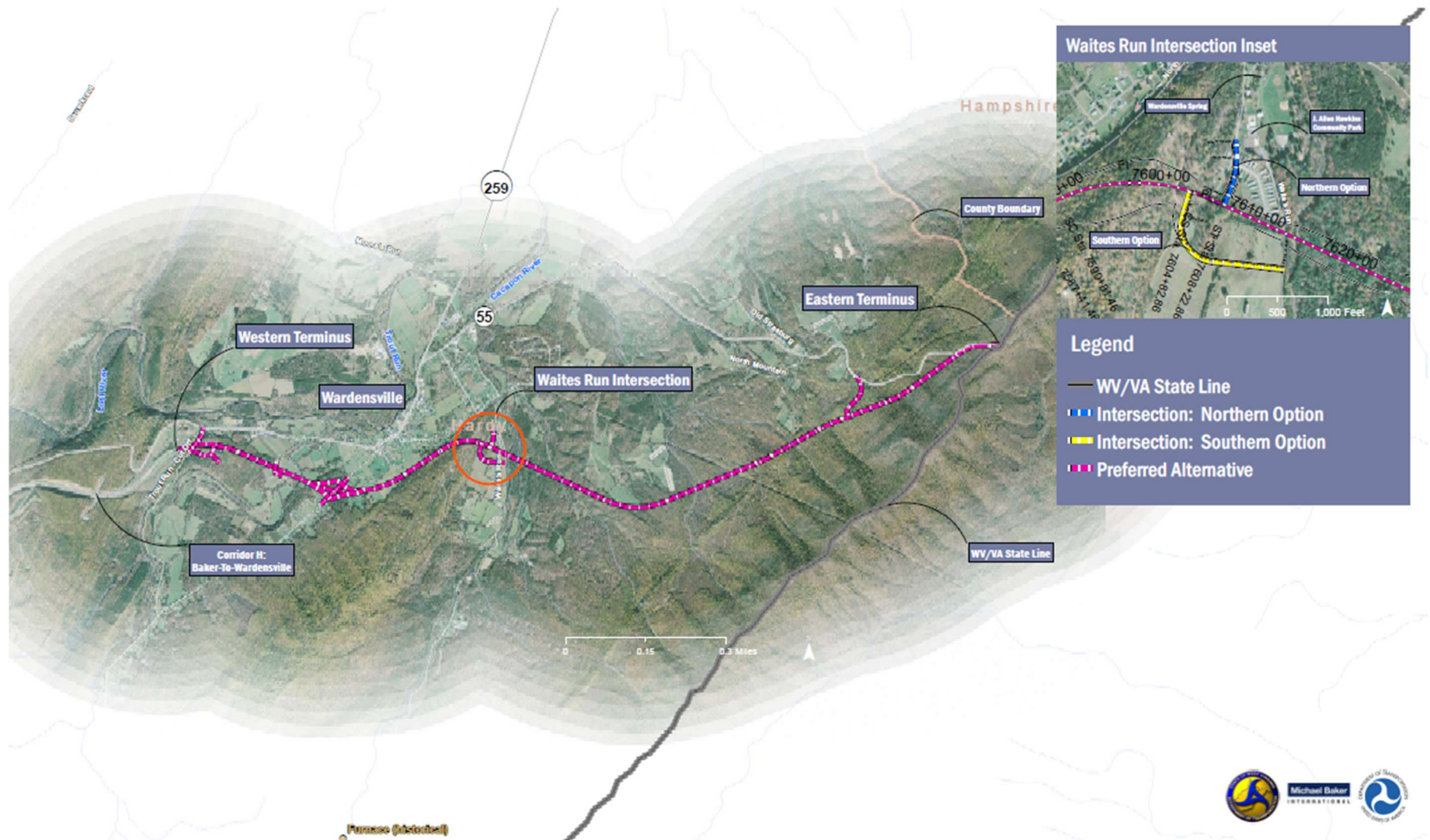
Approximately 82 miles of Corridor H between Elkins and the VA state line have been constructed. A portion of the Kerens-To-Parsons Project is under construction, and the Parsons-To-Davis Project is currently undergoing additional environmental review.



Appalachian Highway Corridor H Wardensville to VA State Line Project

*Federal Highway Administration &
West Virginia Department of Transportation
Division of Highways*

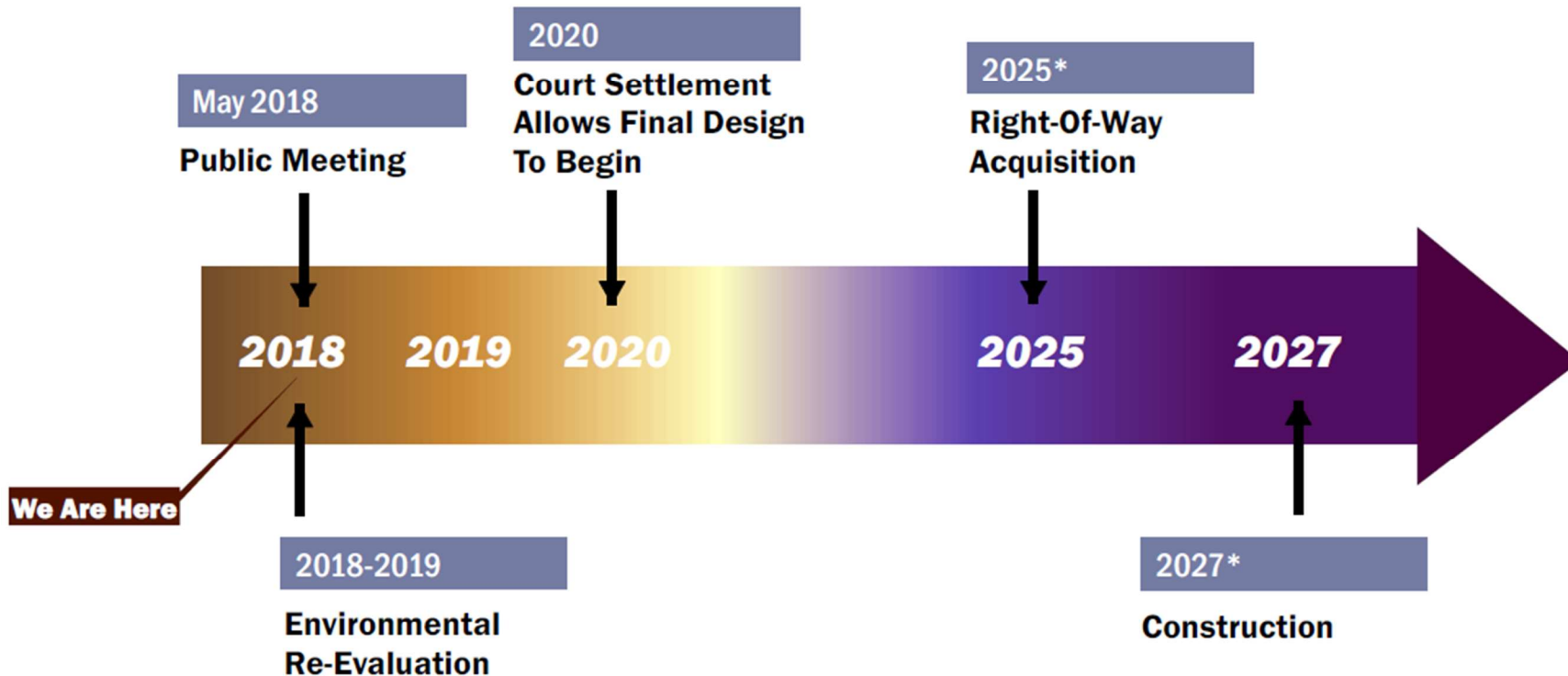
Preferred Alternative



Appalachian Highway Corridor H
Wardensville To VA State Line Project

Federal Highway Administration &
West Virginia Department of Transportation
Division of Highways

Project Timeline



***Dates Represent Estimate
& Are Subject To Change**

**Appalachian Highway Corridor H
Wardensville To VA State Line**

*Federal Highway Administration &
West Virginia Department of Transportation
Division of Highways*

Attachment 4:
Photos



Attachment 5:
Sign-in Sheets

**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

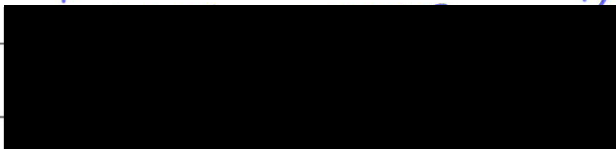


**INFORMATIONAL WORKSHOP PUBLIC MEETING
ATTENDANCE SHEET**

PROJECT: Corridor H – Wardensville to VA Line
State Project: X316-H-125.16
Federal Project: NHPP-0484(117)

DATE: Tuesday, May 15, 2018

LOCATION: War Memorial Building
Wardensville, WV
Hardy County

PLEASE PRINT

<u>NAME</u>	<u>ORGANIZATION/ADDRESS/EMAIL</u>
1. <u>Mallie Combs</u>	<u>Hardy Co. R.D.A.</u>
2. <u>RONNIE PIERCE</u>	
3. <u>George Crump</u>	
4. <u>Claire Peterson</u>	
5. <u>PATRICK FLAUGHER</u>	<u>GRANT CO. DEV AUTHORITY</u>
6. <u>Todd Wilson</u>	<u>WVDOH / DIST. 5 / R/W</u>
7. <u>Tammy Biser</u>	<u>WVDOH / Dist. 5 / R/W</u>
8. <u>Sandra Bowen</u>	<u>D.R. Colan Assoc.</u> 
9. <u>Gary Scott</u>	<u>"</u>
10. <u>PEGGY SELDON</u>	
11. <u>KAREN SELDON</u>	
12. <u>Sammy Kitzmiller</u>	
13. <u>Patrick Goodwin</u>	
14. <u>Calvin Wikins</u>	<u>MATHIA WIKINS</u>

NAMEORGANIZATION/ADDRESS/EMAIL

15. Sherla Wilkins
16. John Paul Hott
17. LA Cindy ORNDORFF
18. Karen Chandler
19. Mary Ellen Hackett
20. Kristen Colebaule
21. Fred Hahn
22. Marsha Rudolph
23. Robert Janke
24. John & Rachel Tharp
25. William KETTERMAN
26. Nancy McReynolds
27. Basil Rogers
28. Alvin Smith
29. TIM MARKLEY
30. EARL STRAWDERMAN
30. Bill & Valerie Collins
32. Jeannette Perry
33. Jon Anderson
34. Marge Park
35. Marty Copeland
36. Nikki Wyatt
37. John Copeland
38. B. Gail Hershman



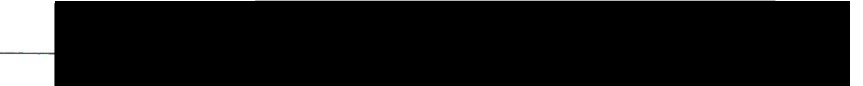
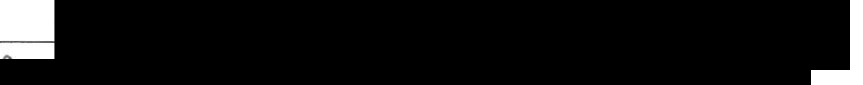
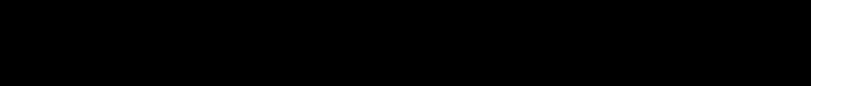


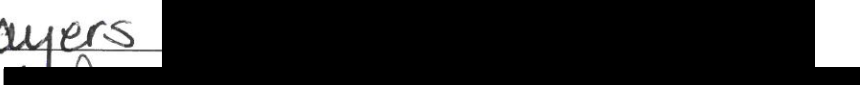
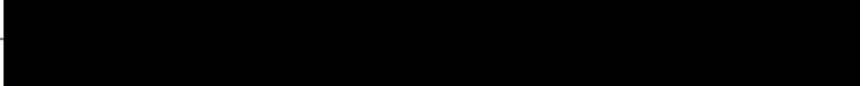


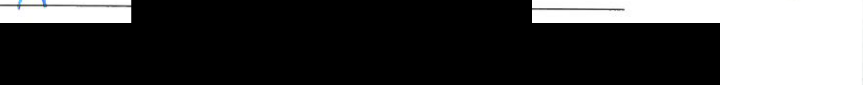



Mathias, WV

207 North Main

NAME	ORGANIZATION/ADDRESS/EMAIL
39. <u>Theresa Dunlap</u>	
40. <u>husband</u>	
41. <u>James Crawford</u>	
42. <u>Jill Rogers</u>	
43. <u>Toni A & Dennis J. Torvalds</u>	
44. <u>GARY L. DAITON</u>	
45. <u>Carroll R Heare</u>	
46. <u>Charles E Cook</u>	
47. <u>Will & Randee Wheeler</u>	
48. <u>Cathy Jordan</u>	
49. <u>Charlotte Bowman</u>	
50. <u>Michael Hoffmann</u>	
51. <u>Ruth Ann Sawille</u>	
52. <u>Lawrence Toomey</u>	
53. <u>Marsha Sawille</u>	
54. <u>Janet Cuyler</u>	
55. <u>Michael McDonald</u>	Capon Valley Bank
56. <u>Fred Meacham</u>	CAPON VALLEY BANK
57. <u>Alan Brice</u>	Capon Valley Bank
58. <u>Carol Mally</u>	
59. <u>James & Faith Ginn</u>	
60. <u>Alex Miller</u>	
61. <u>Floyd Miller</u>	

NAMEORGANIZATION/ADDRESS/EMAIL

62. John Bowman
63. Kristi Hawkins
64. Jennifer Workman
65. Gloria + Garry Moore
66. Lee Wakefield
67. Francis Bode
68. FVAN STRAUVERMAN
69. Randy Sigley Burlington DCH
70. George Maddox
71. Rev Robert Oakley
72. Jean Carroll
73. Steve Jackson
74. Susan Rhoads
75. Betty L. Robinson
76. Eddie Davis
77. Stephen Smoot Rep. Alex Mooney -
78. Joe Fishel
79. Brian Cooley
80. Christina Cooley
81. Connie Twedt
82. PAUL Twedt
83. Daniel Leatherman
84. Katharine Leatherman
85. Kevin Leatherman

NAME	ORGANIZATION/ADDRESS/EMAIL
86. <u>Doug Coffman</u>	
87. <u>DAVID BRUN</u>	<u>WINC. METALS</u> 
88. <u>Jason Leppman</u>	
89. <u>J & K. K. K. K.</u>	
90. <u>Barry Covey</u>	
91. <u>Liana Lang</u>	
92. <u>HAROLD KOTZ</u>	<u>WARDESVILLE, WV</u>
93. <u>John L. L. L.</u>	<u>wardesville</u>
94. <u>Richard Lindley</u>	
95. <u>DARBY CHAYZON</u>	
96. <u>Betsy Orndoff-Gauers</u>	
97. <u>DEAN HOLZMAN</u>	
98. <u>Rick Koontz</u>	
99. <u>Tommy + Shirley Rineard</u>	
100. <u>RYAN BRUMFIELD</u>	<u>ARC</u> 
101. <u>Robert R. Williams</u>	
102. <u>Sherry Russell</u>	
103. _____	_____
104. _____	_____
105. _____	_____
106. _____	_____
107. _____	_____
108. _____	_____

NAMEORGANIZATION or ADDRESS

109. Bob Dillard Lost River, W Va.
110. Tanny Stanley Lost River, W Va.
111. David McKin Lost River, W Va.
112. _____
113. _____
114. _____
115. _____
116. _____
117. _____
118. _____
119. _____
120. _____
121. _____
122. _____
123. _____
124. _____
125. _____
126. _____
127. _____
128. _____
129. _____
130. _____
131. _____
132. _____

Attachment 6:
Comments

DATE:

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

DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H - Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

This may be beyond the scope of the current route planning, but I would like to see more information regarding intersection modifications for the secondary routes that will feed into the access points for the corridor. Specifically, I am interested in the Trout Run Road - Va 55 intersection at the end of main street, and the Waites Run Road - North Mountain Road intersection. Thank you.

(Please print the following information)

NAME: Kristen Colebank

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting? moorehead Examiner

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 Corridor H -Wardensville to VA Line.



Mallie J. Combs

Moorefield, West Virginia 26836

May 4, 2018

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

Dear Mr. Scites:

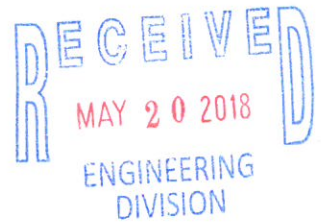
I would personally like to support the completion of Corridor H, US 48, from the West Virginia line at Wardensville, West Virginia to the Virginia line. This is important for traffic flow both into West Virginia, Virginia, and into other areas as Washington, DC, Maryland, Etc.

This road project proposes to construct the easternmost portion of Appalachian Corridor H in West Virginia. The project begins where the current 4 lane ends west of Wardensville at Hardy County 23/12 and ends at the West Virginia-Virginia State Line for a distance of approximately 6.77 miles. The road traffic has increased on the current two-lane road and will continue to increase.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mallie J. Combs".

Mallie J. Combs



(304) 530-3047/(304) 530-6287
fax (304) 530-6995

223 N. Main St., Suite 102
P.O. Box 209, Moorefield
West Virginia 26836

May 18, 2018

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

Dear Mr. Scites:

Upon my return from the West Virginia Division of Highways (WVDOH) public meeting on May 15, 2018, I personally witnessed the unsafe ingress, egress of US 48 outside of the Town of Wardensville. Two vehicles were exceeding the exit speeding limit and almost came into the other lane. This would have been a head on traffic accident. Safety is another reason to complete the section of Corridor H, US 48, from the West Virginia line to the Virginia line.

Thank you for servicing the residents of Hardy County and West Virginia.

Sincerely,

HARDY COUNTY RURAL DEVELOPMENT AUTHORITY

A handwritten signature in blue ink that reads 'Mallie J. Combs'.

Mallie J. Combs
Executive Director

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

DATE:

5/15/18

DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H - Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

Construction on segment to Va. should be expedited!
re design front run cutoff ramp now!

(Please print the following information)

NAME: George Crump

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

advertisement

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 Corridor H -Wardensville to VA Line.



DATE: 5-30-18

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

DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H - Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

Corridor H should not of stopped at Wardensville. It should have been finished 10 years ago. You say it's going to be 79 million for 6.8 miles. What about the money wasted taking down the 2 house's and widening the road @ end of corridor. By the time construction starts 15 years from now and →

(Please print the following information)

NAME: *Eddie Davis*

ADDRESS: [REDACTED]

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

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 Corridor H -Wardensville to VA Line.

more people tilted on old
Rt. 55 the price will be over
a billion and road never done.

Page 2 Eddie Davis 5-30-18

Corr H - Wardensville to VA Line

RECEIVED
MAY 09 2018
ENGINEERING
DIVISION

May 2, 2018

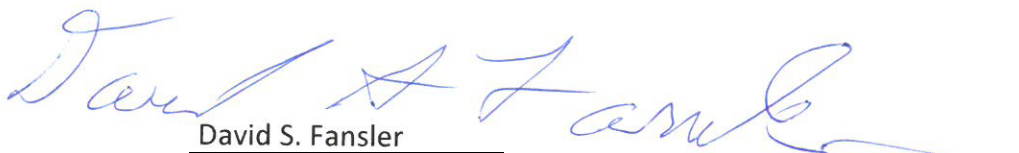
Mr. RJ Scites, P.E., Director, Engineering Division
WV Division of Highways
1334 Smith Street
Charleston WV 25301

Dear Mr. Scites:

I am reaching out to ask you to consider the following recommendations to make Corridor H safer. Please consider removing the ramp at Wardensville due to bad elevation and sharp turns. Finish Corridor H to the Virginia line to allow a safer route to I-66 Inland Ports for trucks with trailers hauling imports/ exports. Also, entering the Town of Wardensville may be done by way of the Trout Run Cutoff which is already in use.

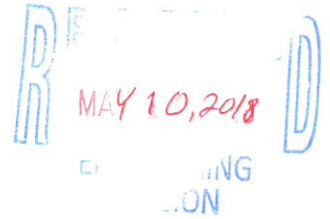
Thanks you in advance for your consideration of these safety recommendations for Corridor H, Wardensville to the Virginia line.

Yours Sincerely,



David S. Fansler

[REDACTED]
Mathias WV 26812
304.897.5154



(304) 530-3047/(304) 530-6287
fax (304) 530-6995

223 N. Main St., Suite 102
P.O. Box 209, Moorefield
West Virginia 26836

May 4, 2018

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

Dear Mr. Scites:

The Hardy County Rural Development Authority would like to go on record supporting the Corridor H, US 48, highway transportation project from Wardensville, West Virginia to the Virginia line. This is a major road access for our local residents, businesses, interstate commerce, emergency services, etc.

This road project proposes to construct the easternmost portion of Appalachian Corridor H in West Virginia. The project begins where the current 4 lane ends west of Wardensville at Hardy County 23/12 and ends at the West Virginia-Virginia State Line for a distance of approximately 6.77 miles. The road traffic has increased on the current two-lane road and will continue to increase.

Thank you for approving this project to move forward in a timely manner.

Sincerely,

HARDY COUNTY RURAL DEVELOPMENT AUTHORITY

A blue ink signature of Mallie J. Combs, written in a cursive style.

Mallie J. Combs
Executive Director



May 2, 2018

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

Dear Mr. Scites:

I am reaching out to ask you to consider the following recommendations to make Corridor H safer. Please consider removing the ramp at Wardensville due to bad elevation and sharp turns. Finish Corridor H to the Virginia line to allow a safer route to I-66 Inland Ports for trucks with trailers hauling imports/ exports. Also, entering the Town of Wardensville may be done by way of the Trout Run Cutoff which is already in use.

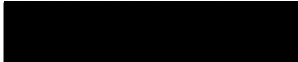
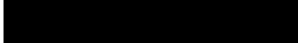
Thanks you in advance for your consideration of these safety recommendations for Corridor H, Wardensville to the Virginia line.

Yours Sincerely,

A handwritten signature in black ink, appearing to read "W. E. Keplinger, Jr.", enclosed within a large, loopy oval.

William E. Keplinger, Jr.

Moorefield WV 26836
304.434.2779

_Title
FirstName Lloyd
LastName MacAskill
Organization Potomac Appalachian Trail Club, Great Eastern Trail Association
Email 
MailingAddress 
City Leland
State NC
ZipCode 28451-7790

Comments

For many years an old hiking trail known as the County Line Trail has followed the ridgetop of Great North Mountain at the present eastern terminus of Corridor H. It was not called the State Line Trail because it was entirely within the Commonwealth of Virginia until a new state was formed from the western counties in 1863.

After the George Washington National Forest was established in the early 20th century, the County Line Trail formally became part of its network of trails. In the 1960s it became part of a western bypass being developed by the Potomac Appalachian Trail Club for the Appalachian Trail. This part of its history is described in Tom Floyd's new (2018) book, *Diary of a Trail*. This part of that bypass was first known as the Big Blue Trail and today as the Tuscarora Trail.

Since the 21st century began, much of the Tuscarora Trail has in turn been incorporated into the Great Eastern Trail, a hiking route through the western Appalachians, connecting Alabama to New York. As the details of the final design are worked out for the eastern end of Corridor H, they need to allow for foot travel across the highway in a manner that is not significantly less safe nor more difficult than the present crossing,

I have worked as a district manager on the Tuscarora Trail for the Potomac Appalachian Trail Club and am also serving as a board member of the Great Eastern Trail Association. I am a life member of the West Virginia Scenic Trails Association, so I have interests on both sides of the state line.

I would appreciate it if you could keep me informed of any design proposals or questions affecting this trail crossing at the eastern end of Corridor H. Through my organizational memberships, I hope to keep other stakeholders informed as well. I learned of the May 15 meeting and follow-up through a posting on an email server used by trail maintainers in the Lee District of the George Washington National Forest.

CommentType Online

Created at 6/13/2018 8:18 PM by
Last modified at 6/13/2018 8:18 PM by

DATE:

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

DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H - Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

- ① Considering the geographic changes to the land how long of a grace period will be allotted to the town of Wardensville covering any changes that could happen to the water for both the public drinking water and rivers or streams that may be affected due to run off or other contaminants during construction or after? ② How will the West Virginia Division of Highways amend any environmental damage? ③ Will any other road improvements be made to connecting routes - (See Back)

(Please print the following information)

NAME: George Maddox

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

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 Corridor H - Wardensville to VA Line.

or trucks or large vehicles? ④ Will any stoplights be put in at
connecting on or off ramps around Wardensville? ⑤ Will any run away
truck ramps be implemented along this new section of highway?
Will any rest areas or scenic overlooks be implemented in this new
section of highway? ⑦ If an accident were to happen on the
highway near the wardensville area would the West Virginia division
of highways provide any compensation to any of the affected occupants
in the area?

DATE:

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

DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H - Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

I live 1/4 mile up trout Run Rd, I do not
want to see the road from my front porch.

Take the road somewhere else

(Please print the following information)

NAME: Nancy McReynolds

ADDRESS:



ORGANIZATION (IF ANY): Self

How did you hear about the Informational Workshop Public Meeting?

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 Corridor H -Wardensville to VA Line.

_Title
FirstName Nancy
LastName McReynolds
Organization 1960
Email 
MailingAddress 
City Wardensville
State WV
ZipCode 26851
Comments
The map was insufficient provided at the public hearing to really make comments on. Why would you present a map that did not have streets and landmarks including the houses. My guess is that you didn't want us to see exactly where the road was going. Check the box for public hearing. Just because we are a small town, you should keep the road away from the residents. You are cutting right through back of our town. Impacting the residents. We can already hear the jake brakes on the trucks now. You are coming close my house and other residents. What quality of life will we have at home listening to traffic. If we wanted to live in a city, we would move to the city. I drive north mountain every day and I understand the need for the road, you just need to go around our town, not through it. I would really prefer not to see it and especially hear. I notice on the map you were going right next to a trailer park, just because they don't have fancy houses, they don't want to hear it. I live on trout run road, and I don't want to see it or hear it. I have called my senator, my congressman both local and federal and will continue until this is resolved. I may only be one person, but if enough speak up, maybe you will come better prepared and avoid Wardensville.
CommentType Online

Created at 5/15/2018 5:17 PM by
Last modified at 5/15/2018 5:17 PM by

RECEIVED
MAY 09 2018
ENGINEERING
DIVISION

May 2, 2018

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

Dear Mr. Scites:

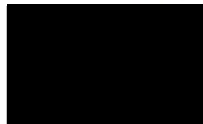
I am reaching out to ask you to consider the following recommendations to make Corridor H safer. Please consider removing the ramp at Wardensville due to bad elevation and sharp turns. Finish Corridor H to the Virginia line to allow a safer route to I-81 to I-66 Inland Ports. Also, entering the Town of Wardensville may be done by way of the Trout Run Cutoff which is already in use.

Thank you in advance for your consideration of these safety recommendations for Corridor H, Wardensville to the Virginia line.

Yours Sincerely,



Harold K. Michael



_Title
FirstName Garry L. and Gloria Karnes
LastName Moore
Organization 
Email 
MailingAddress 
City Wardensville
State WV
ZipCode 26851
Comments
Looking at the map, it appears that Corridor H will run along the bottom of the ridge where our house is located. It appears that you will utilize part, if not all, of our land.

**Assuming you do not use all of our property, we are extremely concerned about losing our well or having a lot of particulates in it that will be unmanageable with the current equipment we have. This is also a concern for all of us that live on the ridge. During construction on Sandy Ridge, our well did not clear up until 2-3 months after completion. We had to replace our first pump and Hot Water Heater due to damage caused by the extended time that we were dealing with sediment. What accommodations will be available to deal with this?

Other questions we have are as follows:

1. This location of the road will potentially reduce the value of our house. If we should move, few, if any, people would be willing to purchase it with current plans shown.
2. How much notice will we be given prior to any actions you will take if we should have to move due to construction?
3. If we have to move during construction, what accommodations are available?

CommentType Online

Created at 5/23/2018 10:43 AM by
Last modified at 5/23/2018 10:43 AM by



DATE: 6/15/18

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

DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H - Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

Please see enclosed letter

(Please print the following information)

NAME: Betsy Dendoff-Sayers

ADDRESS:

ORGANIZATION (IF ANY): Star Mercantile, Inc

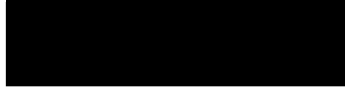
How did you hear about the Informational Workshop Public Meeting? Local paper

Project Information and Comment Sheets

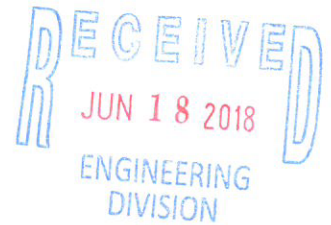
Can be found online at our WVDOH Website at <http://go.wv.gov/dotcomment>.

Under Engineering Projects, Open, and then click Corridor H -Wardensville to VA Line.

Betsy Orndoff-Sayers



June 14, 2018



West Virginia Division of Highways
Charleston WV

To Whom It May Concern:

Thank you for hosting the information session in Wardensville, W.Va. regarding Corridor H. First, I wish the maps you provided were clearer! That said... I have long opposed the Corridor (I was involved with Corridor H Alternatives), but want to emphasize the following points:

No Economic Benefit & No Completion into Virginia. I do not believe that the Corridor has delivered the economic benefits that were touted in the beginning. I was and remain in favor of widening and upgrading existing roads. Virginia Department of Transportation has not signed onto the project. Completing the Wardensville to Virginia section will result in ending the road on the top of the mountain.

Local Water Supply Impact & Endangerment. I was recently elected Mayor of Wardensville. This position necessitates that I have a broader view of the project. My concerns are that the integrity of our underground spring be maintained and preserved. Our local water is wonderful! Our valley sits on a large karst formation. Blasting to build the road could endanger our water source. What protections are in place to ensure that we do not lose our water source? I'm asking this as the water source for Trout Pond vanished a few years ago and returned only a year or two later. The Town shares a common underground water source.

Bypass Local Community. The exits and entrances to our community need to be designed in such a manner that Wardensville is not bypassed by the Corridor. Our local economy depends on the travelers stopping and supporting our local businesses. What will the signage look like? Signage detailing local services and attractions will be key. Will these access points make it easy to get into our downtown area or be a deterrent? A possible suggestion would be getting WV Route 55 designated as a Scenic Byway. (Part of Virginia Route 55 is so designated.) By designating our road as a Scenic Byway, we can tie in with travelers that are looking for a different experience. A possible name for our Byway could be the Highland Trace, a name of regional significance.

I hope you will take my concerns into consideration. Thanks in advance for this opportunity.

Sincerely,


Betsy Orndoff-Sayers

_Title
FirstName Betsy
LastName Orndoff-Sayers
Organization Star Mercantile, llc
Email [REDACTED]
MailingAddress [REDACTED]
City Wardensville
State WV
ZipCode 26851
Comments
Thank you for hosting the information session. I wish the maps were clearer. That said...I am writing in response to the proposed Corridor H Project. I have long opposed the Corridor (I was involved with Corridor H Alternatives). I do not believe that the Corridor has delivered the economic benefits that were touted in the beginning. I was and remain in favor of widening and upgrading existing roads. Virginia Department of Transportation has not signed onto the project. Completing the Wardensville to Virginia section will result in ending the road on the top of the mountain.

I was recently elected Mayor of Wardensville, WV. This position necessitates that I have a broader view of the project. My concerns are that the integrity of our underground spring be maintained and preserved. Our local water is wonderful! Our valley sits on a large karst formation. Blasting to build the road could endanger our water source. What protections are in place to ensure that we do not lose our water source. I'm asking this as the water source for Trout Pond vanished a few years ago and returned about a year or two later. We share a common underground water source.

The exits and entrances to our community need to be designed in such a manner that our town is not bypassed by the road. Our local economy depends on the travelers stopping and supporting our local businesses. What will the signage look like? Signage detailing local services and attractions will be key. Will these access points make it easy to get into our downtown area or be a deterrent? A possible suggestion would be getting Rt. 55 designated as a Scenic Byway. Part of Rt 55 in Virginia is designated as a Scenic Byway. By designating our road as a Scenic Byway we can tie in with travelers that are looking for a different experience. A possible name for our Byway could be The Highland Trace.

I hope you will take my concerns into consideration. Thanks in advance for this opportunity.
CommentType Online

Created at 6/15/2018 4:31 PM by
Last modified at 6/15/2018 4:31 PM by



June 5, 2018

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

Re: Corridor H, Wardensville to VA Line

Dear Mr. Scites:

I am writing on behalf of the Potomac Appalachian Trail Club to comment regarding the extension of Corridor H to the Virginia border east of Wardensville, and how this would affect the Tuscarora Trail. We believe it would have a significant negative effect to several user groups. However, there are strong and effective mitigations that could be put in place if made part of the initial design. I appreciate the opportunity to offer these comments for your consideration.

Our understanding is that the extension would be similar to the current highway west of Wardensville to Moorefield and beyond. It would be a high-speed divided highway carrying automobile and truck traffic. There would be at least two lanes in each direction, likely a large grassy median, and significant modification of the surrounding terrain. Like any divided highway, it is unlikely that people could safely cross on foot, and this would likely not be allowed.

The Tuscarora Trail currently follows a ridgeline of Great North Mountain along the West Virginia/Virginia border. It is a 250-mile bypass trail off the Appalachian Trail (AT) from near Skyline Drive in the North District of Shenandoah National Park arcing west, north, and east to rejoin the AT in Pennsylvania west of Harrisburg. It offers a wilder, more remote trail than the AT, with sections traversing deep woods, mountain tops, and country roads. The Tuscarora Trail is a component of the Great Eastern Trail, a 1,600-mile long-distance trail under development.

Although I understand the design work for Corridor H has not been completed, it appears that it would cross Great North Mountain somewhere just south of the current alignment of 48/55. The Tuscarora Trail would be bisected by the Corridor H extension and would effectively be severed in that immediate

The Potomac Appalachian Trail Club
118 Park Street, SE, Vienna, VA 22180
www.PATC.net 703/242-0315 Fax 703/242-0968

area. Parking now used for up to 10 cars along highway US 48/State Route 55 could be lost. Access by hunter vehicles during season to the south could also be lost.

Affected trail users would include hikers, equestrians, mountain bikers, and hunters. Long-distance hikers pass the area along the ridgeline alignment. Local hikers park at 48/55 and hike north to Eagle Rock, hike south to the Gerhard Shelter area, and may circuit hike to Vances Cove and return. In March, seven cars were parked at the crossing one Saturday afternoon. Equestrians use this area for long-distance endurance rides. In April, 70 equestrians were recorded as finishing 30 and 55 mile rides. I think this includes the road crossing under discussion. Their base camp was one mile downhill at a field at Capon Springs Grade. During hunting season, the gate is opened for seasonal access. There is an interpretive area with benches and sign just south of the current trail crossing that might be removed for construction of a new highway.

Mitigations are possible for the Corridor H impact on trail users. They might include:

1. A road overpass or underpass trail crossing capable of accommodating equestrians, hikers, bikers, and hunters. It should be near the current crossing to avoid an extensive detour down and back up the hill. It would include a crossing of US 48/SR 55 to mitigate an already-dangerous crossing. It would have adequate headroom, width, and strength for several mounted equestrians.
2. A parking area suitable for 10-12 cars. It would be accessible off the current US 48 / SR 55. It would include adequate sightlines for vehicles leaving the lot. It would include access to the road overpass/underpass mentioned above.
3. Reconstruction of the current interpretive area near the parking area. This would allow the casual passer-by to obtain the same information as at present, pick up maps, and view USFS regulations.
4. Access to south section of the trail for vehicles during hunting season. This would allow hunters to drive in the area as they do now and continue to use the Forest without impact.

Please let us know if we can offer additional comments, detail, or supporting information. We appreciate your time. Thank you for your attention.

Sincerely yours,



Joseph F. Lombardo Jr.
President

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

DATE: May 31, 2018



DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H - Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

This meeting was a joke. They won't construction start until 2027? We were under the impression that as soon as the western end of Corridor H was finished, our end of the road would be completed. They can't the land be acquired now? There were 10 state cars present, but no one seemed interested in answering questions. They were just wasting the state's money.

(Please print the following information)

NAME: LEROY AND SHERLA WILKINS

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

MOOREHEAD EXAM,

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 Corridor H -Wardensville to VA Line.

*The route that was chosen is fine.
Just build it!*

DATE:

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

DATE: Tuesday, May 15, 2018
LOCATION: War Memorial Building
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Corridor H – Wardensville to VA Line
X316-H/125.16
NHPP-0484(117)
Hardy County

COMMENTS DUE BY Friday, June 15, 2018

Please consider the following comments:

Glad project is moving forward.
Complete as soon as possible.

(Please print the following information)

NAME: Robert R. Williams

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting? News Paper

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 Corridor H -Wardensville to VA Line.

Attachment 1:
Special Provision 107.27

Attachment 2:
Location Map

Attachment 3:

ECZ Map

(Not Applicable)

Attachment 4:
Plan Sheets

Attachment 5:
Photographs of the Project Area

(See project plans in Attachment 4 for aerial view of broad project area.)

Attachment 6:
Section 7 ESA Packet

Attachment 7:
Bat Bridge Form
(Not Applicable)

Attachment 8:
ArcGIS Screening Map

Attachment 9:
EPA EJ Screening

Attachment 10:
Historic Architecture Clearance

Attachment 11:
Archaeology Clearance

Attachment 12:
WV DNR Consultation

Attachment 13:
WV DEP Consultation

Attachment 14:
Additional Coordination Letters

Attachment 15:
Public Involvement