

Beaver to South Eisenhower Drive Project (Beckley Z-Way)

Finding of No Significant Impact Raleigh County, West Virginia

State Project: X341-ZWA/Y-6.22

Federal Project: STP-0019(420)D

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



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



July 2019

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT: BEAVER TO SOUTH EISENHOWER DRIVE PROJECT
(BECKLEY Z-WAY)
RALEIGH COUNTY, WEST VIRGINIA

State Project No. X341-ZWAY-6.22
Federal Project No. STP-0019(420)D

The Federal Highway Administration (FHWA) and the West Virginia Department of Transportation, Division of Highways (WVDOH) have prepared an Environmental Assessment (EA) to identify and evaluate the potential environmental impacts as a result of the proposed Beaver to South Eisenhower Drive Project, located in Raleigh County, West Virginia.

The EA analyzed the potential impacts of the proposed action on the natural, physical, cultural, and socioeconomic environments. In accordance with the appropriate federal regulations (40 CFR 1502.14 [a]; 23 CFR 771.123 [c]) and FHWA Technical Advisory T 6640.8A, three alternatives were evaluated. They included the No-Build Alternative and two build-alternatives. Both of the build alternatives would include a three-lane roadway configuration to allow for safe turns to access local property and meet the purpose and need. Following a screening evaluation that included engineering design, environmental data, and public input, 2018 Alternative 2 was identified as the Preferred Alternative and carried forward for detailed analysis.

Impacts from the Preferred Alternative are not anticipated to be significant on the natural, physical, social, or cultural environs. The combined effects of this project with foreseeable future projects are not anticipated to produce significant cumulative impacts to these resources.

This Finding of No Significant Impact (FONSI) was prepared pursuant to the Council on Environmental Quality Regulations (40 CFR, Parts 1500-1508). The FHWA has determined that the construction of the Preferred Alternative will have no significant impact on the human environment within the meaning of the *National Environmental Policy Act of 1969* (42 USC 4321 et seq.). This FONSI is based on an EA which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

7/30/19
Date

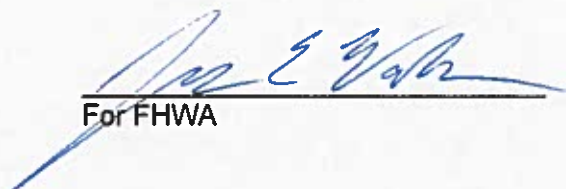

For FHWA

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1.0 Project Summary

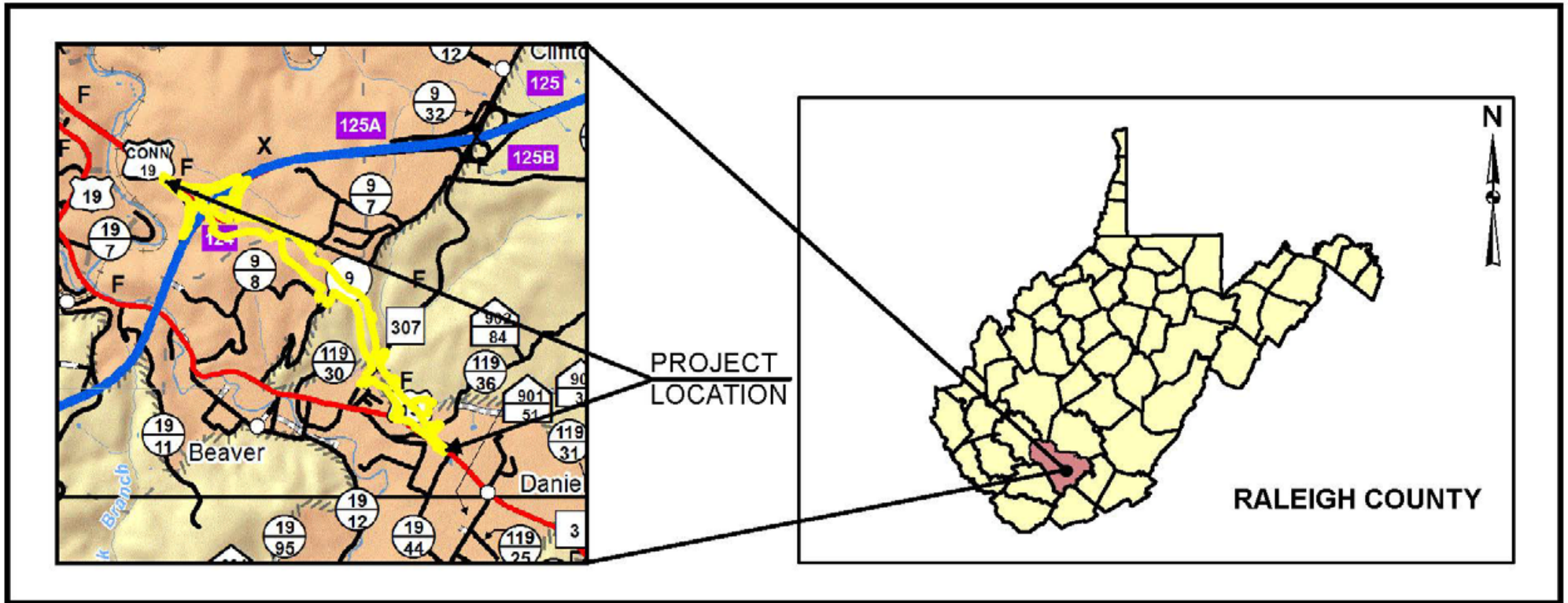
The Federal Highway Administration (FHWA), in cooperation with the West Virginia Department of Transportation, Division of Highways (WVDOH), has prepared this Finding of No Significant Impact (FONSI) pursuant to the Council on Environmental Quality Regulations (40 CFR, Parts 1500-1508) for the proposed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

The project study area is approximately 1.91 miles long and proposes to construct a new roadway and relocation of US 19 from a location in the vicinity of Old Crow Road, south of Airport Road, to Interstate 64 (I-64) at the South Eisenhower Interchange. The existing two-lane road will be widened to three lanes with a continuous turning lane.

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

Following a screening evaluation that included engineering design, environmental data, and public involvement, 2018 Alternative 2 was identified as the Preferred Alternative and carried forward for detailed analysis. 2018 Alternative 2 has fewer displacements of businesses and residences than the other alternative; impacts less wetland acreage than the other alternative; and will not impact any archaeology sites eligible for the *National Register of Historic Places*.

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



2.0 Proposed Mitigation

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

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

Resource or Element	Mitigation Measure
Displacements	All properties to be acquired, or used temporarily, will be purchased or utilized in accordance with the <i>Uniform Relocation and Real Property Acquisition Policies Act</i> , Title VI of the <i>Civil Rights Act</i> , and applicable West Virginia laws.
Land Cover	An approved Erosion and Sedimentation Control Plan will be implemented to minimize impacts to the water quality and habitat of the project area streams. All disturbed areas will be revegetated utilizing a native seed mixture and landscaped upon completion of construction.
Streams	To avoid and/or minimize potential impacts to water quality, the following best management practices (BMPs) will be used, where appropriate, during construction: Reduce the amount of disturbed aquatic habitat and riparian vegetation; revegetate all disturbed areas to prevent accelerated erosion; construct all cofferdams, causeways, and temporary crossings with large, clean, rock fill material and filter fabric on the downstream side to trap sediments; minimize the need for in-stream work; develop project sequencing to facilitate in-stream work during periods of seasonal low flow; designate equipment fueling and service areas away from aquatic habitats; designate and construct all stormwater management facilities to prevent runoff; minimize the amount of vegetative clearing and impervious surface; develop bridge demolition sequencing that avoids and/or minimizes impacts to stream resources; and coordinate stream mitigation activities with resource agencies.
Wetlands	Unavoidable impacts to wetlands will be mitigated through the purchase of the appropriate wetlands banking credits or payment into the state's in-lieu fee program. During final design, measures will be identified that may further minimize any temporary and permanent impacts to wetland resources.
Floodplains	Design considerations for the improved roadway have been incorporated into the project to reduce existing stormwater drainage problems and prevent future problems with an increased impervious surface. Any construction within floodplains will be in compliance with Executive Order 11988, Floodplain Management; FEMA regulations; and all federal, state, and local regulations. Coordination with and approval of the Raleigh County Floodplain Administrator will also be required. A detailed hydraulic analysis will be performed to ensure that the floodplain encroachment will not increase the 100-year floodplain elevation and that any potential increase in backwater is minimized. The hydraulic analysis will include an analysis to determine the risk associated with any additional flooding. If it is determined that existing hydraulic conditions cannot be maintained, WVDOH will notify FEMA in accordance with Executive Order 11988, Floodplain Management.
Air Quality	If it is necessary to burn land clearing debris in order to complete the project, approval by the WVDEP Secretary or an authorized representative is required to conduct such burning. If the project entails the renovation, remodeling, or

Finding of No Significant Impact: Beaver to South Eisenhower Drive Project (Beckley Z-Way)

Resource or Element	Mitigation Measure
	demolition, either partially or totally, of a structure, building, or installation, irrespective of the presence or absence of asbestos-containing materials, and is subject to 45CSR15 (the asbestos NESHAP at 40 CFR 61, Subpart M), a formal Notification of Abatement, Demolition, or Renovation must be completed and timely filed with the WVDEP Secretary's authorized representative and approval received before commencement of the activities addressed in the Notification. If the project involves demolition, and/or excavation and transportation of soil/aggregates or the handling of materials that can cause problems such as nuisance dust emissions or entrainment or creation of objectionable odors, adequate air pollution control measures must be applied to prevent statutory air pollution problems as addressed by 45CSR4 and 45CSR17. Backup or emergency electrical generators may be subject to federal and state requirements and require an air permit in accordance with 45CSR13.
Noise	Noise generating construction activities such as pile driving or jack hammering should be minimized and completed during daytime activities.
Potentially Hazardous Wastes	Phase II/III activities will be performed at the former strip mine (Raleigh County Parcel #9-0008-8) property. Soil borings will be installed to total depths corresponding to the proposed project excavation including utility depth. Soils will be sampled for priority pollutant metals. A waste management plan and/or waste-management related provisions will be incorporated into construction bid documents to address potential contamination at REC properties and waste sites. Additional analysis and testing may be conducted as engineering design is advanced.
Utilities	Coordination with the utility operators will be required throughout the project. Coordination meetings will be held to discuss the need for additional right-of-way, expansion, or relocation easements; impacts to schedules; construction requirements; and any other issues. The WVDOH has detailed procedures for coordinating with impacted utilities. The relocation of utilities will be completed prior to and during construction with limited inconvenience to the public.
Secondary Impacts	Secondary development would be an economic benefit to the community and supports the project's needs. Avoidance and minimization of the adverse impacts related to induced development will be accomplished primarily through implementation of highway-access controls. Strict land use controls are not present in the area, but future developmental controls could include access management, transfer of development rights, growth management, resource management, resource preservation, and conservation easements.
Cumulative Impacts	When taken as a whole, past, present, and future projects have had and will have a cumulative effect on the area. Future cumulative effects are expected to benefit the community rather than harm it.
Temporary Construction Impacts	Construction operations will be scheduled to minimize traffic delays. Any traffic disruptions will be temporary, localized, and of short duration, only occurring during the construction period. Access to residences and businesses will be maintained during construction although temporary disruptions may occur. Construction will be performed to comply with all applicable federal, state, and local laws regarding safety, health, and sanitation. All contractors are required to adhere to Occupational Safety and

Resource or Element	Mitigation Measure
	Health Administration guidelines to protect the lives and health of employees, the safety of the public, and the integrity of adjacent properties. Temporary impacts to streams, wetlands, and floodplains will be addressed through the regulatory permitting process. Any property impacted by temporary construction easements will be restored in accordance with WVDOH/FHWA procedures and property-owner accommodations.

3.0 Public Participation

The public participation process utilized during the course of the project followed the public involvement procedures and policies of the WVDOH. These procedures and policies have been approved by FHWA and complied with the public involvement requirements of NEPA and Section 106 of the *National Historic Preservation Act*. A public informational meeting for the project was held on May 22, 2017, at the Daniels Elementary School. Approximately 150 people attended. All information presented at the meeting was available online at the WVDOH project website (<http://go.wv.gov/dotcomment>).

Written comments were received from 12 individuals or businesses, either at the meeting, through subsequent correspondence, or from online forms. People providing comments offered engineering ideas for the project (including construction of a four-lane roadway instead of only expanding to three lanes), or expressed concern about future traffic movements, potential future flooding, and possible residential and commercial displacements.

Information on this project was also available at an informational workshop and public meeting held June 26, 2018, to review the EA for the related US 19 Shady Spring to Beaver Project. That public meeting was also held at the Daniels Elementary School. A total of 91 individuals, excluding WVDOH staff and its consultants, participated in the public meeting. While several people attending that meeting had questions about the Beaver to S. Eisenhower Drive Project, none provided written comments.

The EA for the project was posted on the WVDOH website in late January 2019. Hard copies were distributed to federal, state, and local agencies at the same time. Brochures summarizing the project were also distributed as handouts at the town hall and posted to the WVDOH

website. Notices identifying the time and location of the public meeting were also posted on the WVDOH website and published in the local newspaper.

On March 5, 2019, the WVDOH conducted an informational workshop and public meeting to review the EA with federal, state, and local agencies and the public, to answer any questions, to gather comments, and to take public testimony on the project. The public meeting was also held at the Daniels Elementary School. Each individual attending the meeting was provided with a brochure that summarized the project and offered a copy of the EA. A total of 104 individuals, excluding WVDOH staff and its consultants, participated in the public meeting.

Written comments were received from 9 individuals, either at the meeting, through subsequent correspondence, or from online forms. People providing comments offered engineering ideas for the project (including construction of a four- or five-lane roadway instead of expanding to three lanes), or expressed concern about future traffic movements and safety issues, potential future flooding, and residential displacements.

4.0 Comments on the EA

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

4.1 Agency Comments

U.S. Environmental Protection Agency (USEPA)

Comment 1: Please continue to work closely with the community as the project moves forward. Consider aquatic and terrestrial resource passage in the design of the project. Additional avoidance and minimization measures should be considered as the project design is refined.

Response 1: Existing stream quality was assessed in the Environmental Assessment document. Culvert locations shall be selected to minimize impacts to the streams and wetlands whenever practical. Consideration shall be given to constructing culverts in the “dry” by using a temporary diversion channel. Aquatic life movements may be accommodated when required as mitigation for stream impacts. If multiple barrels are used, special treatment shall be provided to ensure adequate low flow.

West Virginia Division of Arts, Culture, and History (State Historic Preservation Office [SHPO])

Comment 2: SHPO remains in concurrence with decision that the project will have no effect on historic architectural resources or archaeological historic properties. No further consultation is necessary, but contact the office if project plans should change.

Response 2: Comment noted.

West Virginia Department of Natural Resources (WVDNR)

Comment 3: WVDNR concurs that the EA has adequately addressed all significant environmental issues related to wildlife resources. WVDNR may provide additional comments when it reviews the 404/401 Water Quality Certification for the project.

Response 3: Comment noted.

4.2 Citizen Comments

Comment 4: James and Tammy Daniel, Beaver, WV – Their parcel will be split into two after construction is completed, which will not be usable to them. They also make the comment that they will have to drive five miles to regain access back onto their parcel. They request that WVDOH take the rest of the parcel north of the proposed project area.

Response 4: A representative of the WVDOH Right of Way Division will call on you to discuss the purchase of your property after plan development progresses sufficiently.

Comment 5: Roger D. Cooper, Beaver, WV – Mr. Cooper is concerned about increased traffic and safety hazards to residents if Skyline Drive and Orchard Hill Road remain as one-lane roads with an exit to Route 19. He states that they should be upgraded to two-lane roads.

Response 5: The Preferred Alternative reduces residential impacts along County Routes 9/8 (Skyline Drive) and 9/9 (Orchard Hill Road) and provides connectivity from the county routes to

new-relocated US 19. Due to significant elevation differences at the intersection of Orchard Hill Road and the newly relocated US 19, Orchard Hill Road will not intersect with Skyline Drive in the future. Newly relocated US 19 does provide a “T” type, Skyline Drive connector to the south side of the new US 19 which will offer Skyline Drive residents improved access to US 19. Increased traffic to existing Skyline Drive is not expected due to the poor horizontal and vertical alignment of the existing road which will continue to provide access to local Skyline Drive residents.

Comment 6: William R. Worley, Beaver, WV – Mr. Worley provided twelve detailed comments and suggestions regarding re-design of the roadway and enhancements to the proposed project. He suggests that US 19 should be a four-lane highway instead of three lanes, and that a mixture of continuous and intermittent center turning lanes are needed.

Response 6: The WVDOH understands that traffic along existing US 19 between Shady Spring and Beaver operates at unacceptable Levels of Service (LOS) and as a consequence, traffic accidents along the corridor are nearly four times the statewide average. Traffic studies indicate most movements along the Shady Spring to Beaver section operate at LOS level D or better. WVDOH also understands that most of the traffic accidents are rear-end type collisions, which are a direct result of left turning movements. In upgrading this segment of the Beckley Z-Way, the design goal will be for all intersections to operate at LOS level C or better.

Regarding the suggestion of widening the existing road from a two-lane to four-lane typical, please consider this. Three-lane highways with a two-lane, left turn lane (TWLTL) typically have lower crash rates than four-lane undivided (double yellow line) highways, but more importantly have lower injury rates. The TWLTL provides left turning vehicles a safe haven out of the way of through traffic and drivers with fewer decisions to make. Multiple traffic studies conducted by Federal Highway Administration and National Cooperative Highway Research Program have shown that the highway capacity differences between three- and four-lane highways are negligible. As a result, many DOTs are converting older four-lane undivided highways to three-lane (TWLTL) highways. Studies also show that a lower percentage of motorists exceed the posted speed limit on three-lane vs. four-lane highways. The WVDOH did consider the concept of a five-lane (TWLTL) roadway template as part of the Traffic Study for the Beckley Z-Way Design Study, Phase II. The five-lane typical would have improved LOS considerably but the costs far outweighed the benefits.

Comment 7: Jerry Redden, Beaver, WV – Mr. Redden’s concern is regarding the timeline of the project and he states that West Virginia state projects are often talked about for years with no progress. He hopes that this project will be completed as soon as possible for safety and traffic reasons.

Response 7: Comment noted.

Comment 8: James Black, Alderson, WV – Please consider constructing five lanes from Beaver to US 19 rather than three lanes, as well as improving the existing Airport Road and adding new turning lanes on US 19.

Response 8: Please see Response 6 to answer this request regarding a five-lane alternative.

Comment 9: Jim Fedders, Board of Directors, Piney Creek Watershed Association, Beckley, WV – Piney Creek Watershed Association (PCWA) requests that adequate storm water detention basins be integrated into the project design to mitigate the impacts of the project on local stream flooding which already occurs in the project area during storm events. In addition, it must be noted that Piney Creek is a trout fishery [stocked by Trout Unlimited and the local community in 2016, 2017, and 2018] that could be impacted by increased sediment, pollutants, and stream temperatures generated by the project. Storm water detention areas will also mitigate these adverse impacts on the fishery. PCWA would like to discuss the creation of partnerships to undertake remediation efforts to offset the project impacts to wetlands and stream channels. Furthermore, PCWA wants a commitment that in-lieu funds be expended for mitigation projects within our watershed.

Response 9: Project impacts to wetlands and streams will be permitted through the USACE in accordance with Section 404 of the Clean Water Act and State of West Virginia Section 401 of the Clean Water Act. The compensatory mitigation of unavoidable impacts will be achieved through an approved Mitigation Bank site and/or coordinated through the WVDEP In-Lieu Fee Stream and Wetland Mitigation Program. However, the direction and use of In-Lieu Fee funds is directly managed by the WVDEP.

Comment 10: Sean Lilly, Beaver, WV – Mr. Lilly is concerned about water being added to Beaver Creek, which runs behind his house, and its effect on his land and housing value as well as flooding.

Response 10: Additional water inputs or diminution of flows were evaluated as a part of the stormwater analysis and floodplain analysis. An approved stormwater management plan will be secured prior to development of the project. Additionally, a detailed hydraulic analysis will be performed to ensure that the floodplain encroachment will not increase the 100-year floodplain elevation and that any potential increase in backwater is minimized. The hydraulic analysis will include an analysis to determine the risk associated with any additional flooding. Any impacts resulting from changes in flow are anticipated to be minor and not affect the value of adjacent land or housing.

Comment 11: Mark Gaigall, Beaver, WV – Mr. Gaigall submitted a comment in support of the project and noted that the meetings have been very helpful and informative.

Response 11: Comment noted.

Comment 12: Jackson Hurst, Kennesaw, GA – Mr. Hurst would like to be added to the mailing list for the project.

Response 12: Comment noted.

5.0 Endangered Species Act Section 7 Consultation

Threatened and endangered wildlife and plant species are protected under Section 7 of the federal *Endangered Species Act of 1973* (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.). In a letter dated August 23, 2017, the West Virginia Division of Natural Resources (WVDNR) noted that there are no known occurrences of any rare, threatened, or endangered species or natural trout streams within the project area. Investigations for the presence or absence of federally listed bat species [the endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*)] were conducted in 2017, and no federally protected species were captured. In a letter dated April 24, 2018, the U.S. Fish and Wildlife Service (USFWS) concluded that no Indiana bats or northern long-eared bats are

expected to be adversely affected by the project. The USFWS further indicated in an email message dated August 7, 2018 that no other species of concern need to be addressed for the project. As a result, no further Section 7 consultation is required.

6.0 National Historic Preservation Act Section 106 Consultation

Historic resources surveys were conducted in 2016. No properties were identified as potentially eligible for listing on the National Register of Historic Places (NRHP). In a letter dated April 27, 2017, the West Virginia Division of Culture and History, the State Historic Preservation Office (SHPO) concurred with that finding and determined that no further archaeological investigations are necessary for the project.

7.0 Section 4(f) Evaluation

No properties affected by the project were identified as Section 4(f) resources.

8.0 Correspondence

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

9.0 References

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

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

COMMENT LETTERS AND FORMS



PLEASE PRINT

NAME	ADDRESS or EMAIL
Bob and Susann Stoddard	103 Greystone Dr. Beaver WV
Roy R Tanner	510 Skyline Dr, Beaver, WV
JEFF MILLER	JEFF.MILLER@RALEIGHCOUNTY.ORG
MAMMY STEVER	Beaver
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Tim + Nancy Hill	PO Box 123 shady Spring, WV 25918
Dettlef Ulbers	dettl@2006@raleighcounty.com
Mark Graiggell	1014 Ritter Dr, Beaver 25813
John Smith	1011 R. 1th Beaver



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

Below is EPA comments on the EA

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

Traci L. Cummings

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

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

Jason and Traci,

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

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

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

Sincerely,
Barb

Barbara Okorn
Office of Environmental Programs
US EPA, Region III
1650 Arch Street (3EA30)
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EEO/AA Employer

March 13, 2019

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

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

Dear Mr. Hark:

We received the Environmental Assessment (EA) dated January 2019 that your office prepared and submitted for the aforementioned project. As required by Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

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

Architectural Resources:

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

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

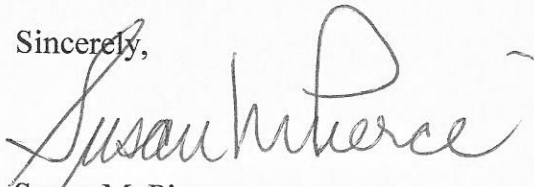
Eisenhower Drive Interchange; however, we ask that you contact our office if project plans should change.

Archaeological Resources:

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

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

Sincerely,



Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/CMK/MKS



DIVISION OF NATURAL RESOURCES

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

**Stephen S. McDaniel
Director**

March 1, 2019

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

Dear Mr. Scites,

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

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

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

Regards,

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

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

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

DATE: 3-5-19

Deed Book - 5010

Page - 2577

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

RECEIVED
MAR 08 2019
ENGINEERING
DIVISION

COMMENTS DUE BY: April 5, 2019

Please consider the following comments:

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

(Please print the following information)

NAME: James & Tammy Daniel (Minnie Gillenwater)

ADDRESS: 473 Orchard Hill Rd.

ORGANIZATION (IF ANY): 304 578-2830

How did you hear about today's meeting?

New's

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

RECEIVED
APR 08 2019
ENGINEERING
DIVISION

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

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

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

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

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

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

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

Looking forward to a reply,

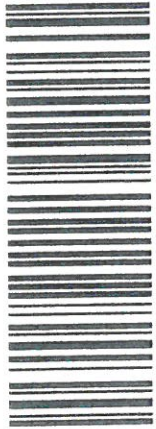
Sincerely,

Roger D. Cooper

Roger D. Cooper
4-1-19

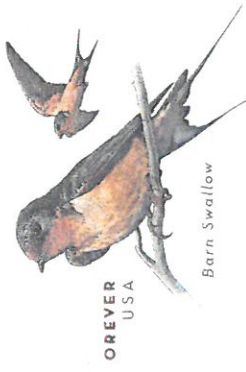
L. Cooper
149 Cuviers Dr.
Beaver, WV
25813

CERTIFIED MAIL®



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MAILED FROM ZIP CODE 26852



**RETURN RECEIPT
REQUESTED**

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

25301-143434

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

April 5, 2019

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

Dear Mr. Scites,

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

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

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

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

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

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

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

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

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

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

Respectfully submitted,

William R. Worley

420 Old Crow Road

Beaver, WV 25813

304-253-2597

crowroadbill@suddenlink.net

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

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

_Title

FirstName Jerry

LastName Redden

Organization

Email jnredden@suddenlink.net

MailingAddress 149 Deeds Drive Box 785

City Beaver

State WV

ZipCode 25813

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

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

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

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

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

_Title

FirstName James

LastName Black

Organization

Email jrblack@mac.com

MailingAddress 3596 Highlands Trail

City Alderson

State WV

ZipCode 24910

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

CommentType Online

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

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

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

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

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

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

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

Sincerely,

Board of Directors
Piney Creek Watershed Association
P. O. Box 672
Beckley, WV 25802
304-228-1680
pineycreekwatershedassociation@gmail.com

CommentType

Online

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

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

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

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

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