

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

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**



January 2019

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ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332(2)(c) by the U.S. Department of Transportation, Federal Highway Administration
and the West Virginia Department of Transportation - Division of Highways

Jan 24 2019
DATE OF APPROVAL


FOR WEST VIRGINIA DIVISION OF HIGHWAYS

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DATE OF APPROVAL


FOR FEDERAL HIGHWAY ADMINISTRATION

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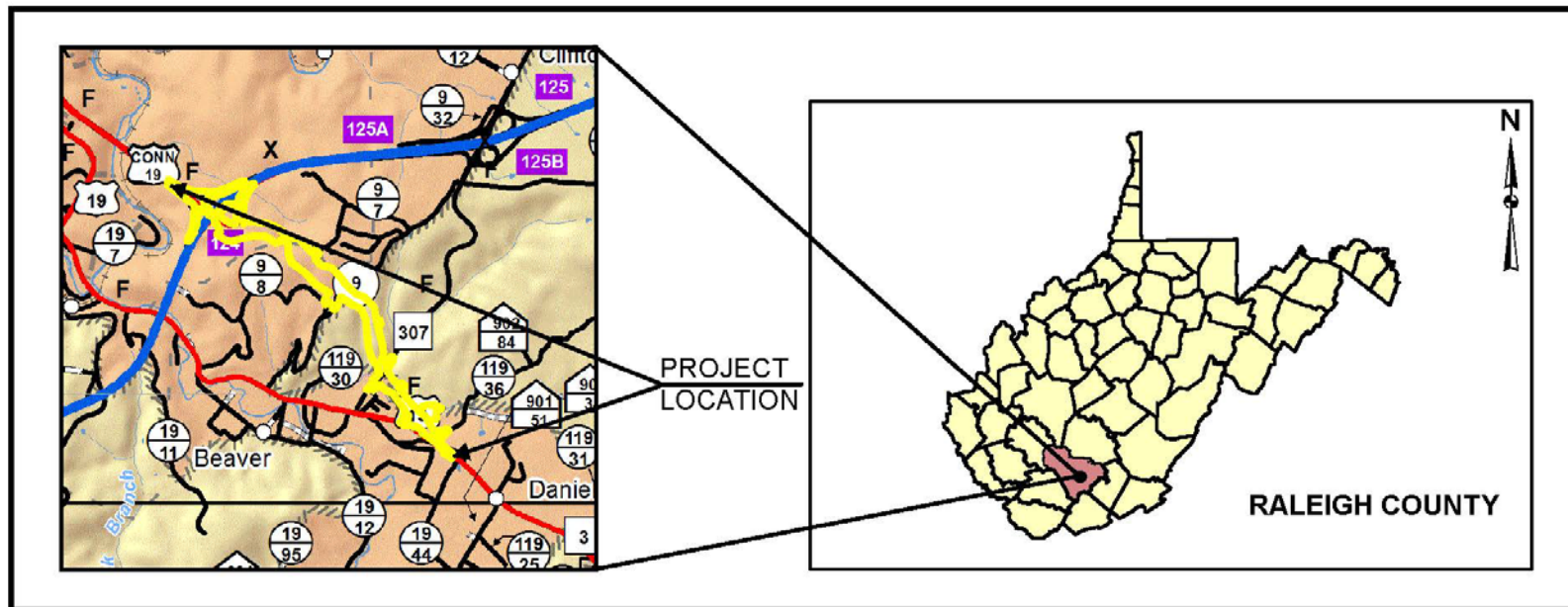
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INTRODUCTION

The West Virginia Division of Highways (WVDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to construct a new roadway and relocation of US 19, from a location south of Airport Road in the vicinity of Old Crow Road, to Interstate 64 (I-64) at the South Eisenhower Drive interchange. Beckley is the Raleigh County seat and a major center for residential, commercial, and tourism development in southern West Virginia. The project's location is shown on the illustration below. To some extent, the proposed project will relocate US 19 between Airport Road and I-64. The northern terminus is located at Interchange 124 on I-64. The southern terminus is located south of Airport Road and ties into the US 19 project from Shady Spring to Beaver. The study area is approximately 1.91 miles long.



The proposed project is part of a regional program of transportation initiatives being undertaken by the WVDOH within the US 19 corridor that are commonly referred to as the Beckley Z-Way. When completed in its entirety, the Z-Way program of projects will improve traffic operations within the corridor and provide needed congestion relief to the City of Beckley and southeastern Raleigh County. This grouping of transportation initiatives will also assist with regional economic development efforts and may stimulate other development in the area. Other Z-Way projects may result in new highway alignment and will require separate engineering design and National Environmental Policy Act of 1969 (NEPA) analyses. Any related Z-Way projects will have independent functional utility and their own logical termini. A map showing the Z-Way program of projects is included in Appendix A.

This Environmental Assessment (EA) is being prepared by the WVDOH, in conjunction with the FHWA, to fulfill requirements of NEPA and related transportation development laws. NEPA requires that the potential for environmental impacts be assessed for every federal action that *could significantly affect the quality of the human environment*. During preliminary design studies for the project, the WVDOH determined that it may displace some residences and businesses and could possibly impact historic resources. Early in the study process, the significance of the impacts was unclear, and, therefore, the project was advanced with an EA. An EA is the appropriate NEPA document when the significance of the potential environmental impact is not clearly established.

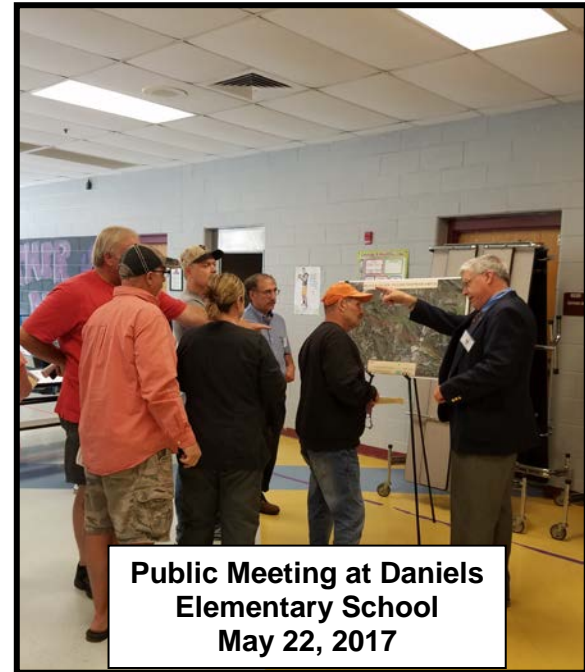
HOW HAS THE PUBLIC BEEN INVOLVED IN THE PROJECT?

A public informational meeting for the project was held on May 22, 2017, at the Daniels Elementary School in Beaver in conjunction with an adjacent Z-Way project, the US 19 Shady Spring to Beaver Project. The goal of the meeting was to present current information on the project, answer questions from the public, and listen to ideas or concerns from community residents and businesses. The meeting complied with the public involvement requirements of NEPA and Section 106 of the *National Historic Preservation Act*.

Approximately 150 people attended the public informational meeting where the WVDOH showed the public four potential alternatives for the project which are described further in this document. All information presented at the meeting was also available online at the WVDOH project website (<http://go.wv.gov/dotcomment>).

Written comments were received from 13 individuals or businesses, either at the meeting, through subsequent correspondence, or online. 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. Copies of the materials presented to the public are included in this EA as Appendix A.

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.



WHAT IS THE PURPOSE AND NEED FOR THIS PROJECT?

As a result of the WVDOH transportation planning efforts, project scoping, and public comments, a specific purpose and need was established for the project. The project is being developed to improve system linkage; to assure adequate emergency response times for ambulance, police, and fire services; and to support economic development.

System Linkage

Improved roadway linkage and highway connectivity will provide more efficient travel in and around the area. Traffic capacity will also increase with additional highway linkage while lessening congestion. Southeastern Raleigh County lacks sufficient routes that access the regional roadway network safely and efficiently. Additionally, there is no direct link between I-64 and US 19, two of the region’s most traveled highways. This often limits development opportunities and access to other areas where commercial, medical, and social activities are found. The locations of these services are generally limited to the county’s larger towns.

The nearest commercial development to the project area is concentrated around the US 19/Airport Road intersection, but it is limited in scope and diversity. As people travel farther to access businesses and services in Beckley, especially in the South Eisenhower Drive Corridor, additional congestion is created within the project area. Thus, the inadequate roadway network tends to increase personal and community isolation that can lead to other, non-transportation related societal problems. Improved system linkage will help alleviate congestion by providing a more direct link to these opportunities.

Today’s roadway capacity in the area is inadequate to meet current and future needs. Any additional system linkage will help alleviate the traffic congestion that exists



in the area now, as well protect the area against more congestion in the future. At its highest, average daily traffic (ADT) on US 19 is approximately 20,200 vehicles just south of Airport Road (WVDOH 2017). The ADT on Airport Road is approximately 10,800 vehicles between US 19 and Whispering Pine Drive. When fully constructed, the new roadway will provide improved linkage from

southeastern Raleigh County to Beckley and the interstate system. This linkage will also provide improved access for many small communities farther south to the larger towns and regional activity centers throughout southern West Virginia.

Improved roadway linkage will also alleviate crash rates on nearby roads. Crash rates in the area are higher than statewide averages for similar roadways. A design study conducted for the Z-Way projects identified several roadway segments in the area with accident rates higher than the statewide average (WVDOH 2014). Nearly 60 percent of the crashes in the corridor are vehicular rear-end collisions, a clear indication for the need to provide turning lanes. Another 15 percent of the crashes are either access conflicts or occurred during left turn movements (WVDOH 2014). The design study is included in this EA as Appendix B. The design study was further supported with a report on specific alignment alternatives this year (WVDOH 2018). That report is also found in Appendix B.

Emergency Response Times

Police service in Beaver, Daniels, and Shady Spring is provided by the Raleigh County Sheriff's Office and the West Virginia State Police. Fire protection service to the area is provided by the Beaver Volunteer Fire Department (VFD), the primary fire department in the community. The Beaver VFD main station is located at 147 Third Street, Beaver, and a secondary station is located at 162 Industrial Park Road, both locations are outside the project corridor. Two hospitals serve the community, Raleigh General Hospital and Beckley Appalachian Regional Hospital, both in Beckley.

Movement of emergency vehicles through the corridor is hampered by traffic congestion and geometric deficiencies. Emergency vehicles are especially slowed by the congestion on US 19 and Airport Road. The National Fire Protection Association has developed a set of codes and standards that call for first responders to arrive on the scene of an emergency within four minutes 90 percent of the time (NFPA 2016). Past studies on emergency response management have shown a higher survival rate of patients if medical procedures are initiated within four minutes and definitive care is provided within eight minutes (Eisenberg, Bergner, and

Hallstrom 1979). While local fire companies and other first responders endeavor to do this, current traffic sometimes prevents their success in meeting this suggested response standard.

The level of service (LOS) at the intersection of US 19 and Airport Road—the project area’s most critical intersection and a recognized bottleneck in the community—is currently operating at level D. LOS is a measure of traffic efficiency. LOS A represents the best operation of a roadway and LOS F represents the worst. At LOS D, speed and freedom to maneuver are severely restricted (ITE 2009). The poor level of service at this intersection affects emergency response times by slowing down vehicles and hampering through traffic. With development of a new roadway, however, LOS will improve to level B (HDR 2018). LOS B allows stable traffic flow with a high degree of freedom to select speed and operating conditions.



Concurrent with the traffic study, travel times in the area were found to be operating at less than the posted speed limits. As LOS improves, so will travel times. Consequently, emergency response times will decrease with the additional system linkage.

Economic Development

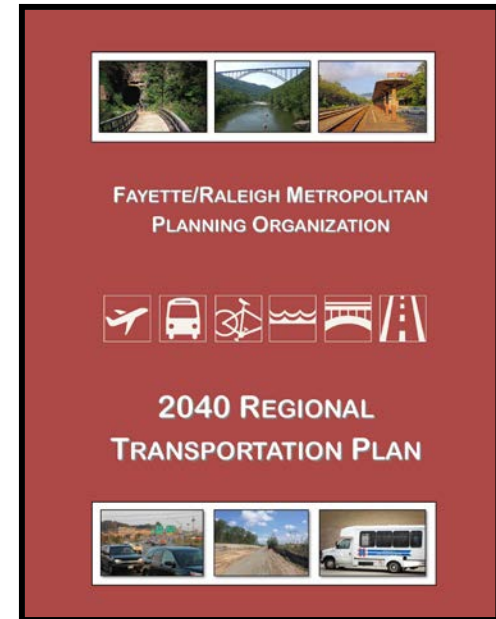
Similar to other communities in West Virginia, development has been shifting over the past several decades from central business districts to other parts of the local community. Although downtown Beckley remains strong, some of its businesses have transitioned south to US 19. Other, newer businesses have joined them there. With other community and highway infrastructure in place, improved roadway linkage will be a positive factor for continued economic development in Raleigh County. While there is

considerable growth and redevelopment potential in the area, efficient access to attractive commercial and residential areas is not present due to the existing conditions on US 19 and inadequate access into Beckley and to I-64.

IS THE PROJECT CONSISTENT WITH OTHER AREAWIDE PLANS?

The proposed project is consistent with the *West Virginia Multi-Modal Statewide Transportation Plan* (WVDOH 2010), West Virginia’s principal long-range transportation planning document. The *West Virginia Multi-Modal Statewide Transportation Plan* is a policy document that evaluated current needs, revenue, and expenditures across all transportation modes. One of the major goals of this plan is to develop a modern transportation system that supports economic development goals and serves the needs of West Virginia citizens.

The project is in the *Statewide Transportation Improvement Program (STIP) 2016-2021*. The STIP is the state’s plan of action for funding transportation projects. It includes a wide variety of projects including roadway, bridge, bicycle, pedestrian, safety, and public transportation (transit) projects (WVDOH 2016). Projects must be on the STIP before they can proceed to construction.



At the regional level, the project is also consistent with both the *Fayette/Raleigh Metropolitan Planning Organization 2040 Regional Transportation Plan* and the *2015-2017 Strategic Plan*. The long-range transportation plan has been developed by the Region I Planning and Development Council to identify the projects and programs needed to provide an efficient, effective, and functional transportation system to serve residents, businesses, and visitors (RIPDC 2015). The Region I Planning and Development Council is the administrative arm of the area’s official metropolitan planning organization. The Z-Way Projects have a prominent position within the long-range transportation plan. The strategic plan was developed by the New River Gorge Regional Development

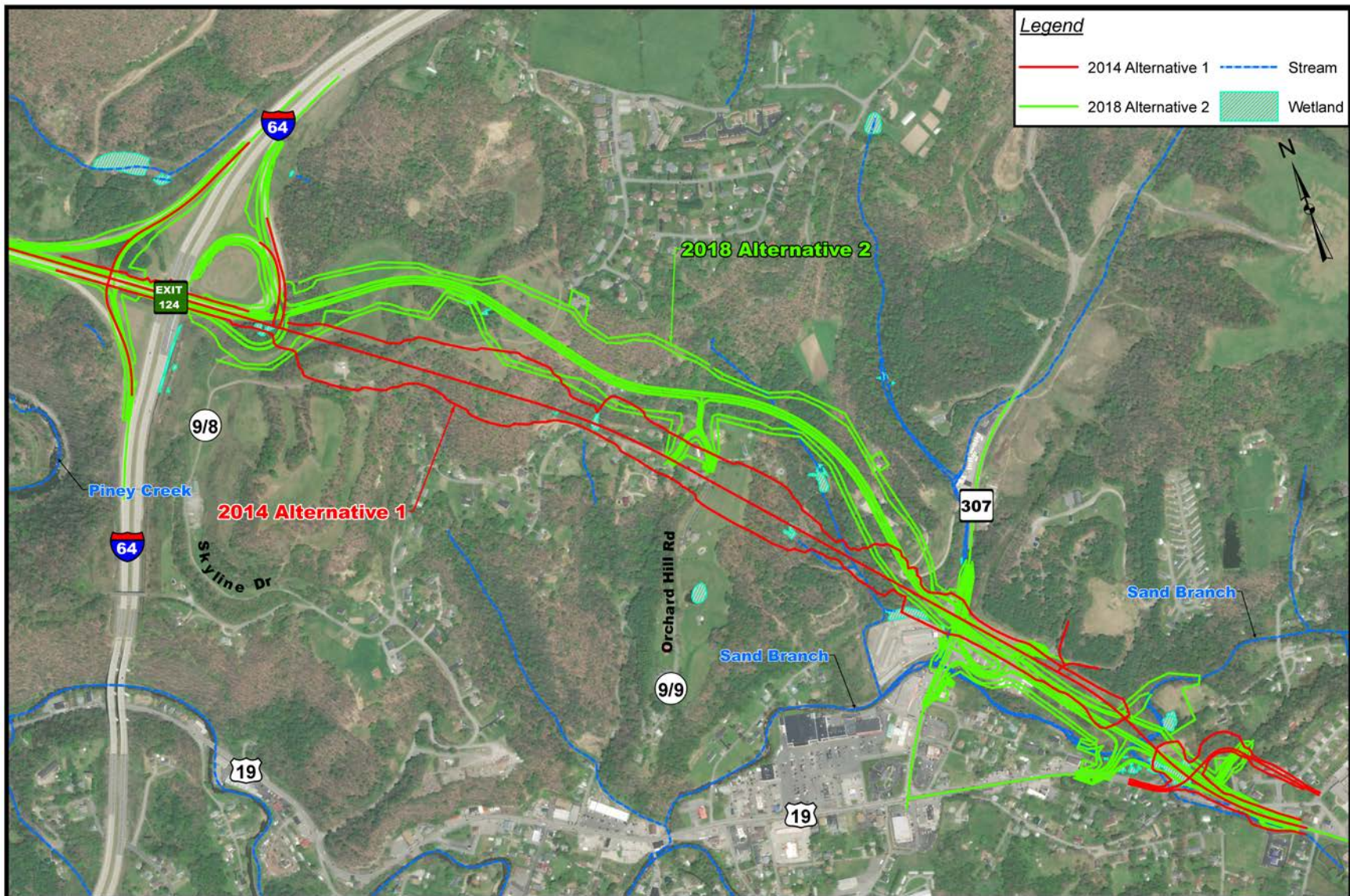
Authority. One of the major goals of this plan is “to connect communities to external resources” (NRGRDA 2014). Raleigh County is one of four counties that are members of the Authority.

At the local level, the project is consistent with the *Raleigh County Land Use Master Plan* and the *Raleigh County Comprehensive Plan*. The land use master plan identifies the US 19 corridor south of Beckley as one of the five top development areas in the county (OCCD 2013). Although it has not been updated since it was first written, one of the major goals of the comprehensive plan is “to maintain and further develop a highway system which will provide adequate access to all areas of Raleigh County (RCC 1997).

WHAT ALTERNATIVES WERE CONSIDERED?

Three alternatives were examined for the project (additional information on the alternatives is found in Appendix B):

- **No-Build Option:** Under this alternative, some minor improvements may be undertaken to preserve the existing roadway network and maintain traffic. There will be spot improvements along US 19 and Airport Road if necessary, as well as construction of other Z-Way projects, but no new road from Airport Road to S. Eisenhower Boulevard will be built.
- **2014 Alternative 1:** Under this alternative, a three-lane roadway will be built with major access points at Airport Road and I-64. A three-lane configuration will allow for northbound and southbound traffic lanes while maintaining a continuous turning lane for the length of the project. The continuous turn lane allows for safe turns to access local property. The new “T-type” intersection will connect the new-relocated US 19 back to “old” US 19 in Beaver with a new traffic light. The existing partial interchange of South Eisenhower Drive with I-64 (Exit 124) will be reconstructed to allow for complete access to and from South Eisenhower Drive and the new roadway. (This is illustrated on the following page.) The design speed will be 45 miles per hour (MPH).
- **2018 Alternative 2 (Preferred Alternative):** This alternative is similar to the 2014 Alternative 1 in terms of lane configuration and design speed, but it will be shifted further northeast to avoid residential impacts along County Routes 9/8 (Skyline Drive) and 9/9 (Orchard Hill Road) and provide connectivity from the county routes to new-relocated US 19. A direct connector road will also be provided from Airport Road to the new-relocated US 19. Airport Road will also be improved, adding a center turn lane to accommodate turning movements onto the new roadway.



Besides build alternatives, conceptual transportation systems management (TSM) and public transit scenarios were considered early in the transportation development process. Through better management of the existing transportation system, TSM improvements may provide better operational control of existing levels of congestion. Often erroneously considered to always be a low-cost improvement, TSM alternatives can, in fact, be quite expensive. Typically, they include grade separations, widening shoulders, minor realignments, signalization, channelization, pavement striping, and/or adding turning lanes. They can also include improvements related to ridesharing, bicycling, or pedestrian access. Capital improvements are often combined with other transportation enhancements to provide better overall transportation than any individual improvement strategy can achieve. TSM measures that could be used in the study area, such as signalization and channelization, will be limited to the existing US 19 and Airport Road facilities and not address the need for new access to I-64 and South Eisenhower Drive. Low density of land use along the existing roadway does not lend itself to ridesharing programs, walking, or biking as effective means of regular travel. Although similar TSM measures elsewhere in the Beckley area will result in localized safety and operational improvements, the TSM Alternative was judged not to meet the project's purpose and need and was eliminated from further consideration. Some TSM concepts, however, are incorporated into the build alternatives.

Preliminary consideration was also given to a mass transit alternative, especially because the area has some public bus service. Public transportation in Raleigh County is provided by the New River Transit Authority (NRTA) and the Raleigh County Community Action Association (RCAA). The service is limited, operating from 8 AM to 4 PM on weekdays only. This allows for certain types of personal trips and work commutes. Ridership on the entire transit system is about 3,000 people per month (NRTA 2017). Specifically, the NRTA "Raleigh West" route provides regularly scheduled bus service along US 19 from Beaver to Shady Spring on Mondays and Wednesdays only. Vehicles will deviate up to 3/4 of a mile off the route to pick up passengers at their origin or destination, but because of the very low residential density in the project area, there are no plans for service expansion there. Furthermore, past transportation research has determined that mass transit alternatives are only relevant in areas with a population of over 200,000 (FHWA 1987). The current population of Raleigh County is slightly more than 78,000. Even if existing bus routes were expanded to daily service, densities within the heart of the project area will not easily support public transit. Research

conducted by FHWA notes that people are willing to use bus service when the distance to and from bus stops are ¼ mile or less and safe access to the stop is provided (FHWA 2008). The distance to US 19 or Airport Road exceeds this distance. Additionally, there are no sidewalks in the area, creating a hazardous pedestrian situation in attempting to walk to a bus stop. Other research has confirmed that if transit is not provided near a person’s origin and destination and if there is not a sufficient level of service, bus service will only see seldom use (TRB 2003). While some people in the area would utilize expanded bus service if it were available, the level of service that could be offered under current budget capacity will likely be low. Without significant schedule headways or route changes, expanded bus service will fail to attract enough ridership to have any impact on car usage. Thus, the mass transit alternative was shown to be ineffective in meeting the project’s purpose and need and was eliminated from further consideration.

WHAT ARE THE POTENTIAL IMPACTS OF THE ALTERNATIVES?

Table 1 provides a summary of the potential impacts of constructing the alternatives. Additional information and supporting documentation on the impacts analysis are included in this EA as appendices.

**Table 1
Potential Impacts of the Alternatives**

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
Environmental Justice	Executive Order 12898 of February 11, 1994, <i>Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations</i> , requires that the proposed project be assessed to determine whether or not it will have a disproportionately high impact on minority or low-income populations within the area. The WVDOH will work to	No impact.	With a minority population of 4.4 percent, the study area does not exceed the screening threshold of Raleigh County (11.3 percent). With a low-income population of 8.9 percent, the study area does not exceed the screening threshold of Raleigh County (17.7 percent). Consequently, the alternative is unlikely to have a disproportionate effect on environmental justice populations. A complete environmental justice	With a minority population of 4.4 percent, the study area does not exceed the screening threshold of Raleigh County (11.3 percent). With a low-income population of 8.9 percent, the study area does not exceed the screening threshold of Raleigh County (17.7 percent). Consequently, the alternative is unlikely to have a disproportionate effect on environmental justice populations. A complete environmental justice

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
	assure that minority populations and low-income individuals have full access to information on the project and understand the potential impacts from construction and operation of improved access.		analysis is included in this EA as Appendix C.	analysis is included in this EA as Appendix C.
Tax Base	Taxable land will be converted to a transportation use. For Fiscal Year 2017-2018, property tax revenues for Raleigh County are estimated to be \$12.7 million (WVSAO 2018). The average annual tax per property in the county is \$800 (DUSA 2018).	No impact.	There will be an initial decrease of property tax revenues in Raleigh County as a result of converting some taxable property to a public use. Based upon the small percentage of the total assessed value that would be lost from construction of the proposed project (less than 0.1 percent), the associated property tax losses would be negligible. This loss would be temporary if displaced residents and businesses relocate within the same area and tax revenues temporarily lost would be regained.	There will be an initial decrease of property tax revenues in Raleigh County as a result of converting some taxable property to a public use. Based upon the small percentage of the total assessed value that would be lost from construction of the proposed project (less than 0.1 percent), the associated property tax losses would be negligible. This loss would be temporary if displaced residents and businesses relocate within the same area and tax revenues temporarily lost would be regained.
Displacements	Land use in the project area is primarily residential with some business clusters.	No impact.	The alternative will permanently impact 14 residential units and 13 businesses.	The alternative will permanently impact 10 residential units and 6 businesses.
Community Facilities and Services	No community facilities, parks, or publicly owned recreation facilities are in the project area. Police service is provided by the Raleigh County Sheriff's Department and the West Virginia State Police. The Beaver VFD responds to fire calls.	Emergency response times will increase as traffic grows.	By completing the transportation network in the Beaver area, all vehicles traveling in the US 19 corridor and nearby roadways will operate more efficiently. Response times for emergency vehicles will decrease.	By completing the transportation network in the Beaver area, all vehicles traveling in the US 19 corridor and nearby roadways will operate more efficiently. Response times for emergency vehicles will decrease.

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
Community Cohesion	<p>“A strong community bond creates a sense of cohesion that can be expressed through the patterns of daily social interaction, the use of local facilities, participation in local organizations, and involvement in activities that satisfy the population's economic and social needs" (FHWA 1996). Under some circumstances, impacts caused by a transportation project can create changes to community cohesion if they interfere with or change the physical characteristics of a neighborhood or change local transportation patterns to a measureable degree.</p>	No impact.	Community cohesion will be improved for residents and businesses along US 19 by improving mobility within the corridor. Often in suburban/rural areas, improved transportation access strengthens community cohesion because increased mobility enhances the connectivity of people and places.	Community cohesion will be improved for residents and businesses along US 19 by improving mobility within the corridor. Often in suburban/rural areas, improved transportation access strengthens community cohesion because increased mobility enhances the connectivity of people and places.
Farmlands	<p><i>Farmland Protection Policy Act</i> soils are present in the area. The Form AD-1006 Farmland Impact Rating for the project was 55. A score of less than 60 requires no further action on the part of the project sponsor.</p>	No impact.	The alternative will impact 2.8 acres of hay/pasture land. It will also impact 4.1 acres of <i>Prime Farmland Soil</i> , 10 acres of <i>Soils of Statewide Importance</i> , and 2.1 acres of <i>Soils of Local Importance</i> .	The alternative will impact 10 acres of hay/pasture land. It will also impact 6.9 acres of <i>Prime Farmland Soil</i> , 2.3 acres of <i>Soils of Statewide Importance</i> , and 14.8 acres of <i>Soils of Local Importance</i> .

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
Land Cover	Based on a review of U.S. Geologic Survey data, the immediate project area has been classified as <i>Developed and Other Human Use</i> (USGS 2017). Land use is characterized as a mixture of residential development, forest land, and other open space.	No impact.	The alternative will impact approximately 48 acres of land in the following manner: 13 acres Built-up, developed (5 acres low intensity, 8 acres medium intensity, and less than 1 acre high intensity); 3 acres Open Space; 22 acres Forested; 5 acres Herbaceous/Grassland; 3 acres Pasture; less than 1 acre Emergent Wetland; and less than 1 acre Open Water.	The alternative will impact approximately 78 acres of land in the following manner: 29 acres Built-up, developed (6 acres low intensity, 22 acres medium intensity, and less than 1 acre high intensity); 9 acres Open Space; 30 acres Forested; and 10 acres Pasture.
Rare, Threatened, and Endangered (RTE) Species	In a letter dated August 23, 2017, the West Virginia Division of Natural Resources (WVDNR) stated that "There are no known occurrences of any RTE species or natural trout streams within the project area. Investigations for the presence or absence of federally listed bat species were conducted in 2017 in the project area 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. In a subsequent email message dated August 7, 2018, the USFWS further indicated that no other species of concern need be addressed for the project. Copies of all three	No impact.	No impact.	No impact.

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
	letters/email messages are found in Appendix D.			
Streams	Waters of the US were assessed in accordance with the non-amended 33 CFR 328.3; and guidance provided by the EPA and USACE. The dominant land uses in the area are mixed-density residential, forested, and open space. The streams within the project area have been impacted by urbanization and development of the transportation network. Water quality and riparian habitats have been degraded due to runoff and thermal increases. Historic mining in the vicinity has also impacted water quality.	No impact.	A complete aquatic resources report is included in this EA as Appendix E. The alternative will impact 1,008 feet of perennial streams (the mainstem of Little Beaver Creek and associated tributaries) and 176 feet of intermittent streams (associated tributaries to Little Beaver Creek). The impacts will occur due to the construction of new roadway drainage ditches, drainage pipes, and culverts.	A complete aquatic resources report is included in this EA as Appendix E. The alternative will impact 1,367 feet of perennial streams (the mainstem of Little Beaver Creek and associated tributaries). The impacts will occur due to the construction of new roadway drainage ditches, drainage pipes, and culverts.
Wetlands	Identification and delineation of palustrine wetland habitats were conducted through field investigations and a review of existing information, including USGS 7.5 minute topographical quadrangles; National Wetlands Inventory; the Soils Data Mart for Raleigh County; and the National Hydric Soils List. Project area wetlands are located in swales or adjacent to the project study area stream system. The majority are disturbed, degraded, or created from residential and commercial development, transportation	Minimal impact is expected.	Eight wetlands will be impacted by the alternative. Three of the wetlands are 100 percent palustrine emergent (PEM). Two of the wetlands are 80 percent PEM and 20 percent palustrine scrub shrub (PSS). One wetland is 75 percent PEM and 25 percent palustrine open water (POW). One wetland is a mixture of PEM, PSS, and palustrine forested (PFO), and one wetland is a mixture of PSS, POW, and PEM. All wetlands are hydrologically connected to a <i>Waters of the United States</i> and are considered federally jurisdictional. In total, 1.3 acres of	Twelve wetlands will be impacted by the alternative. Nine of the wetlands are 100 percent PEM. Two of the wetlands are 80 percent PEM and 20 percent PSS. The remaining wetland is a mixture of PEM, PSS, and PFO. Two of the wetlands are identified as isolated wetlands. In total, 1.1 acres of wetlands will be impacted by the alternative.

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
	uses, and/or historic mining activities.		wetlands will be impacted by the alternative.	
Floodplains	Federal guidelines require the use of National Flood Insurance Program maps to evaluate the effect the proposed action may have on 100-year floodplains and the risk of flooding. The Federal Emergency Management Administration (FEMA) has identified floodplains on Little Beaver Creek and Sand Branch.	No impact.	Approximately 1.2 acres of the floodplain associated with Little Beaver Creek will be impacted. Localized flooding issues along this and other area streams have been raised as a concern by residents in the project area.	Approximately 4.4 acres of the floodplain associated with Little Beaver Creek will be impacted. Localized flooding issues along this and other area streams have been raised as a concern by residents in the project area.
Groundwater	Public water service is provided throughout the project area (see secondary and cumulative effects section of this EA for an illustration of the water service area). All of the residences and businesses adjacent to the proposed new road have public water service now and receive their service from either Beckley Water Company or the Raleigh County Public Service District.	No impact.	No impact.	No impact.
Air Quality	Raleigh County is in attainment with <i>National Ambient Air Quality Standards (NAAQS)</i> for all criteria pollutants. The project is included in the Fayette/Raleigh Metropolitan Planning Organization <i>2040 Regional Transportation Plan</i> , the <i>2015-2017 Strategic Plan</i> , and the <i>Statewide Transportation Improvement</i>	No impact.	The proposed improvements were assessed in compliance with the <i>Clean Air Act</i> and its amendments, related Federal regulations, and FHWA guidance. The assessment indicates that the project would meet all applicable air quality requirements of NEPA and, as applicable, federal and state transportation conformity	The proposed improvements were assessed in compliance with the <i>Clean Air Act</i> and its amendments, related Federal regulations, and FHWA guidance. The assessment indicates that the project would meet all applicable air quality requirements of NEPA and, as applicable, federal and state transportation conformity

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
	<i>Program (STIP) 2016-2021.</i>		regulations. As such, the project will not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the NAAQS. Additional detail on the analysis is provided in Appendix F.	regulations. As such, the project will not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the NAAQS. Additional detail on the analysis is provided in Appendix F.
Noise	A noise analysis was conducted for the project in accordance with the WVDOH Statewide Noise Policy (WVDOH 2011). WVDOH guidelines are based on the FHWA Federal Aid Policy Guide 23 CFR 772, U.S. Government Printing Office, updated July 13, 2011.	No impact.	Based on a qualitative analysis, noise impacts as the result of this alternative would be more than double what they would be with the 2018 Alternative 2.	Noise impacts for design year (2037) conditions were identified at two locations. Due to the presence of side roads and driveways, however, there is not enough space to construct an effective noise barrier at the first location. Additionally, the cost to construct a barrier at the second location exceeds the allowable \$30,000 per benefited receptor reasonableness criteria. Additional information on the noise analysis is found in Appendix G.
Potentially Hazardous Wastes	A Phase I Environmental Site Assessment for potential hazardous wastes was conducted to identify any properties in the project area that contain regulated substances.	No impact.	The alternative will impact one potentially hazardous waste site, a former strip mine. The land has been reclaimed, but there is still the possibility of encountering hazardous substances during highway construction. A Phase I Environmental Site Assessment (ESA) (to identify potentially hazardous sites) is included in this EA as Appendix H.	The alternative will impact one potentially hazardous waste site, a former strip mine. The land has been reclaimed, but there is still the possibility of encountering hazardous substances during highway construction. Background research conducted in support of a Phase I ESA did not identify any other known waste sites.

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
Historic Resources	Historic resources surveys were conducted in 2016. No properties were identified as potentially eligible for listing on the 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 (Appendix D) and no further investigations are necessary for the project.	No impact.	No impact.	No impact.
Archaeological Resources	Phase IA and IB archaeological surveys were conducted in 2017. In a letter dated August 3, 2017, the SHPO indicated that no further archaeological investigations are necessary.	No impact.	No impact.	No impact.
Utilities	Electric, water and sanitary sewer, communications, and gas lines are in the area	No impact.	Several utility lines and associated utility components will be relocated as well as a cell tower.	Several utility lines and associated utility components will be relocated.
Section 4(f) Resources	Transportation projects may not take land from any historic site or public recreation area unless there is no feasible and prudent alternative to the use of that land; and, all possible efforts to minimize harm to the property have been undertaken.	No impact.	No impact.	No impact.
Temporary Construction Impacts	Construction will create short-term impacts such as property access and use, inconvenient traffic conditions, increased noise and particulate air	No impact.	Construction will be scheduled to minimize traffic delays. Traffic disruptions will be temporary, localized, and of short duration. Access to all property will be	Construction will be scheduled to minimize traffic delays. Traffic disruptions will be temporary, localized, and of short duration. Access to all property will be

Resource or Element	Context	No-Build Option	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
	pollution, erosion, and safety-related construction issues.		maintained during construction. Construction will comply with all applicable federal, state, and local laws regarding safety, health, and sanitation. Contractors will adhere to Occupational Safety and Health Administration guidelines to protect the lives and health of employees, the safety of the public and property.	maintained during construction. Construction will comply with all applicable federal, state, and local laws regarding safety, health, and sanitation. Contractors will adhere to Occupational Safety and Health Administration guidelines to protect the lives and health of employees, the safety of the public and property.

WHY CHOOSE 2018 ALTERNATIVE 2 AS THE PREFERRED ALTERNATIVE?

The 2014 Alternative 1 and 2018 Alternative 2 will both provide system linkage and offer direct connections with larger business areas in Beckley and commercial developments along Eisenhower Drive. They will also provide better access to community, medical, and educational services, especially those found in the county seat. Both alternatives also result in better levels of service on area roads which will result in improved travel times for all motorists, but especially reduce response time for emergency responders.

While both alternatives are very similar and have almost identical impacts, the 2018 Alternative 2 has been identified as the preferred alternative primarily because it will have fewer displacements of businesses and residences. It will also impact less wetland acreage, but more linear feet of streams. It is hoped that as the project progresses, updated engineering designs can limit the amount of stream segments impacted by the project. Although each



Staff Members Reviewing the Build Alternatives

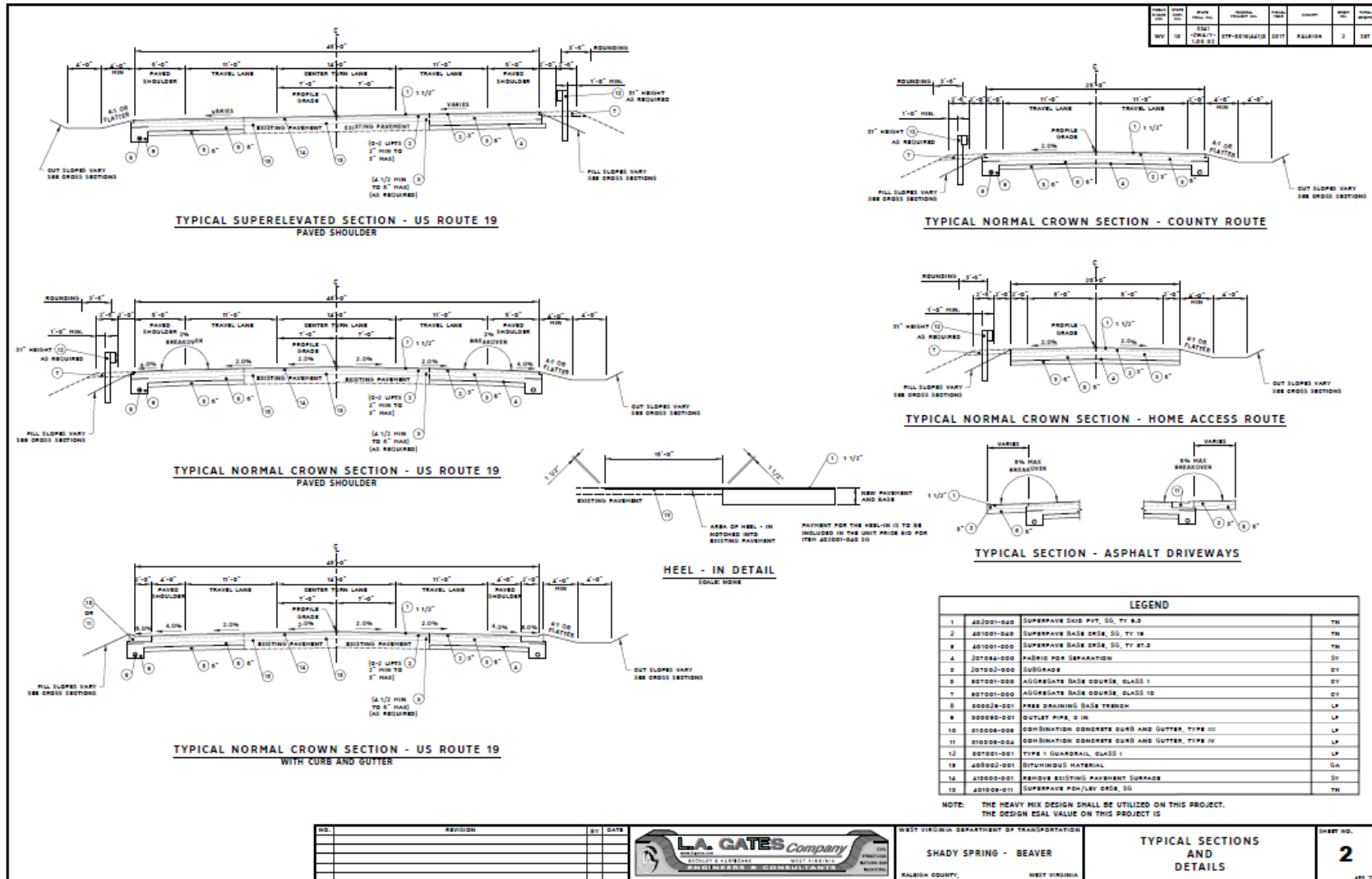
alternative showed some potential for artifacts recovery through archaeological investigations, subsequent Phase 1b testing concluded that there were no archaeology sites eligible for the *National Register of Historic Places* falling within either alternative. Both alternatives come close to a local family cemetery, but neither will directly impact it.

Table 2 provides a comparison of the impacts associated with the two build alternatives.

**Table 2
Comparison of Impacts Between the Build Alternatives**

Feature	2014 Alternative 1	2018 Alternative 2 (Preferred Alternative)
Residences Taken	14	10
Businesses Taken	13	6
Community facilities	0	0
Family Cemetery	0	0
Wetlands	1.3 acres	1.1 acres
Streams	1,184 feet	1,367 feet
Historic Resources	0	0
Initial Archaeology Potential	Yes	Yes
Potential Hazardous Waste Sites	1	1

A typical section for the 2014 Alternative 1 and 2018 Alternative 2, which is the preferred alternative, is shown on the following page.



HOW WELL DOES THE PREFERRED ALTERNATIVE MEET PURPOSE AND NEED?

The preferred alternative was compared to the No-Build Option to determine how well it meets the project’s purpose and need. The results of that comparison are described in Table 3. Based on the comparison, the preferred alternative meets the project’s purpose and need.

**Table 3
Comparison of No-Build Option and Preferred Alternative in Meeting Purpose and Need**

Purpose and Need Element	No-Build Option	Preferred Alternative
System Linkage	With no changes to the existing roadway network, linkage will remain the same and highway capacity in the area will decrease. As traffic increases, additional traffic congestion can be expected.	Construction of a new roadway will provide better system continuity from Beaver and points farther south into Beckley. Additional system linkage will help alleviate existing traffic congestion and protect the area against more congestion in the future.
Emergency Response Times	No additional system linkage will be provided and traffic patterns in the area will remain the same. Emergency response times will remain the same and increase eventually as traffic in the area increases.	With improved highway linkage, traffic will flow better and traffic conflicts will be eliminated. As a result, emergency response times will decrease.
Economic Development	Traffic congestion and high crash rates on US 19 will continue to hinder commercial and industrial development in the Beckley area. Without additional system linkage in the immediate area, congestion on US 19 will limit economic development south of Beckley.	Localized transportation problems will be addressed and stimulate local economic activity.

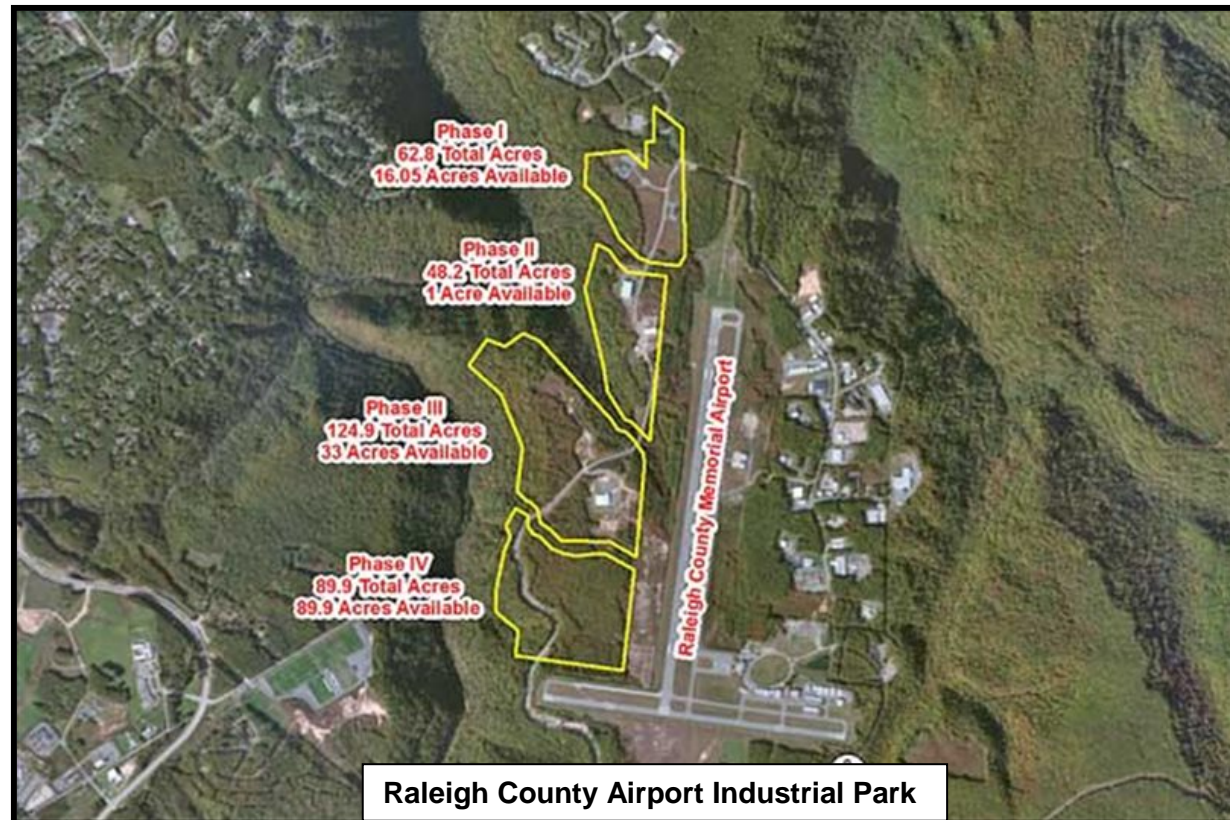
WILL THERE BE ANY SECONDARY OR CUMULATIVE IMPACTS FROM THE PROJECT?

Guidelines prepared by the Council on Environmental Quality (CEQ) for carrying out NEPA requirements broadly define secondary impacts as those that are caused by an action and are later in time or further removed in distance but are still foreseeable (CEQ 1978). Secondary impacts can be associated with development that may result from the construction of a facility, such as a transportation improvement project, but differ from impacts directly associated with the construction and operation of the facility itself. Generally, these impacts are stimulated by an initial action and comprise a wide variety of indirect effects, such as changes in land use, development patterns, economic activity, population density, and related impacts on air, water, and other natural systems, including ecosystems. Indirect impacts may result in increased development pressure on open space, farmlands, and other natural resources.

Cumulative impacts, on the other hand, result from the incremental consequences of an action when added to other past, present, and reasonably foreseeable future actions (CEQ 1997), regardless of what agency, person, or organization undertakes such actions. Cumulative impacts result from past, present, and future actions. When considered as a whole and in concert with other foreseeable developments and projects, they can result in a combined effect greater than considering separate elements independently.

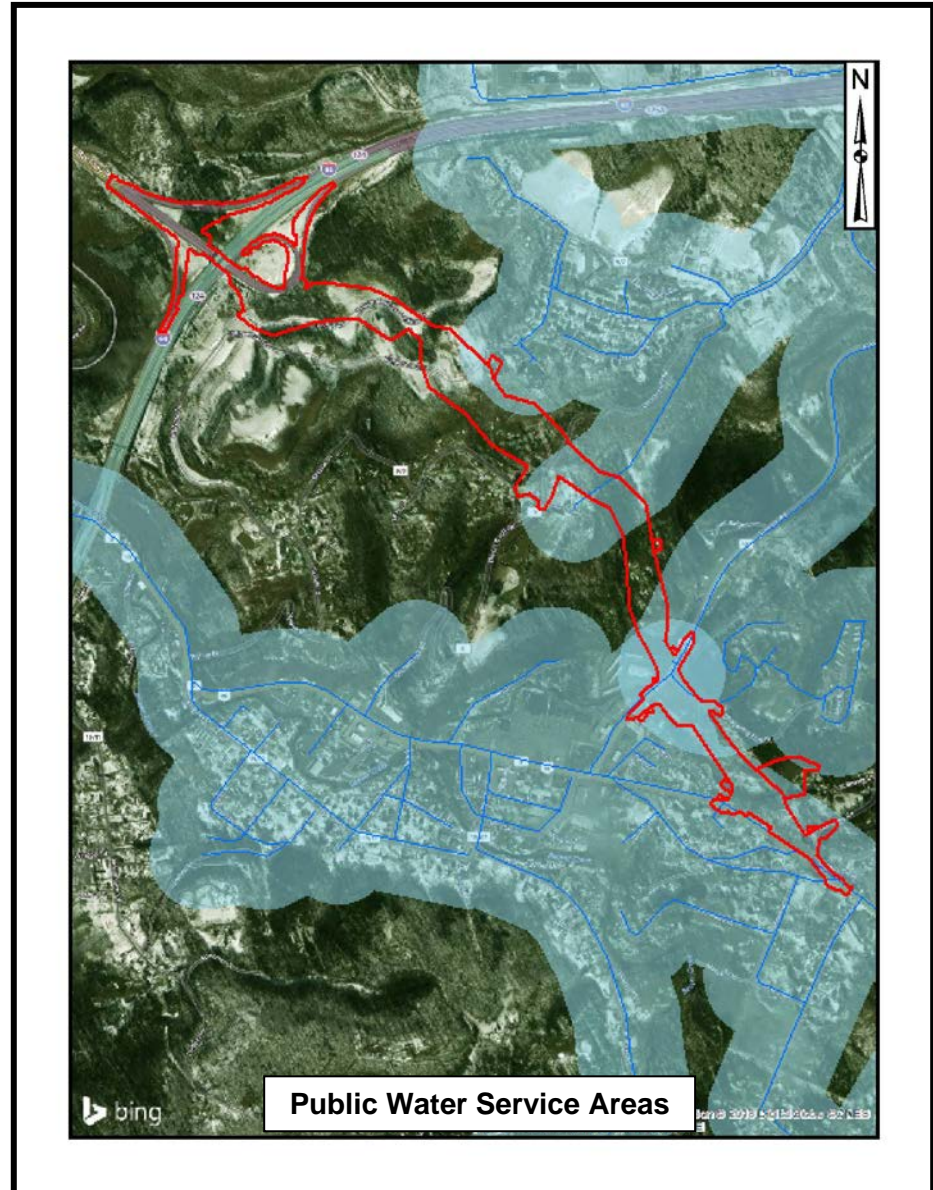
Factors that typically induce secondary, or indirect, development include new access to potential development areas, increased roadway capacity, existing development plans, suitable terrain, and economic incentives. The potential for indirect development to occur in any particular area is determined in great part by individual municipal planning objectives. Although secondary impacts may result in increased development pressure on open space and other natural resources, the character and terrain of the project area limits secondary impacts primarily to areas with some infrastructure in place.

Availability of suitable land and transportation infrastructure in the project area indicates that new development is most likely to occur along Airport Road (WV 307), at the Pinecrest Business and Technology Park, at the Raleigh County Airport Industrial Park, as infill along US 19, and in downtown Beckley. Redevelopment of existing properties could occur anywhere along US 19 where businesses are willing to invest in the community. Summaries of these locations are found below:



- Along Airport Road – There are several vacant or underutilized, large parcels available for redevelopment and new commercial development on Airport Road between US 19, the county airport, and I-64. Proximity to the interstate highway, the airport, existing commercial development in Beckley and its southern environs, and residential development in the US 19 southern corridor makes this section of WV 307 one of the most attractive development areas in Raleigh County.

- Pinecrest Business and Technology Park – All utilities are available at this industrial park located on the north side of I-64, less than one mile from Interchange 124. Approximately 180 acres are available for development at this relatively new business park.
- Raleigh County Airport Industrial Park – The Raleigh County Airport Industrial Park, shown on the figure to the right, is a mature 492-acre business park located adjacent to the county airport. All utilities are available at the park, including runway access. The industrial park is located on the north side of I-64, approximately one mile from Interchange 125. Approximately 125 acres, or about 25 percent of the park, are still available for development. All of the available parcels are located on the west side of the airport.
- US 19 Infill – The US 19 corridor south of Beckley has public water and sewer service as well as many large parcels that could be developed for housing or commercial use.
- Downtown Beckley – West Virginia University (WVU) has recently relocated most of its Montgomery campus (WVU Institute of Technology) to downtown Beckley. The new WVU facilities are located on the old Mountain State University campus on S.



Kanawha Street, within the Beckley central business district, but about seven miles northeast of the project area. Approximately 1,800 new students arrived in Beckley for the 2017-2018 academic year. Opportunities to serve these students with housing, food service and other commercial activities will increase year-by-year until student admissions level off in 2024.

Traffic congestion has hindered much of the commercial and industrial development in the area. Creating additional access to I-64 and South Eisenhower Drive and widening US 19 to the south will alleviate localized transportation problems and stimulate local economic activity. While local economic conditions may improve without the additional linkage, it is unlikely to affect the overall regional economy to any measurable degree.

Although residential growth could occur almost anywhere, it is constrained by topography and the limits of existing public water and sewer systems. Suitable land, the availability of public water, the availability of public sewer service, and suitable transportation are typically used as appropriate development features that can be used to predict growth (Kulkarni 1976). The opportunity for induced development is strongest when all four elements are in place and almost nonexistent when none of them are. Economic pressures on the local community, coupled with national trends, are also likely to limit development in the region and growth in the corridor is constrained by the finite availability of flat land and sufficient infrastructure. Thus, development is expected to be limited to infill occurrences. The likelihood of indirect impacts is minimal, and induced development from the project can be accommodated in an orderly manner. Although unlikely, any secondary development will be an economic benefit to the community and supports the project's needs.

Taken individually, the impacts from an action may have little effect on the environment. When viewed as a sequence of events, however, different actions may add up to, or cause, additional effects over time. Thus, the cumulative impact may be of more consequence than isolated, individual impacts.

Past projects since 1970 and planned actions through the year 2030 were reviewed to complete a qualitative assessment of cumulative impacts. Primary data sources included interviews with local economic development officials, study area field views, and secondary data sources. Consequently, a qualitative analysis rather than a quantitative trends analysis emerged.

Cumulative impacts or effects are a result of the incremental impacts of an action when added to other past, present, and reasonably foreseeable future actions (RFFAs). Cumulative effects can be difficult to understand because they are not clear cut. They can accrue from similar impacts, from multiple actions, or be the product of unrelated impacts from a variety of actions. In addition, some actions may offset the effects of other actions, lessening the overall impact. Cumulative effects can also arise from actions which may only be connected by their common impacts on similar resources, ecosystems, or human communities.

The identification and analysis of RFFAs present many challenges. Proponents of future actions may be reluctant to reveal information for a number of reasons. Plans may be uncertain and project sponsors, both private and public, may not see a benefit in disclosing them. Furthermore, project sponsors may not completely understand the importance of their plans on other projects or understand the potential impact inherent in those plans on others. Detailed design and operational information is generally not available for proposed projects. At the preliminary stage of project development, locations may not be set. Project size and magnitude may not have been determined. Usage estimates or projections may not be sufficiently rigorous. Many factors also affect the timing, location, and design of future actions. If programming and funding requirements have not been finalized, future actions may be delayed, downsized, or modified significantly over time. If definitions of future actions are too liberal, future impacts may be predicted as being too high. If definitions are too conservative, future impacts may be underestimated.

Actions that may contribute to cumulative effects in the area include: water and sewer system improvements in Beckley and within the Shady Spring Public Service District; transportation improvements throughout Raleigh County; the WVU campus in downtown Beckley; and conversion of farm or forest land to commercial or residential development. These activities could have a cumulative impact on terrestrial habitat, land use, water quality, wetlands, air quality, traffic, and cultural resources.

Development projects will have mixed impacts to most resources. Properly functioning water and waste water treatment systems, regardless of type, can encourage economic growth. When public water is available and a community has adequate sewer facilities in place, as it does within the project area, public health improves and the community becomes more attractive as a place to live or work. When such systems are not in place, however, or not functioning properly, pollution can result. If not replaced or improved, older systems may not be able to accommodate growth and can result in negative impacts to environmental resources.

Development also can affect wetlands, terrestrial habitat, and sensitive animal and plant species by consuming land and infringing on natural ecosystems. Properly designed development can offset negative impacts, however, and assist in preserving valued elements of the landscape.

Additional development could also increase traffic and subsequently cause air quality problems or require future transportation improvements. The potential effects could be mitigated by the design of future developments and the regulatory environment. Positive effects to recreation and socioeconomic resources will be expected, primarily through improved facilities or better access. Increased safety, efficiency, and congestion management are the principal reasons for surface transportation projects. Short-term local income and revenues will increase as a result of future transportation projects, including bridge renovations, highway rehabilitations and upgrades, and new roadways. Significant changes to population, property values, local taxes, and existing land use patterns could occur, however, if roadway locations are changed or shifted.

There could be mixed impacts to water quality, wetlands, terrestrial habitat, and sensitive species as a result of converting land to highway use. Effects will be mitigated in various ways, including avoidance, minimization, and replacement. Effects to air quality, recreation resources, and socioeconomics are expected to be generally positive. Additionally, although the effects of transportation projects on cultural resources are mixed, these projects are tied to federal funding or permitting and, therefore, are subject to Section 106 and Section 4(f) compliance. These regulatory processes ensure that the significance of individual cultural resources is considered during project development.

Long-term positive impacts associated with improved environmental conditions are guaranteed through the regulatory environment. These regulations are especially important where there are numerous development opportunities and the potential for threats to the natural environment. All three levels of government (federal, state, and local) have created laws or programs to address negative effects. A concerted effort by government and the private sector has also occurred over the past 20 to 30 years to bring about economic redevelopment in the area. These efforts have enhanced the quality of life for the area's citizens and businesses without imposing an inordinate cumulative impact on the natural, cultural, or socioeconomic environment.

MITIGATION OF IMPACTS FROM PREFERRED ALTERNATIVE

To lessen any permanent or temporary impacts from construction of the project, several mitigation commitments have been proposed by the WVDOH. Those commitments are shown in Table 4.

**Table 4
Mitigation Commitments Associated with the Preferred Alternative**

Resource/Element	Impact	Mitigation Measures
Displacements	The project will permanently impact 10 residential units and 6 businesses.	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	The project will impact approximately 78 acres of land in the following manner: 29 acres Built-up, developed (6 acres low intensity, 22 acres medium intensity, and less than 1 acre high intensity); 9 acres Open Space; 30 acres Forested; and, 10 acres Pasture.	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.

Resource/Element	Impact	Mitigation Measures
Streams	The project will impact 1,367 feet of perennial streams. The impacts will occur due to the construction of new roadway drainage ditches, drainage pipes, and culverts.	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	Twelve wetlands totaling slightly more than one acre will be impacted by the project.	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	Approximately 4.4 acres of the floodplain associated with Little Beaver Creek will be impacted. Localized flooding issues along this and other area streams have been raised as a concern by residents in the project area.	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	During construction, there will be an increase in emissions by heavy construction equipment and an increase in dust. Dust and exhaust	If it is necessary to burn land clearing debris in order to complete the project, approval by the West Virginia Department of Environmental Protection (WVDEP) Secretary or an authorized representative is required to conduct such burning. If the project entails the renovation, remodeling, or demolition, either partially or totally, of a structure, building, or installation, irrespective of

Resource/Element	Impact	Mitigation Measures
	<p>particulate emissions from heavy equipment operations will temporarily degrade air quality in the immediate construction zone. Impacts from dust will be localized within the immediate area of construction.</p>	<p>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.</p>
Noise	<p>The project will introduce traffic noise into an area with little traffic now. Construction activities will also temporarily influence sound levels.</p>	<p>Noise generating construction activities such as pile driving or jack hammering should be minimized and completed during daytime activities.</p>
Potentially Hazardous Wastes	<p>A former strip mine may still contain hazardous substances even though the land has been reclaimed.</p>	<p>Phase II/III activities 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 incorporation 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.</p>
Utilities	<p>Utility relocations will be required as a result of the project.</p>	<p>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, including public water service, will be completed prior to construction with limited inconvenience to the public.</p>

Resource/Element	Impact	Mitigation Measures
Secondary Impacts	Minimal.	Secondary development will 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	Development has enhanced the quality of life for the area without imposing an inordinate cumulative impact on the natural, cultural, or socioeconomic environment.	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	Short-term impacts associated with construction include, but are not limited to, inconvenient traffic conditions, increased noise and particulate air pollution, erosion, and health and safety-related construction issues. Construction easements will also be required for 404 feet of perennial streams, 1.1 acres of wetlands, 3.1 acres of floodplains, and 3.5 acres of other property.	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 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.

RESOURCE AGENCY COORDINATION

Throughout development of the project, the WVDOH has coordinated with environmental resource and transportation agencies with jurisdiction over, or having operating responsibilities with, transportation projects. Agencies that have taken an active role in the project to date include the Federal Highway Administration, the U.S. Fish and Wildlife Service, the West Virginia Department of Environmental Protection, the West Virginia Division of Culture and History, the West Virginia Division of Natural Resources, the Raleigh County Commission, and the New River Gorge Regional Development Authority. Relevant correspondence from these agencies is found in Appendix D. Coordination with these and other agencies will continue as the project progresses.

REQUIRED PERMITS

The following permits will be required prior to construction: *Clean Water Act* (CWA) Section 404 Permit from the U.S. Army Corps of Engineers; CWA Section 401 *Certification from the West Virginia Department of Environmental Protection* (WVDEP); and a *National Pollutant Discharge Elimination System* (NPDES) Permit also from the WVDEP.

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DISTRIBUTION LIST

Federal, state, and local agencies with jurisdiction over transportation projects and relevant environmental regulations (Table 5) will receive a copy of this EA prior to the informational workshop public meeting. The EA will also be posted on the WVDOH website and hard copies placed in various locations throughout the local area for public review. Copies of the EA will also be available at the workshop public meeting. The comment period will extend for 30 days after the informational workshop public meeting occurs.

**Table 5
Agency Distribution List**

Federal Agencies		Tribal Nations	
<p>Jessica Martinsen U.S. EPA Office of Environmental Programs 1650 Arch Street Philadelphia, PA 19103</p> <p>Barbara Okorn U.S. EPA Office of Environmental Programs 1650 Arch Street Philadelphia, PA 19103</p> <p>Willie R. Taylor, Director Office of Environmental Policy and Compliance U.S. Department of the Interior 1849 C Street, NW Washington, DC 20240</p> <p>Michael Hatten, Chief Regulatory Division U.S. Army Corps of Engineers Huntington District, CELRH-RD 502 Eighth Street Huntington, WV 25701</p>	<p>John Schmidt, Supervisor U.S. Fish and Wildlife Service 694 Beverly Pike Elkins, WV 26241</p> <p>Norm Bailey Resource Conservationist NRCS U.S. Department of Agriculture 1550 Earl Core Road Morgantown, WV 26505</p> <p>Mary Ann Tierney, Regional Administrator Federal Emergency Management Agency 615 Chestnut Street Philadelphia, PA 19106</p>	<p>Caitlin Totherow Tribal Historic Preservation Office Catawba Indian Nation 996 Avenue of the Nations Rock Hill, SC 29730</p> <p>Russell Townsend Tribal Historic Preservation Officer Eastern Band of Cherokee Indians P.O. Box 455 Cherokee, NC 28719</p> <p>Robin Dushane Tribal Historic Preservation Officer Eastern Shawnee Tribe of Oklahoma 12705 East 705 Road Wyandotte, OK 74370</p>	<p>Micco Emarthia Tribal Historic Preservation Officer Seneca-Cayuga Tribe of Oklahoma P.O. Box 45322 Grove, OK 74345</p> <p>Jay Toth Tribal Historic Preservation Officer Seneca Nation of Indians 90 Ohi:yo' Way Salamanca, NY 14779</p> <p>Eric Oosahwee-voss Tribal Historic Preservation Officer United Keetoowah Band Cherokee Indians in Oklahoma P.O. Box 1245 Tahlequah, OK 74465</p>

State Agencies			Local Agencies
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