

WEST VIRGINIA DEPT. OF TRANSPORTATION, DIVISION OF HIGHWAYS

SEPTEMBER 2017

**ADDENDUM TO THE
WV 601 JEFFERSON ROAD, US 119 TO US 60
JUNE 2016 ENVIRONMENTAL ASSESSMENT**

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1.0 INTRODUCTION

The West Virginia Department of Transportation, Division of Highways (WVDOH), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve an approximately 1.7-mile section of Jefferson Road (WV 601) between its intersection with US 119 (Corridor G) in the south and its intersection with US 60 (McCorkle Avenue) in the north. The project will relieve current and future traffic congestion and improve safety throughout the corridor. The project includes widening Jefferson Road from 2-3 lanes to 4-5 lanes and providing a bridge over Davis Creek, Kanawha Turnpike, and the CSX railroad.

The Environmental Assessment for the project was issued in June 2016, and a public meeting was held in July 2016. Seven preliminary alternatives had been screened, and the EA presented detailed analysis of two of those alternatives, Alternatives 1 and 5. Analysis concluded that Alternative 5 is the Preferred Alternative.

During the public comment period after issuance of the EA, the WVDOH received many comments opposing specific design elements of Preferred Alternative 5 in the northern project area, predominantly the retaining wall that would be located in front of a row of houses on Park Street in the Jefferson Park neighborhood. WVDOH also examined alternatives for traffic movement and developed a design that eliminates several left turn movements to improve safety of access to the new 5-lane Jefferson Road. This addendum to the EA presents the changes to Preferred Alternative 5, its impacts, and mitigation for impacts.

2.0 EA PUBLIC COMMENT PERIOD

2.1 Summary of Public Meeting

After issuance of the EA, WVDOH hosted an informational workshop public meeting to inform the public and receive comments. The meeting was held at the South Charleston Community Center on July 11, 2016 from 4:00 to 7:00 PM. This location is within the project area, and is the same location where another public meeting was hosted by WVDOH during the planning stages of the project in 2013.

WVDOH sent a Press Release for advertising the meeting to local papers, television and radio stations, delivered flyers to area residents, and posted flyers in community common spaces (e.g., the South Charleston Community Center). See Attachment 1 for copies of the press release and flyer.

At the meeting, WVDOH had two (2) sets of ten (10) display boards. All participants received a handout, which provided copies of the display boards and a comment form. Copies of the complete EA, signed June 7, 2016, were available for the public to take as well. WVDOH and FHWA representatives were in attendance to answer questions. A total of 172 individuals signed the sign-in sheet at the meeting.

As explained in the handout, seven (7) preliminary alternatives were assessed by WVDOH and presented at the 2013 public meeting. Two (2) alternatives were carried forward for further assessment (Alternatives 1 and 5), including refinement of the preliminary engineering designs and detailed environmental analysis. In the July 2016 public meeting materials, as well as in the EA, WVDOH presented their reasoning for selection of Alternative 5 as the Preferred Alternative.

A month long comment period followed the meeting, with comments due to WVDOH by August 11, 2016. A comment form was available at the meeting, along with instructions for mailing the comment form after the meeting or commenting electronically. All meeting materials and the complete EA have been posted on the WVDOH website since before the meeting took place.

2.2 Comments on the EA

A total of 43 forms, emails, letters, and online submissions were received by WVDOH commenting on the EA. Several of the public commenters were responsible for multiple submissions, e.g., the same comments via both mail and online, or additional comments submitted later in the year.

Two (2) of the submissions were received from resource agencies: the United States Environmental Protection Agency and the West Virginia State Historic Preservation Office.

A list of commenters is provided in Table 1, with cross-references to the responses that apply to their comment submission. Responses to substantial comments are provided in Table 2 for agency comments and Table 3 for public comments. Copies of the complete comment submissions are included in Attachments 2 and 3 for agency and public submissions, respectively.

Specific Issues Receiving the Most Comments

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

- Part of presentation at the July 2016 Public Workshop only showed access to the Jefferson Park neighborhood via Washington Street, but the document shows an underpass along Pennsylvania Avenue (6 comments).

Table 1. Inventory of Comments Received During 2016 Public Comment Period

Agency Comments				
Agency Name	Name of Commenter		Comment ID(s) in Table 2	
United States Environmental Protection Agency	Barbara Okhorn, USEPA Region III		EPA-1 through -12	
West Virginia State Historic Preservation Office	Susan Pierce, Deputy State Historic Preservation Officer		SHPO-1	
Public Comments				
Last Name	First Name	City	State	Comment ID(s) in Table 2
Anonymous	NA	NA		3
Carroll	Brandy/Jacob	South Charleston	WV	3
Carte	Roger	South Charleston	WV	3
Causey	Cheryl	South Charleston	WV	6, 7, 8, 25
DeBarr	Steve	South Charleston	WV	3
Dennis	Charles	South Charleston	WV	5, 9, 12, 14
Doak	Jonathan	South Charleston	WV	1, 10, 11
Faw	Wylie	South Charleston	WV	26
Foster	Drema	South Charleston	WV	2, 13, 15, 17, 18, 19, 20, 21
Frampton	David	South Charleston	WV	1
Fugate	Betty	South Charleston	WV	11, 17, 22, 23, 24
Glazier	Don & Phyllis	South Charleston	WV	4, 6, 18, 24, 27
Glazier	Pam	South Charleston	WV	4, 6, 10, 11, 17, 21, 22, 24, 27
Gorby	Jaime	South Charleston	WV	6, 17, 18, 20, 21, 22, 23
Hannah	Forest & Christina	South Charleston	WV	3
Hill	Christopher & Misty	South Charleston	WV	13, 15
Hill	Misty	South Charleston	WV	10, 13, 18, 21, 23, 27, 28
Huffman	Mark	South Charleston	WV	16
Huffman	Virginia	South Charleston	WV	15

Last Name	First Name	City	State	Comment ID(s) Table 2
Huffman & Huffman Belcher	Virginia & Sue	South Charleston	WV	15, 23
Jones	Kaci	Charleston	WV	1, 15, 17
Lewis	Ray	Charleston	WV	26, 30
Mathews	Claudia	South Charleston	WV	10, 11, 31
Milam	Anna	Scott depot	WV	14
Napier	Chad	South Charleston	WV	3
Nichols	Newton	Charleston	WV	10, 15, 21, 23
Outlaw	Edward J	Institute	WV	15
Outlaw	Edward & Terri	Institute	WV	14, 15
Pauley	Amy	South Charleston	WV	15, 17, 27
Santos	Robert	South Charleston	WV	14
Shomo	Art	South Charleston	WV	3, 4, 28
Spencer	Mark N.	Charleston	WV	29, 32, 33, 34, 35, 36, 37
Spurlock	Derek	Scott Depot	WV	26
Thistlethwaite, MD	Daniel	South Charleston	WV	15
Trigg	Erica D.	South Charleston	WV	1, 10, 15, 21, 23

Table 2. Responses to Agency Comments Received During 2016 Public Comment Period

Note: See Table 1 for a list of agency commenters, with cross-reference to comment IDs for their comments. The following table includes complete quotations from the agency letters, which are copied in Attachment 2.

Comment ID	Comment	WVDOH Response
EPA-1	Page 17 states that the bridge piers and abutments are outside of the 100-year floodplain, but the south approach embankment creates minor variations in the 100-year surface water. It is unclear what this means. Impacts should be clearly evaluated and explained in the EA.	With the project planned for Design-Build project delivery, final design may differ from the design presented in the EA. A detailed hydraulics study will be conducted with final design. With final design, mitigation measures will prevent impacts through 1) special floodwater measures coordinated with the City of South Charleston in accordance with their MS4, and 2) purchase of properties impacted by raised backwater.
EPA-2	The Table on page 40 indicates that tributary crossings will require new culverts or pipes and some extended culverts to cross the widened Jefferson Road. Again, impacts should be clearly identified and evaluated in the EA.	The Jefferson Road corridor within the project area contains approximately 1,570 linear feet of stream conveyed through natural channels and known culverts. Attachment 4, which is a figure from the Preliminary Jurisdictional Determination (PJD) report prepared for the US Army Corps of Engineers in 2016, shows the 5 stream crossings that could be impacted by the widening, none of which are north of the Kanawha Turnpike. These crossings will be widened to extents that will be determined during final design; however, an estimate based on the addition of two travel lanes, a path and shoulder is 40 feet per stream crossing. That totals approximately 200 feet of impact in addition to the existing crossings.
EPA-3	The resources should be described in the EA and any studies of the resources should be clearly referenced and attached. This includes terrestrial and aquatic resources. The size of the potential impacts should also be included.	Particularly with the known level of public interest in this project, WVDOH prioritized presenting information in a reader-friendly format, which includes summarization of more detailed analyses. Specific resource reports are included in the appendices. The length of the EA is in keeping with the goals of the NEPA for reducing paperwork and focusing on pertinent issues (40 CFR 1500.1(b)). The level of detail provided in the EA is considered sufficient for extracting relevant input from the public and agencies.
EPA-4	Stormwater ponds, best management practices (BMPs) and	Comment noted. Precise design of stormwater management will be

Comment ID	Comment	WVDOH Response
	<p>construction staging areas should not be located in wetlands and streams. Stormwater management alternatives that address the existing and new construction should be considered.</p>	<p>addressed during final design in coordination with the City of South Charleston in accordance with the MS4. A PJD report has been submitted to the US Army Corps of Engineers. No wetlands were found in the project area, and information on streams will be used during the final design process.</p>
<p>EPA-5</p>	<p>The EA should include a discussion and analysis of greenhouse gas emissions, climate change, and extreme weather events (in particular in association with resiliency design).</p>	<p>A qualitative discussion of these matters has been added with this Addendum to the EA. See Section 4.10.</p>
<p>EPA-6</p>	<p>We suggest that a community coordination plan be developed to assist impacted residents with their concerns.</p>	<p>WVDOH has presented the changes to the project at an additional informational public workshop meeting in February 2017, after which there was another public comment period. In addition, WVDOH met with the Mayor of South Charleston and residents of the Jefferson Park neighborhood to review proposed changes prior to the public meeting, and WVDOH has responded directly to many of the people submitting comments on the EA.</p> <p>For impacted properties, future coordination will take place as required with the right-of-way acquisition procedures. Precise information about the right-of-way boundaries will not be known until final design.</p> <p>For temporary construction impacts, the Contractor will be required to maintain access to businesses and residences at all times, and upcoming temporary changes to traffic patterns will be posted in advance of the change. Project updates will also be available on the WVDOH website.</p>
<p>EPA-7</p>	<p>The assessment is quite short, and seems to give little consideration to Environmental Justice as related to potential impacts. It would be helpful for maps to show the location and extent of the impacts that may reasonably expected to occur in the study area. Which parts of the block groups will have</p>	<p>EJ was addressed in detail in a 13-page appendix to the EA. For the changes to Preferred Alternative 5, impacts are assessed for EJ in Section 4.3 and Attachment 5 of this addendum. A figure in Attachment 5 shows the displacements in relation to Census Blocks (for minority data) and Block Groups (for income data).</p>

Comment ID	Comment	WVDOH Response
	<p>displacements? Are those displacements in areas where there are minority and/or low income populations? How will the project activities impact residents who may be living or working in the areas where there will be project related work taking place?</p>	<p>Temporary construction impacts will be minimized through adherence to WVDOH's Standard Specifications, required of the Contractor/Design-Build Team. A maintenance of traffic plan will be developed and implemented during construction to assure both motorist and construction worker safety as well as access. This plan will be developed using guidelines of FHWA, the American Association of State Highway and Transportation Officials, and WVDOH.</p>
<p>EPA-8</p>	<p>Block level analyses does not provide useful information regarding those living below poverty according to Table 1 in Appendix C at the Block Level. There is no data for the Blocks. The Block group level data shows that the percent of the population living below poverty does not exceed the state average, but exceeds the averages for the Census Tract and County.</p>	<p>Correct. For examining low income populations, it is common practice to use the Block Group level of data from the US Census data, supplemented with other sources of information.</p>
<p>EPA-9</p>	<p>Based upon the data provided, the percent minority values for the County, Census Tract and Block Group all exceed the state average for West Virginia. The percent minority population for Census Tract 130, Block Group 1, Block 1027 is more than three times the state average for minority population; the minority population percentage for Census Tract 130, Block Group 1, Block 1030 is more than twice the state average; values for Census Tract 130, Block Group 1, Block 1051 are more than 3 times the state average. The values for Census Tract 130, Block Group 3 and Census Tract 128 exceed the state average.</p>	<p>Comparisons between percentages in Table 1 are presented for information purposes and context, but are not used to determine whether or not minorities will incur disproportionately high and adverse impacts. Any Blocks with minorities were considered for impact, avoidance and minimization, in conjunction with balancing effects to other physical, natural, and cultural resources.</p> <p>It should be noted that when percentages are used to highlight differences from the state and county levels, the actual value should be taken into consideration as well. While the 13% and 22% of Blocks 1030 and 1051 are higher than the state level of 6%, both of those jumps represent just a single person; the 13% of the population in Block 1030 and the 22% in Block 1051 are both comprised of just two (2) people. Also, Block 1030 is completely avoided by the alternative alignments under consideration in the EA and the 2017 revised version of Preferred Alternative 5 (see Figure 1, Attachment 5</p>

Comment ID	Comment	WVDOH Response
		<p>of this Addendum to the EA).</p> <p>With respect to Block 1027, the difference from the state percentage of minorities is more substantial. The ACS 5-year estimate shows that 13 of the 58 residents in this Block are minorities. This Block stretches the full length of the Jefferson Park neighborhood, and is impossible to avoid impacting with any alternative to the east of the existing Jefferson Road alignment. (Alternatives to the west of Jefferson Road were determined to be infeasible.) As currently designed, the alignment will relocate 9 houses within Block 1027, but the current alignment minimizes the indirect impacts to the entire Jefferson Park neighborhood, and thus to the remaining Block 1027 residents, by aligning with the edge of the community instead of dividing it. Also, of these 9 relocations, residents of 4 of them requested relocation after issuance of the EA. See Attachment 5 of this Addendum to the EA for more information regarding EJ.</p>
EPA-10	<p>Consideration should be given to the potential for impacts associated with noise, dust, business disruption, traffic, and all other activities associated with the work on this project. This assessment concludes that there will be no impacts on minority and/or low income populations, but fails to provide documentation or justification for the assertion.</p>	<p>The assessments in the EA and in this Addendum to the EA do not make that claim; the EA acknowledged potential for impacts to low-income or minority persons. However, they conclude that there will be <i>no disproportionately high and adverse impacts</i>. Effects from noise, dust, business disruption, traffic and other construction impacts will be temporary and do not rise to a significant level. See the EA Table 7 for mitigation measures to be implemented during construction and Appendices C for EJ discussion, F for Air Quality analysis, G for Noise analysis. See also Attachments 5 and 6 of this Addendum to the EA for further consideration of EJ and Noise.</p>
EPA-11	<p>We suggest that the project team continue assessment of social impacts, and continue coordination with the community and state and federal agencies as the project moves forward.</p>	<p>WVDOH concurs that continuing to coordinate with the public is important. Particularly in light of the comments received on the EA and the changes made to Preferred Alternative 5, WVDOH has met with the Mayor of South Charleston and residents of the Jefferson Park neighborhood and has hosted</p>

Comment ID	Comment	WVDOH Response
		an additional informational public workshop for the project in February 2017. With the final design process, additional coordination will be necessary with permitting agencies and the City of South Charleston.
EPA-12	Efforts to avoid and minimize impacts to communities and the natural environment including aquatic resources should be developed as detailed planning progresses.	Comment noted.
SHPO-1	We reviewed [the EA]. It is our opinion that all our concerns were previously addressed, considered, and responses recorded in the appendix to this document. We appreciate the opportunity to review and comment, but have nothing further to add at this time. No further consultation is necessary regarding historic resources; however, we ask that you contact our office if your project should change.	Comment noted.

Table 3. Responses to Public Comments Received During 2016 Public Comment Period

Note: See Table 1 for an alphabetized list of commenters, with cross-reference to comment IDs for their substantial comments. The following table includes the substantial comments in summary form. Copies of complete comment submissions are included in Attachment 3.

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
1	For/Against Project Overall	In favor of the project, with no specific alternative selected.	4	Comment noted.
2	For/Against Project Overall	Project is not necessary.	1	See the EA Section entitled “What are the needs for the project?” beginning on page 6 for discussion of the purpose and need for the project.

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
3	Preferred Alternative	I / We support selection of Alternative 5 as presented in the EA.	7	Alternative 5 remains the Preferred Alternative; however, as presented at an additional informational public workshop and posted on the WVDOH website, the design has been changed and has a wider footprint in the northern portion of the project. This Addendum to the EA document presents the details of these changes and associated impacts.
4	Alternatives Analysis	The selected alternative must have a bridge over the railroad tracks.	3	Preferred Alternative 5 has been carried forward and includes a bridge over the railroad tracks.
5	Alternatives Analysis	Why was Alternative 5 chosen?	1	See the EA, Appendix B (Alternatives Analysis) as well as response to Comment 3.
6	Alternatives Analysis	<p>Please reconsider alternatives that avoid my / our home.</p> <p>More specifically, 2 commenters asked why the road cannot be aligned to the northeast of Jefferson Park where there are no homes.</p>	4	<p>WVDOH has considered all the impacts associated with a range of alternatives and must balance consideration for effects to different resources as well as analysis of the feasibility and practicability of the design. The avoidance of residential properties was an important element in the design of alternatives; however, as detailed in the EA Appendix B (Alternatives Analysis), other constraints such as Davis Creek, steep slopes, the large WV State Police facility, and the location of existing access points for US 119 and I-64 as well as the project's purpose of widening the roadway necessitate the relocation of residences.</p> <p>Specifically, constructing the new Jefferson Road to the northeast of Jefferson Park was eliminated from consideration early in the planning process. The elimination of the offset Kanawha Turnpike intersection and at-grade railroad crossing would not be solved by that alignment, and that alignment would require a new connection to I-64 or a circuitous and inefficient loop around the neighborhood. A new interstate exit is beyond the scope of this project. The logical terminus for this project is at the existing intersection between MacCorkle Avenue and Jefferson Road.</p>
7	Alternatives Analysis	Why not cover Davis Creek and widen the road in that direction (west) instead of	1	A range of alternatives was considered for fulfilling the project needs, including alternatives to the west of Davis Creek. These alternatives were eliminated primarily because of the impacts associated with the substantial excavation of

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
		impacting homes on east side of Jefferson Road?		<p>the hillside, impacts to a cemetery, and the relocation of the WV State Police facility. See the EA Appendix B (Alternatives Analysis) for complete discussion.</p> <p>Placing a pipe in Davis Creek was not considered in detail because it would create substantial stream impacts and increase flooding to upstream properties.</p>
8	Alternatives Analysis	Commenter raises concern for possibility that the owner of Country Club Apartments “sits on a board” that has been involved in the alternatives analysis.	1	WVDOH, and not a separate board, is responsible for selecting an alternative. See also response to Comment 3.
9	Access to Jefferson Park	Commenter has an unclear specific suggestion for altering the traffic pattern feeding from Jefferson Road into Jefferson Park. The comment appears to be suggesting the use of Pennsylvania Avenue instead of Washington Street as the entrance to the neighborhood.	1	<p>Preferred Alternative 5 does include maintaining access to the Jefferson Park neighborhood via the Pennsylvania Avenue corridor. See response to Comment 10. However, the Washington Street access is needed as well.</p> <p>Revisions to Preferred Alternative 5 include a new configuration near the end of Washington Street. The traffic pattern has also been changed since the 2016 presentation. See Section 3.0.</p>
10	Access to Jefferson Park	The video presentation of Preferred Alternative 5 at the July 2016 Public Workshop did not show the end of Pennsylvania Avenue continuing under the proposed new bridge.	6	The 3-D visualizations unfortunately omitted the Pennsylvania Avenue underpass that is indeed a part of the Preferred Alternative 5 design. As presented in the EA, Pennsylvania Avenue was proposed to pass under the new Jefferson Road bridge, and that connection remains with the revised design.

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
11	Access to Jefferson Park	Include a stoplight at the entrance to Jefferson Park and the Community Center.	4	The project design does not currently include a new stoplight. Jefferson Park residents, State Police, and Community Center visitors will have access to the upgraded Jefferson Road through direct connectors to the new roadway in a safe manner. See also response to Comment 27.
12	Project Timing	When will the project start, and is funding available to start?	1	<p>The timeline presented at the informational public workshop in July 2016 has been updated and was presented at the February workshop and posted online. It is as follows:</p> <ul style="list-style-type: none"> • Environmental clearance in Summer 2017 • Letting of project (this is a Design-Build project) in late 2017 • Right of way activities in early 2018 • Construction duration approximately 2 years <p>Funding is available.</p>
13	Communication	WVDOH should be communicating more to people who will be impacted.	2	<p>WVDOH held a public workshop after issuance of the EA and posted the EA itself as well as the materials presented at the meeting on their website. Several news outlets gave notice of the meeting and broadcast news after the meeting. WVDOH left flyer notifications of the meeting at all the residences in the project area. After revisions were made to the Preferred Alternative, another public workshop meeting was scheduled and the same notification/news coverage took place.</p> <p>It should be noted that WVDOH has had direct communication with the people making this comment.</p>
14	Relocations	How will the right-of-way process proceed (when will affected property owners be notified; how long will they have in their home after notification; and what help will be provided)?	2	<p>Right of way activities are expected to begin in early 2018. A detailed summary of the process is provided in Section 4.3, "Relocations" of this Addendum to the EA.</p> <p>Once the property owners have been sent a "Letter of Intent" the property will be appraised. Once the review and replacement housing payments are calculated, if necessary, the files will be completed and appointments scheduled with the owners. The owners will be informed when the offer is</p>

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
				<p>made that they have at least 90 days before WVDOH can ask them to move. Once the owners are paid, they will receive a 30 day letter telling them when they must be out of the building. However, the owners cannot be forced to move until WVDOH has paid them the amount agreed to and listed on the deed. If condemnation is necessary, the owners cannot be asked to move until 90 days have passed and the court has granted WVDOH a right of entry and the fair market value deposited.</p> <p>This response provides a summary description of the process, and there are circumstances that cause the procedure to differ somewhat from this outline. The process will be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p>
15	Relocations	<p>Commenter is requesting to be within the proposed right-of-way for the project and, therefore, relocated instead of having to live adjacent to the new facility.</p>	10	<p>WVDOH generally prioritizes avoidance of commercial and residential relocations. However, to reduce the severity of changes to the Jefferson Park neighborhood setting and to improve the safety of traffic patterns in this more densely developed portion of the project, Preferred Alternative 5 has been revised as detailed in this Addendum to the EA. The retaining wall has been replaced with fill, which requires a larger footprint. Consequently, the houses of all the commenters who submitted this comment do indeed fall within the new proposed right-of-way area and will be relocated.</p>
16	Land Transfer	<p>Commenter is interested in purchasing land behind his house that appears to be vacant with Preferred Alternative 5.</p>	1	<p>The land behind your house at 601 Jefferson Street is needed for the right-of-way of Preferred Alternative 5, as currently designed. See Section 3.0 of this Addendum to the EA for explanation of the changes.</p>
17	Permanent Indirect Impacts to Home	<p>Commenter is concerned about the viewshed impacts to home resulting from the retaining wall that will parallel Park Street in Jefferson Park.</p>	6	<p>Preferred Alternative 5 no longer includes the retaining wall. With the revisions described in this Addendum to the EA, the new Jefferson Road and the edge of the Park Street right-of-way will no longer be in front of houses on Park Street, but will abut the alleyway that lies behind a row of houses along Jefferson Street. See Section 4.3 of this Addendum to the EA for more discussion of the viewshed.</p>

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
18	Permanent Indirect Impacts to Home	Commenter is concerned about the increased noise from being adjacent to the widened road in the Jefferson Park neighborhood.	4	See Section 4.1 for discussion of the revised Noise Impact analysis. Three structures in the southern end of the project will be impacted by the increase in noise with the proposed project. This was the result for the Preferred Alternative 5 as presented in the EA, as well as for the revised version presented in this Addendum.
19	Permanent Indirect Impacts to Home	Commenter is concerned about the increased local air pollution from being adjacent to the widened road in the Jefferson Park neighborhood.	1	See Appendix F of the 2016 EA.
20	Permanent Indirect Impacts to Home	Commenter is concerned about the loss of privacy from being adjacent to the widened road in the Jefferson Park neighborhood.	2	In order to fulfill the project's purpose and need, the roadway must be widened, which necessarily moves the roadway closer to some residences. With the revisions to Preferred Alternative 5, the edge of the right-of-way through the Jefferson Park neighborhood will no longer be in front of houses on Park Street, but will be adjacent to an alleyway that runs behind a row of houses along Jefferson Street. With the final design, WVDOH will consider including plantings at the edge of the right-of-way to help mitigate impacts to adjacent private property.
21	Permanent Indirect Impacts to Home	Commenter is concerned about potential loss of property value from being adjacent to the widened road in the Jefferson Park neighborhood.	6	It is difficult to predict changes in property values. It is possible that potential buyers will be attracted to living near the improved Jefferson Road, with safer traffic patterns and access to the shared use path.
22	Construction Impacts - Preparation	Commenter would like to be kept informed prior to and during construction about the timing of disturbances and	3	For impacted properties, future coordination will take place as required with the right-of-way acquisition procedures. Precise information about the right-of-way boundaries will not be known until final design. For temporary construction impacts, the Contractor will be required to maintain

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
		<p>utility outages.</p> <p>Two commenters specifically requested that WVDOH host a meeting for all residents of Jefferson Park prior to construction to better understand what they can expect.</p>		<p>access to businesses and residences at all times, and upcoming temporary changes to traffic patterns will be posted in advance of the change. Project updates will also be available on the WVDOH website.</p> <p>Public notification will occur prior to start of construction.</p>
23	Construction Impacts - Physical	<p>Commenter is concerned about disruption during construction from noise, pollution, and/or large construction vehicles on small Jefferson Park neighborhood roads.</p>	6	<p>Mitigation for temporary construction noise and air pollution are addressed in the EA, Table 7, Items 7 and 8.</p> <p>Construction vehicles will generally stay within the project right-of-way. The disturbance from construction vehicles will be temporary. Although the entire project will take approximately two years to complete, it will be phased so that disruption in any one area does not last that entire period.</p>
24	Flooding	<p>What effect will the project have on the water level of Davis Creek? Several residences in Jefferson Park currently experience high water in their back yards, and commenters want to know if the project will make it worse. Some commenters also specifically want to be informed of results of more detailed hydraulic study.</p>	3	<p>Based on preliminary models, the project will not cause an increase in flooding, which is mostly resulting from Kanawha River back water. The Contractor / Design team will analyze additional hydraulic models based on the line and grade design they will propose, and they will ensure that the flooding situation will not be exasperated. The bio-retention basins are for the Clean Water Act Section 402 permit (also referred to as the National Pollutant Discharge Elimination System) and Municipal Separate Storm Sewer System (or MS4) measures. They will be the responsibility of the Contractor / Design team, who will coordinate their final design with all appropriate agencies and acquire all necessary permits. The Bio-Retention basins are designed for one year, 24-hour rain storms.</p> <p>Owners of affected properties will be contacted prior to construction.</p>

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
25	Historic Properties	Commenter believes home to be historic.	1	In order to be eligible for listing in the National Register of Historic Places, a structure needs to be at least 50 years old. Although your home, which you report to have been built in 1970, does not qualify, we have shared your letter with WV State Historic Preservation Office for their information and consideration.
26	Pedestrian/Bicycle Access	Commenter wants better pedestrian/bike path connectivity. Specifically, comments included suggestions for: a direct connection to Little Creek Park; a connection to the Southridge Shopping Center; and continuing the path all the way to US 60 from in front of the Community Center (with only a sidewalk under I-64 ramp if necessary).	3	<p>The current design of the shared use path through the project area will facilitate increased use of the Jefferson Road corridor by pedestrians and bicyclists. It offers a direct connection to the utility path in the south of the project area.</p> <p>Revisions to Preferred Alternative 5 since the 2016 EA have added more pedestrian/bicyclist access, including an extension of the shared use path along the underpass that connects the Jefferson Park neighborhood to the former Jefferson Road (near the Police Station), where one could cross the railroad to access Kanawha Turnpike and the Little Creek Park.</p> <p>The current design of the RHL Blvd Connector does not have a bike lane, but has shoulders that can facilitate bike travel more easily than the vehicle lanes themselves.</p> <p>At this time, the width of the I-64 ramp underpass north of the Community Center does not allow for continuing the shared use path under US 60, but a sidewalk continues on the west side all the way to MacCorkle Avenue. See Section 4.4 of this Addendum to the EA for more detail.</p>
27	Pedestrian/Bicycle Access	<p>Commenter is concerned for safety of children needing to cross Jefferson Road.</p> <p>One commenter also specifically questioned where the bus will pick up school children.</p>	4	<p>Revisions to Preferred Alternative 5 include the extension of the shared use path through the Jefferson Park neighborhood, which ensures that pedestrians/bicyclists do not need to cross the 5-lane facility to access the other side of the former Jefferson Road. See Section 4.4 of this Addendum to the EA for more detail.</p> <p>School buses will continue to have safe access to Jefferson Park area and upgraded Jefferson Road. However, the precise school bus route is not determined by WVDOH.</p>

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
28	Traffic	Commenter is concerned that a new traffic light along Jefferson Road next to the Community Center will cause more congestion on MacCorkle Avenue.	1	Preferred Alternative 5 does not include a new traffic signal. This will allow vehicular traffic to flow more freely, and there is now a right-turn-only traffic pattern in that area which reduces need for traffic to stop.
29	Speed Limit	Commenter suggests 50 mph speed limit for the bulk of the middle of the project (between the Community Center in the north and the businesses at the south end of the project area), and 40 mph at either end.	1	The posted speed limit on Jefferson Road will not be increased as a result of this project. This is an urban minor arterial with too many access points to allow the higher speed limit.
30	Kanawha Trpk Access Points	Commenter is concerned about access to the CSX Massey Yard and associated property to the north of Kanawha Turnpike, east of its intersection with Jefferson Road. Commenter wants access maintained across the railroad and for traffic signals to be considered for that intersection as well as the intersection with Mathias Lane off Kanawha Turnpike.	1	<p>The project will not remove existing access to the properties north of Jefferson Road off Kanawha Turnpike.</p> <p>It is unclear whether or not the commenter was concerned about the other railroad crossing (along the current Jefferson Road). The precise nature of the access across the railroad tracks at the location of the current Jefferson Road crossing has not been finalized, but will be discussed and made part of the agreement between WVDOH and CSX Railroad during final design.</p> <p>Traffic signals will not be emplaced adjacent to the roundabout, which requires free-flowing traffic for ingress and egress. However, the project is undergoing additional traffic analysis as part of final design.</p>

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
31	Kanawha Trpk Access Points	Until the project is completed, there needs to be a left turn signal from Kanawha Turnpike onto Jefferson Road.	1	The current project design does not include the suggested temporary change. Adjustments to traffic lights are considered on an individual basis and not as part of this larger project. This project will be permanently eliminating this at-grade intersection for vehicles.
32	Kanawha Trpk Access Points	Commenter suggests either adding left turn lane on Kanawha Turnpike for traffic turning left onto Mathias Lane or continuing the two full lanes coming from the roundabout past Mathias Lane.	1	The amount of traffic making this left turn does not warrant a dedicated turn lane or widening the road in this location. Improvements to Jefferson Road, including the roundabout access points and bridge, will lessen westbound traffic that would impact the Mathias Lane access point.
33	Jefferson Road Access Points	Commenter is concerned about how well drivers will adjust to the roundabout.	1	As in other locations in WV where roundabouts have been introduced, there will be a learning curve for travelers, but drivers eventually adjust. Also, roundabouts have become more and more common throughout the country, so more and more drivers are experiencing them. To speed the adjustment, WVDOH will post online an educational video to explain how the modern roundabout works, as they have done for the introduction of other new roundabouts.
34	Jefferson Road Access Points	Commenter suggests lengthening the exit from Jefferson Road from the south toward the roundabout to accommodate higher speed traffic and adding a roundabout bypass for traffic accessing Kanawha Turnpike eastbound.	1	The suggested long approach is not warranted; the speed limit will not be increasing. Traffic studies for the roundabout design indicate a much improved level of service compared to the existing condition. A dedicated turn lane is not included with the design at this time.

Comment ID	Topic	Comment	Comment Occurrences	WVDOH Response
35	Jefferson Road Access Points	For the ramp from Corridor G westbound, commenter suggests adding a new merge lane for traffic turning right (south) to avoid queuing behind traffic turning left (north).	1	WVDOH is aware that queuing can occur at this location; however, there is only 200 feet between the ramp and the next intersection. During final design, we will study the possibility of adding a short turn lane and some storage along the ramp.
36	Jefferson Road Access Points	Before the intersection with MacCorkle Avenue, the commenter suggests adjusting the proposed right turn lane (lengthen it and move it farther east) and adding a left turn lane for traffic entering McDonalds and Bob Evans.	1	The amount of traffic making those left turns does not warrant a left turn lane, and shifting the right turn lane would adversely affect the planned "free right turn" movement.
37	Jefferson Road Access Points	Commenter believes improvements to the Trace Fork shopping center (i.e., the RHL Boulevard Project) should be planned for as part of the Jefferson Road Improvements Project.	1	Traffic to and from the RHL Boulevard extension, which will connect to the Trace Fork shopping center, has been considered in the design of the Jefferson Road improvements. The traffic and, therefore, noise models used to assess impacts from the Jefferson Road project included the assumption that the RHL Boulevard is constructed. The exact design of the intersection with the boulevard will be addressed in the future.

3.0 CHANGES TO PREFERRED ALTERNATIVE 5

Since issuance of the EA in June of 2016, WVDOH adjusted the Preferred Alternative in response to comments received from the public and further consideration for the access points between the new road and the Jefferson Park neighborhood. For eight homes in Jefferson Park, 10 complaints were received about the wall that would support the bridge's ramp. The wall would change the views and suburban feel of Park Street. Residents also expressed concern for the delays in turning left from the Jefferson Park neighborhood onto Jefferson Road. While the 2016 Preferred Alternative 5 included the possibility of a traffic light to alleviate that concern, WVDOH reconsidered that option because of concern for the free flow of traffic coming off the bridge and for that location's proximity to the MacCorkle Avenue stoplight.

Therefore, WVDOH undertook additional design study to devise solutions to these issues. WVDOH revised the design to remove the wall by placing the ramp on fill and to incorporate a "right turn only" traffic pattern for vehicles accessing the new 5-lane Jefferson Road. With the fill design, the project footprint and certain impacts increase, but safety concerns are more thoroughly addressed. With the right turn only pattern for the Community Center and Jefferson Park exits, the need for a stop light that some commenters voiced is alleviated. Along with this change, the bicyclist/pedestrian pathway could be fit within the expanded right-of-way, which helps address concerns for connectivity and safety in crossing Jefferson Road. Each of these elements are described in greater detail below in the following sections.

Figure 1 shows the entire project, highlighting the area of change. Figure 1 shows detail of the changes, followed by a bulleted list of the changes. How these changes have affected the impact analysis is addressed in Section 4.0.

Summary of adjustments made to the 2016 Preferred Alternative 5:

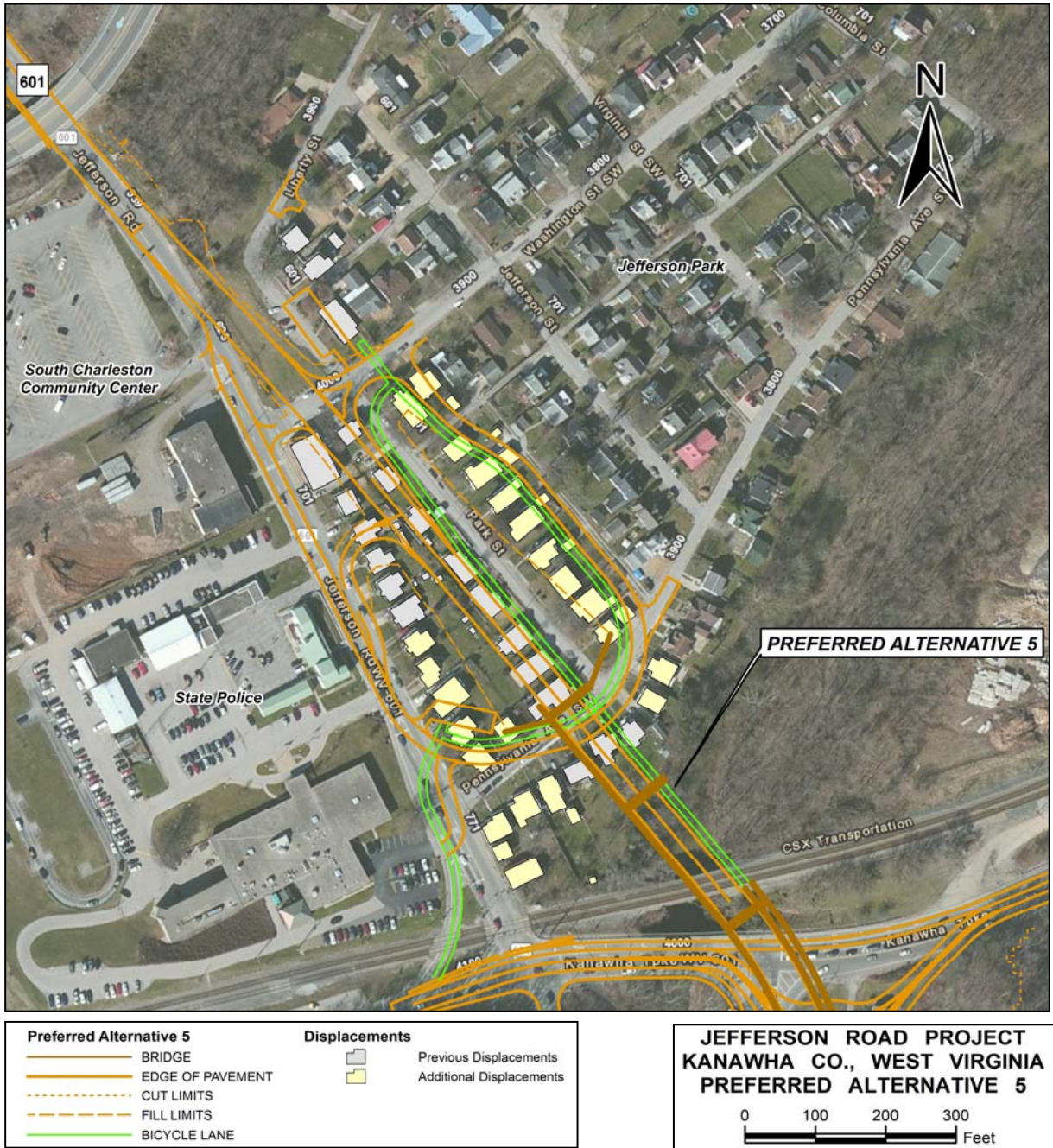
- Eliminating the wall along Park Street;
- Expanding the right-of-way surrounding the ramp, which involves shifting Park Street to the east;
- Eliminating the traffic light at the northern end of bridge¹;
- Extending the shared use path to provide a loop through the Jefferson Park neighborhood and to connect directly to Kanawha Turnpike;
- Making the turning movements onto and off of new 5-lane Jefferson Road will be "right-turn-only" in this area; and,
- Relocating 21 additional residences (additional changes in impacts are addressed throughout Section 4.0).

¹ It should be noted that this traffic light was not a definitive component of the previous version of the alternative, but was included in the EA assessment.

Figure 1. Preferred Alternative 5 and Area of Change since 2016



Figure 2. Preferred Alternative 5 and Detail of Area of Change since 2016



4.0 ASSESSMENT OF IMPACTS

All of the impacts as reported in the EA have been assessed for changes with the revisions. A summary is provided in Table 4, and subjects are discussed in the following sections. A discussion has also been added for the topic of climate change.

Table 4. Summary of Impact Comparison

Issue/ Resource	2016	2017
Estimated Cost (Construction, Utilities, and Right-of-Way)	\$56.45 million	\$58.03 million
Length (miles)	1.7	1.7
Includes Bridge over Kanawha Turnpike	Yes	Yes
Has Wall Supporting Ramp to Bridge	Yes	No
Footprint (acres)	71.4	74.6
Residential Relocations	35	56
Commercial Relocations	1 Building	1 Building
Noise Impacts	3	3
Floodplain/Floodway Acres 1) south of railroad 2) north of railroad	1) Bridge approach grade will impact the 100-year Davis Creek flood 2) 14.3 acres of Kanawha River backwater floodplain	1) No Change 2) 16.0 acres of Kanawha River backwater floodplain
Streams	Approximately 200 feet	Approximately 200 feet
Archaeology Sites	None	None
Historic Resources	None	None. The area of potential effect did not expand beyond the previously surveyed area.
Rare, Threatened, and Endangered Species	None	None The changes to the action area are within the previously surveyed area.
Hazardous Sites	Reported locations in EA.	No change. The changes to the action area are within the previously surveyed area.

4.1 Noise

A revised study was undertaken to assess the changes in the northern project area and their effect on noise sensitive receptors. The study assumed an increase of 100 vehicles on Park Street in the peak hour. This added volume is intended to account for the vehicles needing to use Park Street in order to head north from the west side of Jefferson Road (e.g., the Community Center and Police Station) and to head south from the east side of Jefferson Road (e.g., residents along Washington Street). The study also incorporated the new edge of pavement for Preferred Alternative 5. The revised Noise Study is included as Attachment 6.

The study concluded that no new noise impacts are anticipated with the revisions. Preferred Alternative 5 is anticipated to have the same number of receivers impacted (3) as reported in the EA. All three impacted receptors are located in the southern portion of the project area.

4.2 Air

The revisions to Preferred Alternative 5 do not affect the volume of traffic; therefore, no new impacts to air quality are anticipated. See also discussion of greenhouse gases in Section 4.7.

4.3 Community Impacts

Traffic

The new design will improve traffic safety in the northern project area because some of the incoming traffic from access points (e.g., Jefferson Park neighborhood and the Community Center) will be forced to use a right turn only traffic pattern for getting onto the new 5-lane road. This will reduce the number of lane crossings and chances of collisions. Because of the need for traffic to pass under the new Jefferson Road bridge, there will be some increase in traffic along Park Street. This increase was considered in a revised Noise Study (see Section 4.1). See also Pedestrian/Bicycle Access (Section 4.4).

During construction, there will be temporary disruptions to traffic, similar to those that would occur with the 2016 Preferred Alternative 5; however, there may also be temporary disruptions along the alley behind Jefferson Street during the construction of Park Street and the shared use path.

Viewshed

The revised Preferred Alternative 5 will have similar visual effects as those reported for Preferred Alternative 5 in the EA; however, elements of the viewshed in the northern project area have changed. With the 2016 Preferred Alternative 5, a row of houses along Park Street were facing a wall that supported the ramp for the new Jefferson Road bridge. With the 2017 revised Preferred Alternative 5, that row of houses is incorporated to the right-of-way (see "Relocations" below) and the change in view will be from back yards of houses along Jefferson Street. The receivers of the viewshed impact has changed, but also the quality of the impact changed. Instead of seeing a wall with the elevated road in close proximity to the viewers, residents will see the elevated road more in the background beyond a grassy hillside, and the proximal view will be of the shared use path and Park Street instead of the

backs of other houses in addition to the alleyway which will remain behind the Jefferson Street houses.

In response to concerns from residents along Jefferson Street, WVDOH will consider during final design the feasibility of incorporating some vegetative screening along the existing alley adjacent to relocated Park Street.

Relocations

The revisions to Preferred Alternative 5 include relocating 21 additional residences as compared to the 2016 version of the design. Eight of these relocations were specifically requested during the comment period because of the drastic indirect impacts to their homes. For the homes remaining adjacent to the project in the 2016 design, several were going to be relatively isolated from the rest of the neighborhood, and several were going to be facing a retaining wall across their street. Those impacts have been removed. Now new indirect impacts will be experienced by residents along Jefferson Street, as discussed in the comment responses and the "Viewshed" section above; however, those effects are not as intense as those that would have been experienced by remaining residents along Jefferson Road and Park Street with the former design.

Although the total number of relocations is substantial (56), this impact is not considered significant enough to warrant analysis in an Environmental Impact Statement because of the context. The community has voiced the need for this project for many years and the traffic and crash data support its need. The public has been involved through Long Range Transportation planning conducted by regional planners and through the WVDOH's Planning and Environment Linkage effort in addition to the two public workshops held to discuss the specific alternatives. A substantial number of relocations could not be avoided with this project, which had the purpose of widening an existing road through an urban/suburban area. WVDOH has chosen an alternative that skirts the edge of a neighborhood, and doesn't bifurcate it.

WVDOH will also be relocating all displaced residents. Acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. The owner of a displaced residence is eligible to receive reimbursement for the fair market value of the property acquired, as well as moving costs, and will be provided relocation assistance and advisory services together with the assurance of the availability of decent, safe, and sanitary housing. Displaced renters who have rented their apartment/home for at least 90 days before negotiations will be provided with relocation assistance advisory services and compensation, which may be used to rent another housing property or to purchase a home.

Environmental Justice

A revised report for assessing environmental justice is included as Attachment 5.

4.4 Pedestrian/Bicycle Access

The changed design of Preferred Alternative 5 includes additional pedestrian/bicyclist pathway (shared use path). As seen in Figure 1, the path now runs along Park Street and

through the underpass to the other side of Jefferson Road. This allows a safer crossing of the new 5-lane facility than a crosswalk.

Additionally, although this detail could have been added to the 2016 design, the revised design includes a connection of shared use path between Kanawha Turnpike and the former Jefferson Road. This connection will have to be discussed with the CSX Railroad company, but a need for this connection was supported in comments received throughout the project development. Commenters wanted to see better connectivity, to further the possibilities of recreation and commuting with bicycles.

The right turn only and fill design incorporated to the Preferred Alternative 5 allows for this new pathway. With its intersection with Washington Street and use of the existing Park Street corridor, the 2016 design would not accommodate the new shared use path in the Jefferson Road neighborhood.

Pedestrian and bicycle access and safety has improved with the changes to the Preferred Alternative 5.

4.5 Floodplain/Floodway

The revisions to Preferred Alternative 5 include expanding the footprint in the northern project area. In this area north of the railroad, the 2016 footprint encompassed 14.3 acres of the floodway, while the revised footprint incorporates 16.0 acres. Despite this disturbance, the project offers an opportunity to help improve flood mitigation in the region. Flooding from backwater of the Kanawha River has occurred in this area and was voiced as a concern in public comments.

The current design includes two bio-retention facilities, as shown in Figure 3, which are designed for one-year, 24-hour rain storms. However, final design of stormwater management will be addressed in coordination with the City of South Charleston in accordance with the MS4. It will be the Design-Build Team's responsibility to analyze additional hydraulic models based on the line and grade design they propose, and they will ensure that the flooding situation will not be exasperated. The Design-Build Team must coordinate their final design with the appropriate agencies and acquire all applicable permits.

Figure 3. Draft detail of bio-retention facilities proposed in northern project area.



4.6 Land Cover/Land Use

The changes to Preferred Alternative 5 expanded the project footprint in the northern project area, as shown in Figure 4. The EA presented the areas of different land cover/land use that will be converted to transportation. Those numbers, for the entire project, are compared to updated values in Table 5. As shown in this comparison, the difference in total footprint is 3.2 acres, with 3.1 being residential and 0.1 ac being existing pavement.

It should be noted that the actual existing right-of-way was not presented for the transportation land use/land cover. Rather, because of the importance of residential impacts, even areas that are actually part of right-of-way have been counted as residential if that is the way the acreage functions on the ground (e.g., front lawns). For both the 2016 and 2017 Preferred Alternative 5 footprints, 28.8 acres or roughly 40% of the project footprint is already within existing right-of-way.

Figure 4. Comparison of right-of-way area before and after the 2017 changes to Preferred Alternative 5 in the northern project area.



Table 5. Land Cover within Project Footprint

Land Cover Category	Acreage in ROW – April 2014 PA	Acreage in ROW – June 2014 PA
Total Area of Proposed Right-of-Way	71.4 acres	74.6 acres
Jefferson Road (edge of pavement)	7.3 acres	7.4 acres
Commercial	12.8 acres	12.8 acres
Industrial	1.1 acres	1.1 acres
Residential	17.9 acres	21.0 acres
Forest	31.5 acres	31.5 acres
Undeveloped	0.1 acres	0.1 acres

Note: Database developed for the project based on edges of pavement and not right-of-way. Right-of-way accounts for approximately 40% of the project footprint, encompassing much of the acreage shown here as residential, commercial, and forest.

4.7 Waters of the US

Changes to the project do not change impacts to wetlands or streams.

4.8 Hazardous Materials

The expanded footprint of Preferred Alternative 5 lies within the study area for hazardous materials and issues within that area were addressed in the 2016 EA.

4.9 Historic and Archaeological Resources

The changes to the project did not change the area of potential effect used for the analysis of impacts to historic resources, which was conservatively large. The one historic property within the APE was the C&O Railway. Since issuance of the EA in 2016, additional correspondence occurred with the SHPO to confirm an effects determination for that property. In a letter dated October 31, 2016, SHPO concurred that the project will have no adverse effect on the railway (Attachment 7).

With revisions to the project footprint since the EA issuance in 2016, WVDOH has consulted SHPO two times for potential impacts to archaeological resources. In letters dated September 9, 2016 and August 8, 2017, the SHPO concurred that revisions to the Preferred Alternative 5 will not affect archaeological historic resources and that no further consultation is necessary (Attachment 7).

4.10 Climate Change

Transportation sources contribute to greenhouse gas emissions (GHG) through the burning of petroleum-based fuel. According to the FHWA, transportation sources are responsible for approximately one-quarter of the GHG emissions in the US. Under the Clean Air Act, the EPA has the authority to establish motor vehicle emissions standards for CO₂ and other

greenhouse gases although such standards have not yet been established as part of the National Ambient Air Quality Standards (NAAQS). FHWA is actively involved in efforts to initiate, collect, and disseminate climate-change-related research and to provide technical assistance.

As detailed in the purpose and need in the 2016 EA, current conditions in the project area include an offset intersection and congestion that produces long queues of idling vehicles. The proposed project will relieve congestion through:

- increased capacity (existing 2-3 lanes widened to 4-5 lanes);
- elimination of the offset intersection;
- inclusion of a roundabout to further reduce idling; and
- inclusion of a bridge over the railroad, which further reduces idling traffic.

These changes will reduce GHG emissions.

With regard to future climate change and its effects on the project area, the primary consideration is more extreme weather causing more drastic flooding. The proposed roadway widening will improve the resiliency of the infrastructure. The construction project provides opportunity for special floodwater measures to be emplaced in coordination with regional planners and the City of South Charleston in accordance with their MS4.

4.11 Project Cost

With revisions to Preferred Alternative 5, the cost has increased by 2.8%. The cost reported in the 2016 EA was \$56.45 million, and the current estimate is \$58.03 million. The cost increased with the required additional right-of-way acquisitions and utility work. However, the cost for the project decreased because of the change in design of the bridge (fill instead of retaining wall).

5.0 CONCLUSION

With the changes incorporated to the Preferred Alternative since analysis in the 2016 EA, final results of the alternatives screening still result in the selection of Preferred Alternative 5. As presented in this addendum to the EA, the increases in impacts are balanced by the improved gains of the project. The Preferred Alternative 5 impacts remain below levels of significance, and analysis in an environmental impact statement is not required.