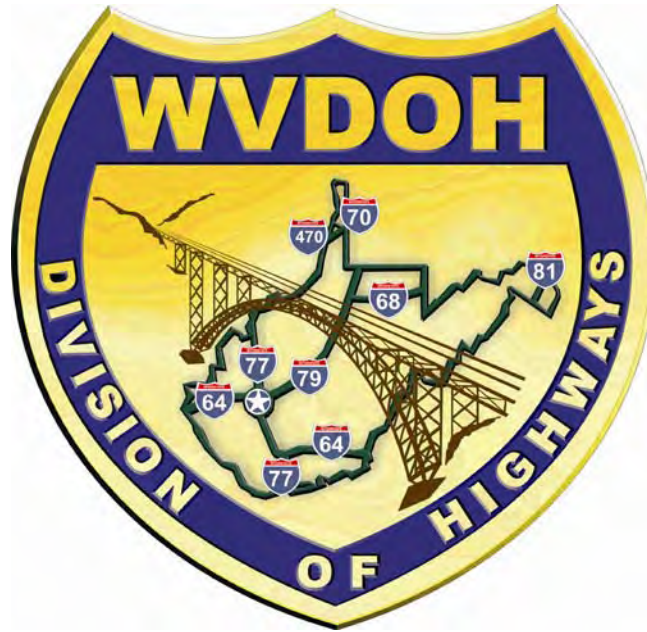


Workshop Public Meeting



**WV Department of Transportation
Division of Highways
In cooperation with the Federal Highway
Administration and the West Virginia
National Guard**

State Project T220-CPA/DS-9

**Coonskin Park Access
Kanawha County**

Coonskin Park Access

STATE PROJECT T220-CPA/DS-9

The purpose of this project is to implement and mitigate a Department of Defense (DoD) mandated physical security measure that will restrict personnel and vehicular traffic through the National Guard (NG) complex along Coonskin Drive (Kanawha CR 51/2). This project addresses military security issues identified in the 2002 Joint Services Integrated Vulnerability Assessment (JSIVA), 2006 Air Force Vulnerability Assessment Team Report (AFVATR), and the 2009 Air Force Vulnerability Assessment Team Report. A secondary purpose of this project is to provide an emergency entrance and exit from the NG Complex, Kanawha County's Coonskin Park, and Yeager Airport in case of flash flooding.

Coonskin Drive (Kanawha CR 51/2) is part of the state roadway system. State traffic records indicate it has had up to approximately 2400 vehicles per day travel along its route. It is the only route to and through the NG Complex and into Kanawha County's Coonskin Park. Both the NG Complex and the Park are located adjacent to Yeager Airport, and there are no alternate routes for accessing these facilities. Historically, flash flooding in the watersheds adjacent to Coonskin Drive and Yeager Airport have closed access to and from the NG Complex, Park and Airport. This flooding has demonstrated a need to establish an emergency entrance and exit route to these facilities so that they can be accessed or evacuated if the primary routes are blocked.

One of the main Force Protection security measures required by the DoD MINIMUM ANTITERRORISM STANDARDS FOR BUILDINGS (UFC 4-010-01, dated 8 October 2003, updated 22 January 2007) includes maintaining minimum clearances between military facilities and public roadways. This measure is only one of several Force Protection security requirements that have been put in place at military facilities worldwide since the September 11, 2001 terrorist attacks. The NG Complex facilities along Coonskin Drive are too close to the public road to meet required minimum clearance distances. Accordingly, the security measures require that access to the Complex be restricted which, in turn, requires that traffic to Coonskin Park be rerouted. The security access restriction will only allow military and civilian personnel who have a valid need and identification to be on the premises. Also, minimal rerouting of the Coonskin Drive traffic is not practical because the NG Complex facilities are on both sides of the road.

In order to address the Force protection security measures required by DoD MINIMUM ANTITERRORISM STANDARDS FOR BUILDINGS (UFC 4-010-01, dated 8 October 2003, updated 22 January 2007), an Access Control Point (ACP) into the NG Complex must be established along the existing Coonskin Drive. This ACP must be properly configured to adequately restrict access onto a federal military installation which likely involves closing a portion of Coonskin Drive. If the NG Complex would be required to elevate its Force Protection level to Force Protection Condition Delta (as after September 11, 2001), then public access to the Park by Coonskin Drive would be blocked completely until the Force Protection Condition was lowered.

Because the proposed ACP will eliminate public access through a section of Coonskin Drive, the project also includes, as mitigation, the concurrent construction of a new access route that would permanently provide public access into the Park. It is also imperative that this new access provide an emergency alternate entrance and exit route from the NG Complex and Yeager Airport to allow access during a flash flooding event.

In summary, the Coonskin Park Access project consists of:

- i. Closing a section of Coonskin Drive to the public so that an adequate Access Control Point to the NG Complex can be installed to meet Force Protection security requirements; and
- ii. Building a new access into the Park that provides unimpeded public access to the Park and an emergency entrance and exit route for the NG Complex and Yeager Airport.

The overall purpose of this project is to address military security issues.

In order to best meet all the requirements of this project, several land and bridge alternatives have been identified and are being studied by the WVDOH. It is important to note that a “**Preferred**” **Alternative** has been identified based on its ability to meet all of the requirements of the project. It is listed as **Alternate No. 5A**. The following is a description of the alternatives that are being evaluated.

Alternative No. 1- Land Route-This alternate relocates a portion of Kanawha CR 51/2 to the east and around the Guard facilities. The new road starts at mile post 0.40 and proceeds north reconnecting with CR 51/2 at milepost 1.13. Approximately 4,000 feet of new roadway is required.

Alternative No. 2-Land Route-New entrance to Coonskin Park from WV 114, by acquiring a private access road and constructing a new roadway into the park. Approximately 6,000 feet of new roadway is required.

Alternative No. 3- Land Route-Similar to alternative 2 except the route utilizes the fire road within Coonskin Park. Approximately 12,000 feet of new roadway is required.

Alternative No. 4- No longer feasible because it utilizes the existing Railroad bed and it is planned to reopened.

Alternative No. 5-This alternative requires the construction of a 400 feet long bridge over the Elk River heading into the Park from Elk Hills. Approximately 1,200 feet of new roadway will be constructed along with at least a 100 foot right turn lane along US 119.

Preferred-Alternative No. 5A- Is at the same location at Alternative #5, except this alternative has no piers in the water and the bridge is 405 feet long. This alternative will avoid impacts to the Elk River and/or riparian areas.

Alternative No. 6- Proposes a bridge adjacent to Coonskin Park’s Clubhouse. The alignment provides a 425 feet bridge and 650 feet of roadway.

Alternative No. 7-Proposes a bridge adjacent to the Harding's Restaurant. The alignment provides a 565 feet long bridge over the Elk River that connects to the Family Center access road and the existing road systems in the Park. Approximately 1,000 feet of new road is needed.

Alternative No. 8-Proposes a bridge that intersects US 119 at the intersection of US 119 and Roselane Drive. This alignment provides a 750 feet long overpass bridge that spans the interstate and Elk River. Approximately 1,350 feet of new road will be constructed and reconnected to the Family Center access road inside the park.

Alternative No. 9- This alignment intersects US 119 approximately .7 miles south of Exit #1 of I-79. The new alignment utilizes Conner Drive (CR 119/33) and end near the boat ramp access road. The alignment requires construction of a 500 feet long bridge and approximately 3,800 feet of new road.

Alternative No. 9A-Proposes a bridge adjacent to Conner Drive (CR 119/33). This alignment provides a 650 foot long bridge and 5,500 feet of new roadway.

Alternative No. 10-No longer feasible because it utilizes the existing Railroad bed and it is planned to reopened.

(Maps showing the location of each alternative can be found in the handout.)

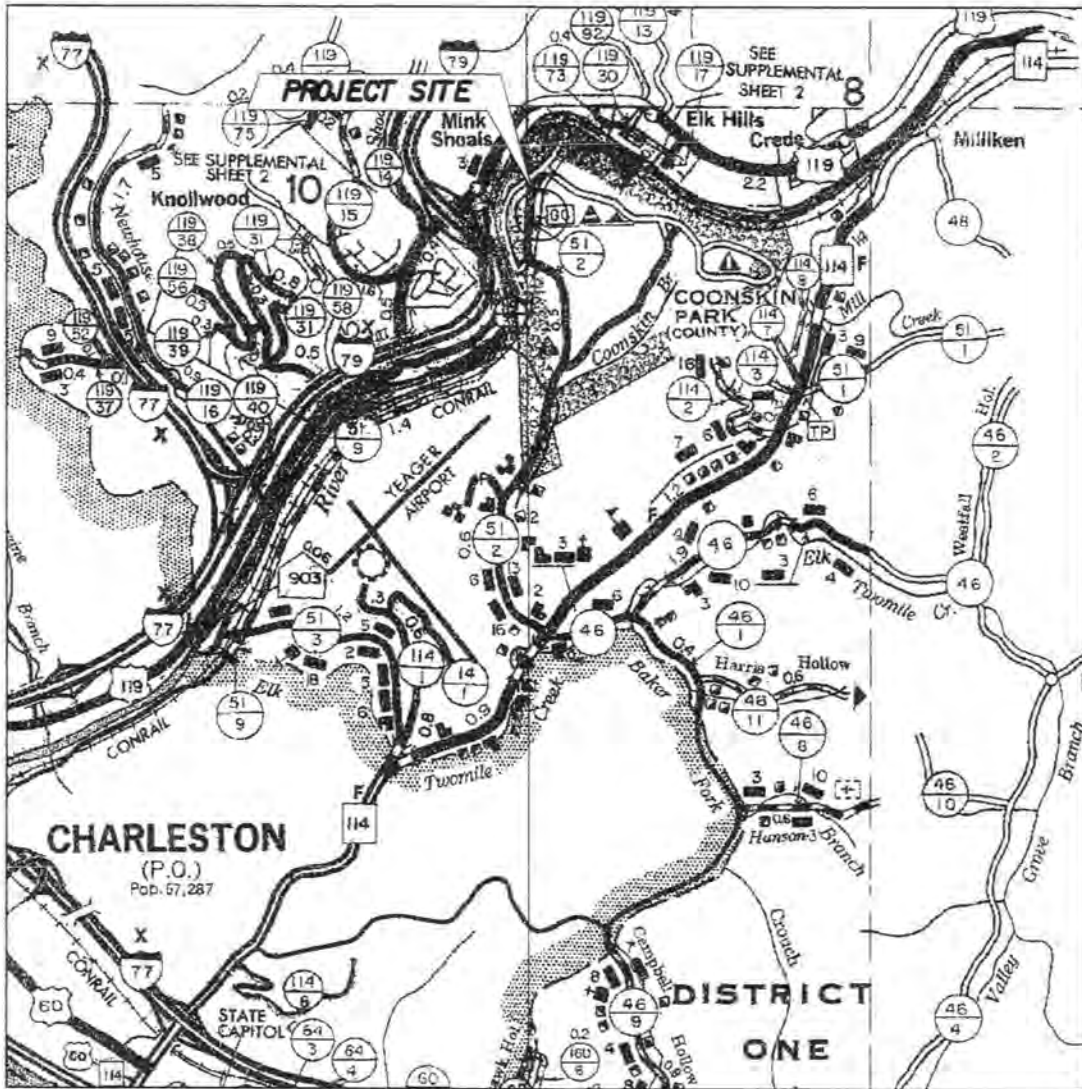
The West Virginia Division of Highways in cooperation with the Federal Highway Administration will be preparing an Environmental Assessment (EA) of the Coonskin Park Access Project to help with the selection of an alternative. Once the EA is complete another round of informational workshop public meetings will be held and the EA will be available for comments.

The purpose of this informational workshop public meeting is to afford participants an opportunity to ask questions and state their views and opinions on the alternatives for the Coonskin Park Access.

Those wishing to file written comments may send them to Gregory Bailey, P.E., Director, Engineering Division, West Virginia Division of Highways, Capitol Complex Building Five-Room 450, 1900 Kanawha Boulevard East, Charleston, WV 25305-0430 on or before April 2, 2010.

ACCESS ROAD STUDY
COONSKIN PARK
STATE PROJECT NO. T220-CPA/DS-9

KANAWHA COUNTY



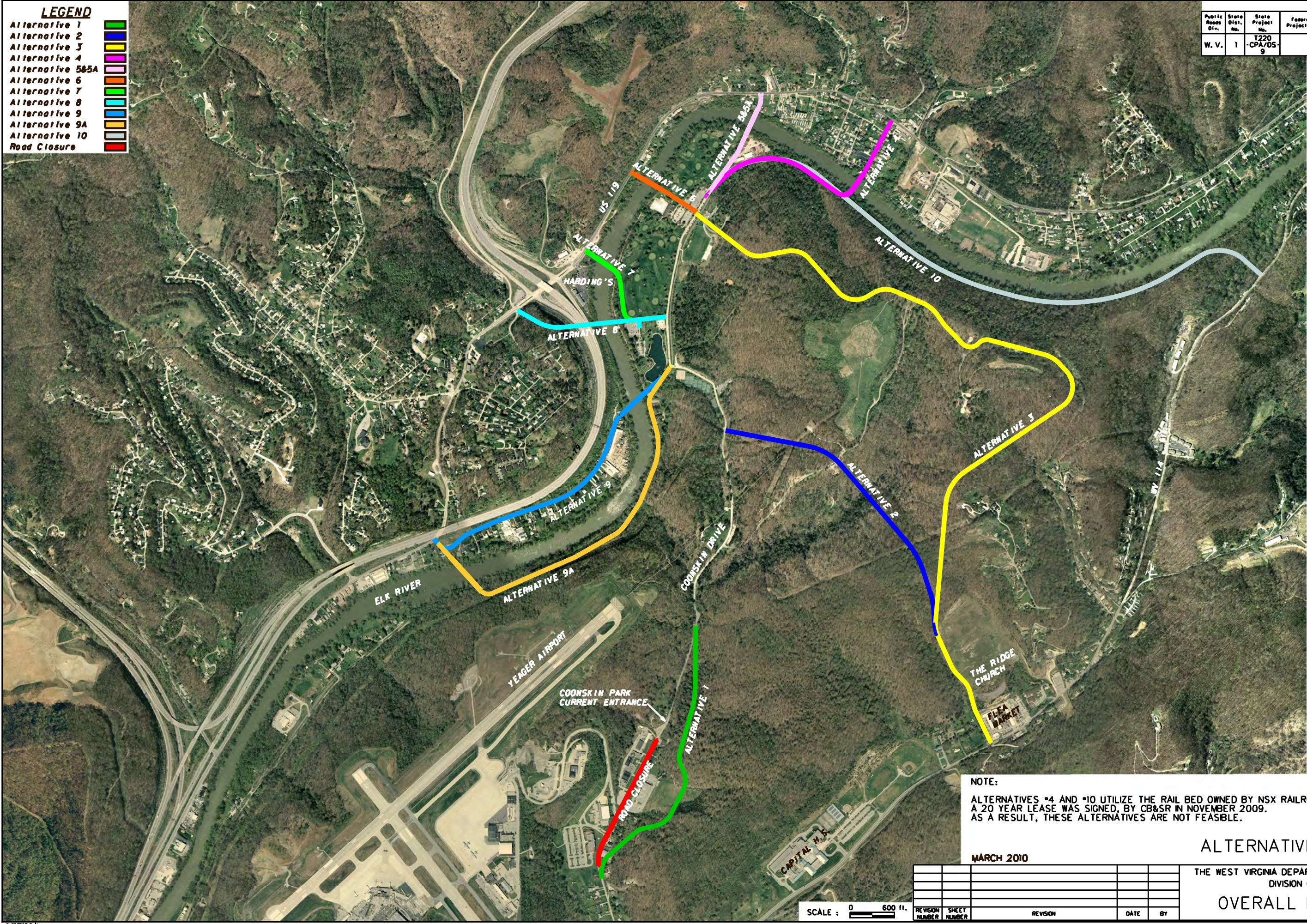
WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ENGINEERING DIVISION
DECEMBER 2009

Item	Alternative											
	<u>1</u> Land Route around National Guard Facilities	<u>2</u> Land Route via private road and new roadway	<u>3</u> Land Route via private road and fire road	<u>4</u> Elk River Bridge along Viking Road and Railroad	<u>5</u> Elk River Bridge adjacent to park's maintenance facility	<u>Preferred-5A</u> Elk River Bridge adjacent to park's maintenance facility	<u>6</u> Elk River Bridge adjacent to park's clubhouse	<u>7</u> Elk River Bridge adjacent to Harding's	<u>8</u> Elk River Bridge Elk Forest fly over bridge (over I-79)	<u>9</u> Elk River Bridge along Conner Drive and lake	<u>9A</u> Elk River Bridge Conner Drive and new roadway	<u>10</u> Mill Creek Bridge Meadowbrook along railroad
Roadway Length (ft)	4,000	6,000	12,000	3,000	1,200	1,200	650	1,000	1,350	3,800	4,850	7,600
Bridge Length (ft)	0	0	0	400	400	400	425	565	750	500	650	375
Total Length (ft)	4,000	6,000	12,000	3,400	1,600	1,600	1,075	1,565	2,100	4,300	5,500	7,975
Design Speed (mph)	35	35	30	25	30	30	25	25	40	25	25	40
Est. Earthwork (CY)	163,000	2,023,000	2,015,000	184,000	25,000	25,000	25,000	25,000	289,000	31,000	150,000	884,000
Public Land Impacts (acres)	15.2	41.4	67.3	9.0	6.0	6.0	1.4	2.8	9.4	4.9	13.5	62.1
Park Impacts (acres)	1.6	24.5	51.0	7.2	1.2	1.2	0.8	1.7	1.6	0.6	4.3	48.4
Residents Required	0	0	0	2	2	2	0	1	1	5	1	0
Stream Impacts	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Meets Military Security Requirements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Provides Emergency Entrance and Exit for Guard, Park, and Airport	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Involves Railroad that is to be reactivated	No	No	No	Yes	No	No	No	No	No	No	No	Yes
Construction Cost	\$9,183,800	\$23,193,700	\$24,324,400	Not Feasible Alternative	\$12,124,300	\$14,951,000	\$14,014,300	\$13,118,400	\$23,979,500	\$14,097,400	\$21,372,300	Not Feasible Alternative

LEGEND

Alternative 1	Green
Alternative 2	Blue
Alternative 3	Yellow
Alternative 4	Magenta
Alternative 5&5A	Pink
Alternative 6	Orange
Alternative 7	Light Green
Alternative 8	Cyan
Alternative 9	Light Blue
Alternative 9A	Yellow-Orange
Alternative 10	Light Purple
Road Closure	Red

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	1	T220-CPA/DS-9			KANAWHA		



NOTE:
 ALTERNATIVES *4 AND *10 UTILIZE THE RAIL BED OWNED BY NSX RAILROAD. A 20 YEAR LEASE WAS SIGNED, BY CB&SR IN NOVEMBER 2009. AS A RESULT, THESE ALTERNATIVES ARE NOT FEASIBLE.



ALTERNATIVE 'S 1 THRU 10

MARCH 2010

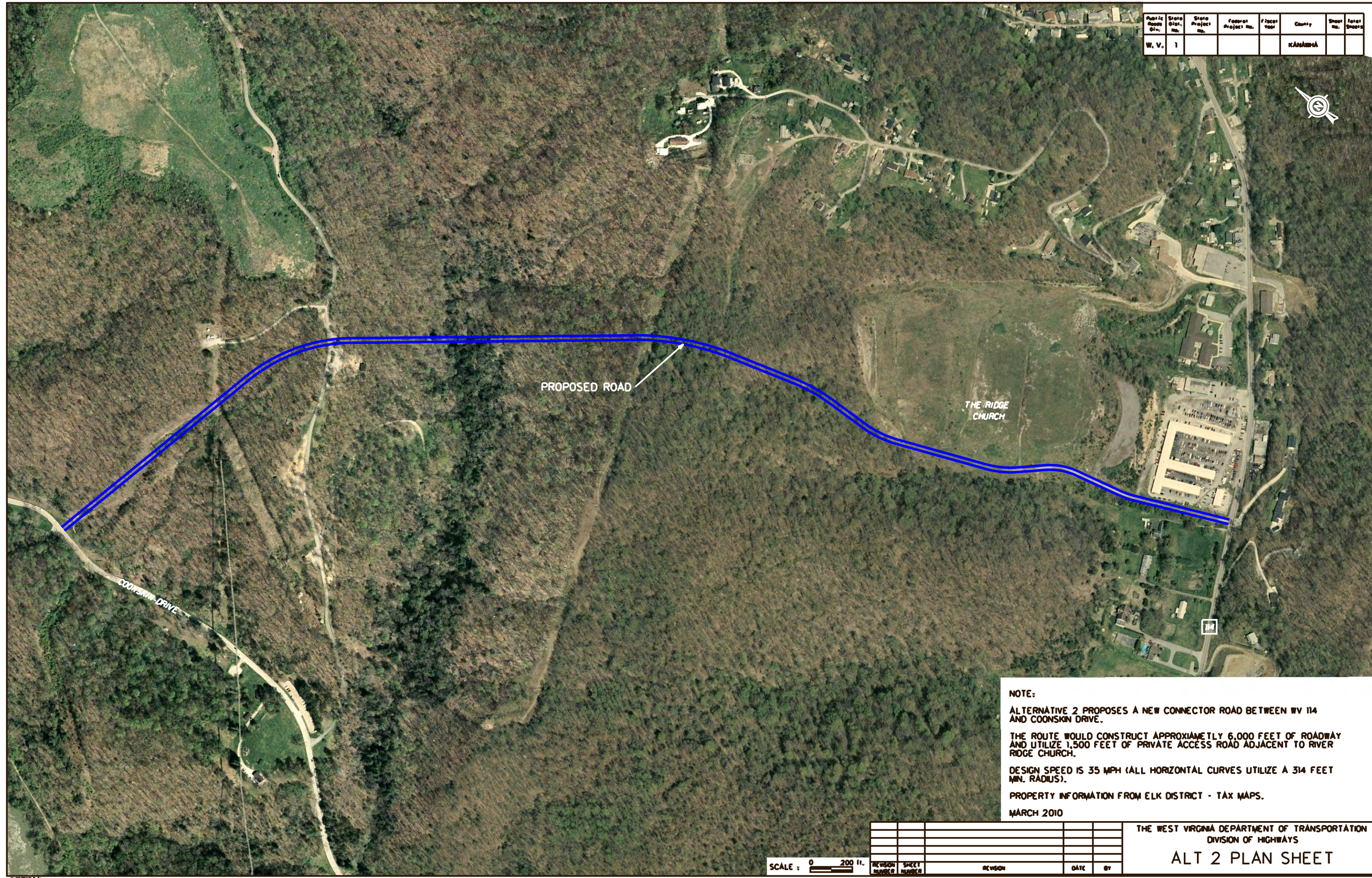
THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

OVERALL PLAN SHEET

SCALE : 0 600 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

Public Road Dist.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	1				KANAWHA		



PROPOSED ROAD

THE RIDGE CHURCH

COONSKIN DRIVE

114

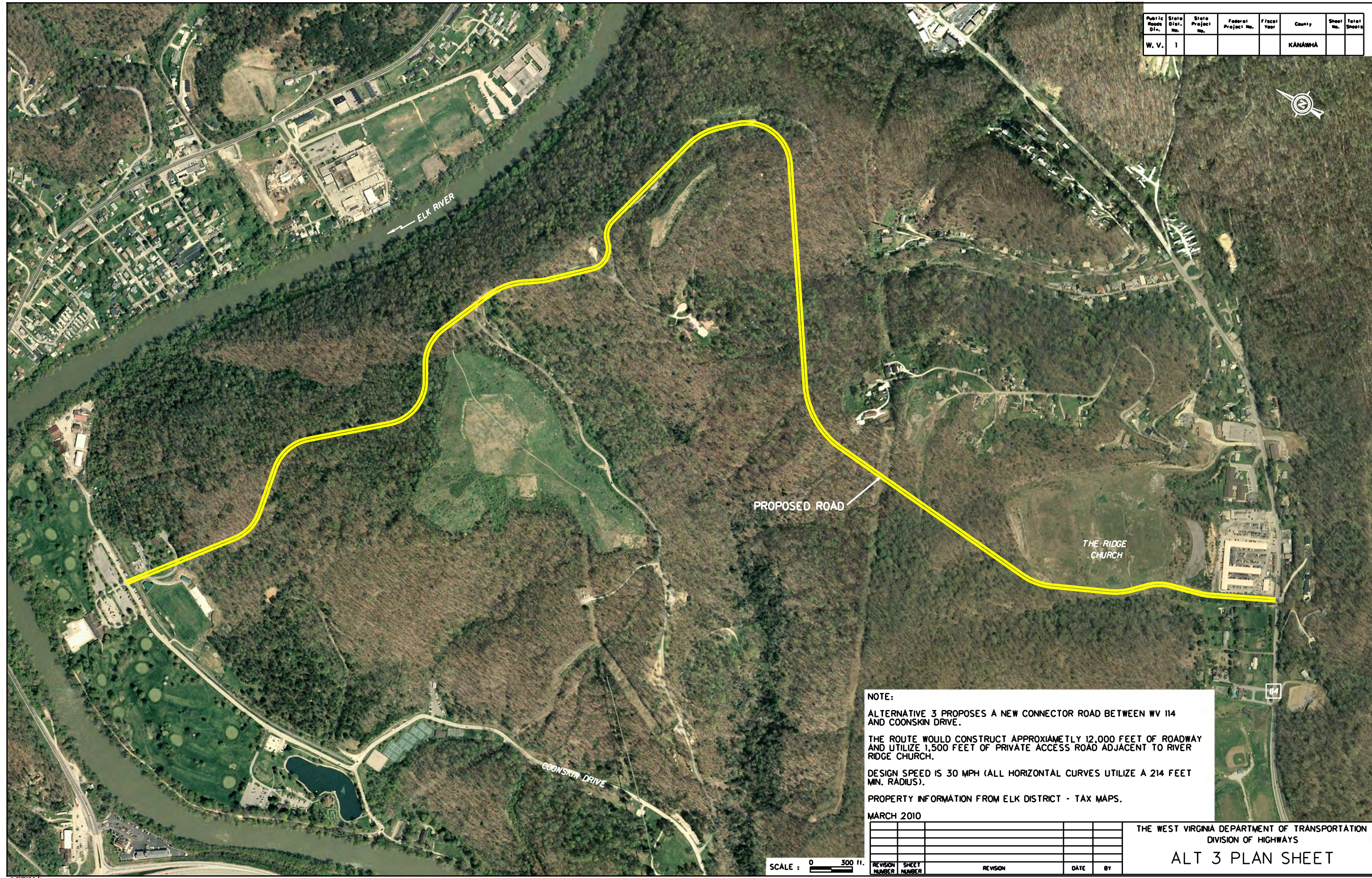
NOTE:
 ALTERNATIVE 2 PROPOSES A NEW CONNECTOR ROAD BETWEEN WV 114 AND COONSKIN DRIVE.
 THE ROUTE WOULD CONSTRUCT APPROXIMATELY 6,000 FEET OF ROADWAY AND UTILIZE 1,500 FEET OF PRIVATE ACCESS ROAD ADJACENT TO RIVER RIDGE CHURCH.
 DESIGN SPEED IS 35 MPH (ALL HORIZONTAL CURVES UTILIZE A 314 FEET MIN. RADIUS).
 PROPERTY INFORMATION FROM ELK DISTRICT - TAX MAPS.
 MARCH 2010

SCALE : 0 200 ft.

REVISION	SHEET	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 2 PLAN SHEET

Public Roads Div.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	1				KANAWHA		



ELK RIVER

PROPOSED ROAD

THE RIDGE CHURCH

COONSKIN DRIVE

114

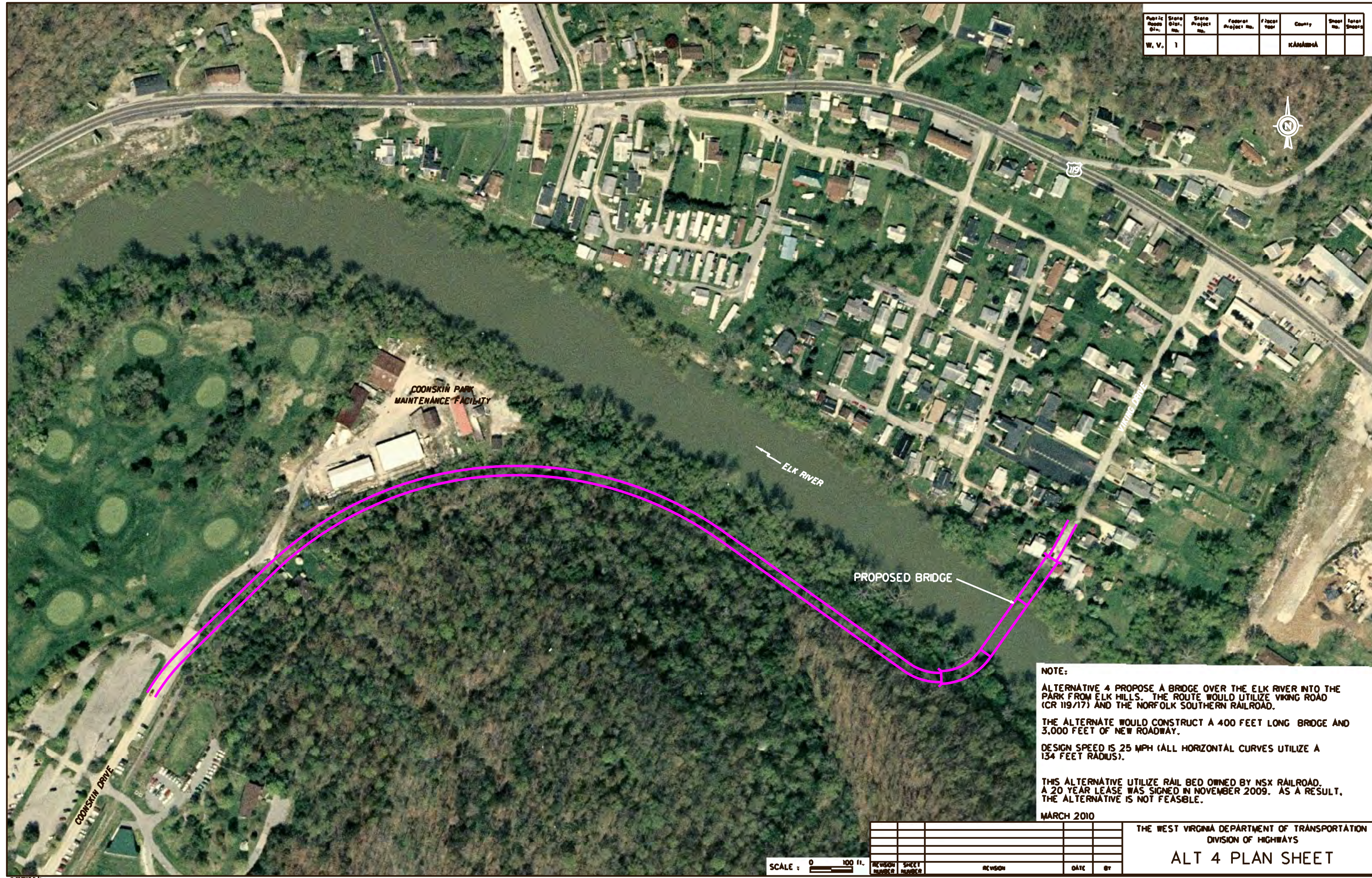
NOTE:
 ALTERNATIVE 3 PROPOSES A NEW CONNECTOR ROAD BETWEEN WV 114 AND COONSKIN DRIVE.
 THE ROUTE WOULD CONSTRUCT APPROXIMATELY 12,000 FEET OF ROADWAY AND UTILIZE 1,500 FEET OF PRIVATE ACCESS ROAD ADJACENT TO RIVER RIDGE CHURCH.
 DESIGN SPEED IS 30 MPH (ALL HORIZONTAL CURVES UTILIZE A 214 FEET MIN. RADIUS).
 PROPERTY INFORMATION FROM ELK DISTRICT - TAX MAPS.
 MARCH 2010

SCALE : 0 300 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 3 PLAN SHEET

Public Road Dist.:	State Dist. No.:	State Project No.:	Federal Project No.:	Fiscal Year:	County:	Sheet No.:	Total Sheets:
W. V.:	1				KANAWHA		



NOTE:
 ALTERNATIVE 4 PROPOSE A BRIDGE OVER THE ELK RIVER INTO THE PARK FROM ELK HILLS. THE ROUTE WOULD UTILIZE VIRKING ROAD (CR 119/17) AND THE NORFOLK SOUTHERN RAILROAD.
 THE ALTERNATE WOULD CONSTRUCT A 400 FEET LONG BRIDGE AND 3,000 FEET OF NEW ROADWAY.
 DESIGN SPEED IS 25 MPH (ALL HORIZONTAL CURVES UTILIZE A 134 FEET RADIUS).
 THIS ALTERNATIVE UTILIZE RAIL BED OWNED BY NSX RAILROAD. A 20 YEAR LEASE WAS SIGNED IN NOVEMBER 2009. AS A RESULT, THE ALTERNATIVE IS NOT FEASIBLE.
 MARCH 2010

SCALE : 0 100 FT.

DESIGNED BY	DATE	BY
CHECKED BY	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 4 PLAN SHEET

Public Road Dist.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.				200			



ELK RIVER

COONSKIN PARK
MAINTENANCE FACILITY

PROPOSED BRIDGE

NOTE:
 ALTERNATIVE 5 AND 5A PROPOSE A BRIDGE OVER THE ELK RIVER INTO THE PARK FROM ELK HILLS.
 ALTERNATIVE 5 WOULD CONSTRUCT A 400 FEET LONG BRIDGE WITH PIERS IN THE WATER AND 1,200 FEET OF NEW ROADWAY.
 ALTERNATIVE 5A WOULD CONSTRUCT A 405 FEET LONG BRIDGE WITHOUT PIERS IN THE WATER AND 1,200 FEET OF NEW ROADWAY.
 DESIGN SPEED IS 30 MPH (ALL HORIZONTAL CURVES UTILIZE A 214 FEET RADIUS).
 PROPERTY INFORMATION FROM ELK DISTRICT - TAX MAPS.
 SURVEY INFORMATION FROM S&MB MAPPING.

MARCH 2010

SCALE : 0 50 ft.

REVISION	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 5 AND 5A PLAN SHEET

Public Road Dist.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	1				KANAWHA		



ELK RIVER

PROPOSED BRIDGE

COONSKIN PARK SWIMMING POOL

COONSKIN DRIVE

NOTE:
 ALTERNATIVE 6 PROPOSES A BRIDGE ADJACENT TO COONSKIN PARK'S CLUBHOUSE. THE ROUTE WOULD CONSTRUCT A 425 FEET LONG BRIDGE AND 650 FEET OF ROADWAY. DESIGN SPEED IS 40 MPH (ALL HORIZONTAL CURVES UTILIZE A 444 FEET RADIUS. PROPERTY INFORMATION FROM ELK DISTRICT - TAX MAPS.
 MARCH 2010

SCALE : 0 50 ft.

REVISION	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 6 PLAN SHEET

Public Road Dist.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	1				KANAWHA		



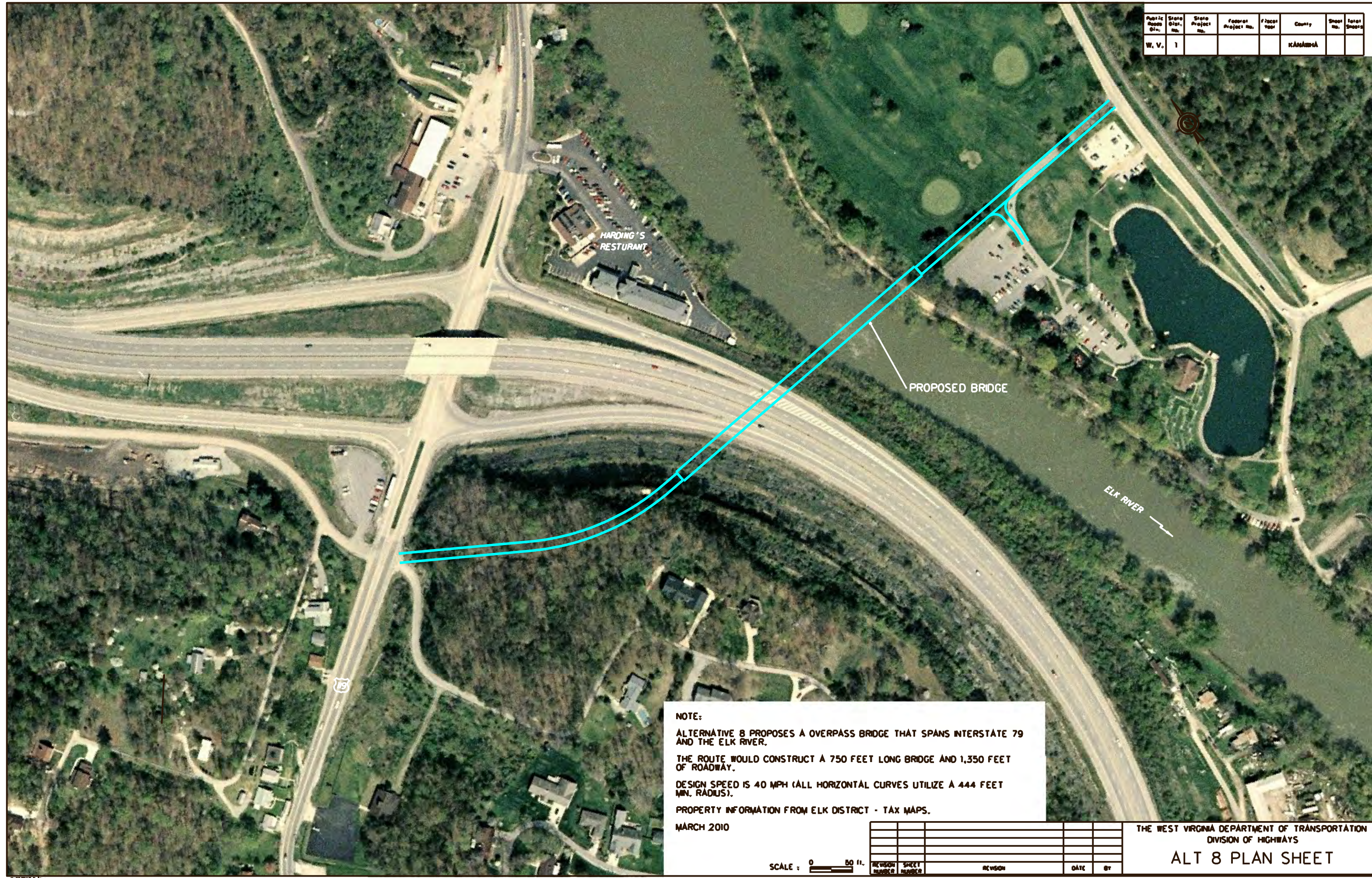
NOTE:
 ALTERNATIVE 7 PROPOSES A BRIDGE ADJACENT TO THE HARDING'S RESTAURANT. THE ROUTE WOULD CONSTRUCT A 565 FEET LONG BRIDGE AND 1,000 FEET OF ROADWAY.
 DESIGN SPEED IS 25 MPH (ALL HORIZONTAL CURVES UTILIZE A 134 FEET RADIUS).
 PROPERTY INFORMATION FROM ELK DISTRICT - TAX MAPS.
 MARCH 2010

SCALE : 0 50 ft.

REVISION	SHEET	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 7 PLAN SHEET

Public Road Dist.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	1				KANAWHA		



NOTE:
 ALTERNATIVE 8 PROPOSES A OVERPASS BRIDGE THAT SPANS INTERSTATE 79 AND THE ELK RIVER.
 THE ROUTE WOULD CONSTRUCT A 750 FEET LONG BRIDGE AND 1,350 FEET OF ROADWAY.
 DESIGN SPEED IS 40 MPH (ALL HORIZONTAL CURVES UTILIZE A 444 FEET MIN. RADIUS).
 PROPERTY INFORMATION FROM ELK DISTRICT - TAX MAPS.
 MARCH 2010

SCALE : 0 50 ft.

REVISION	SHEET	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 8 PLAN SHEET

Public Road Dist.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	1				KANAWHA		



PROPOSED BRIDGE

CONNER DRIVE

INTERSTATE 79

ELK RIVER

COOKSKIN DRIVE

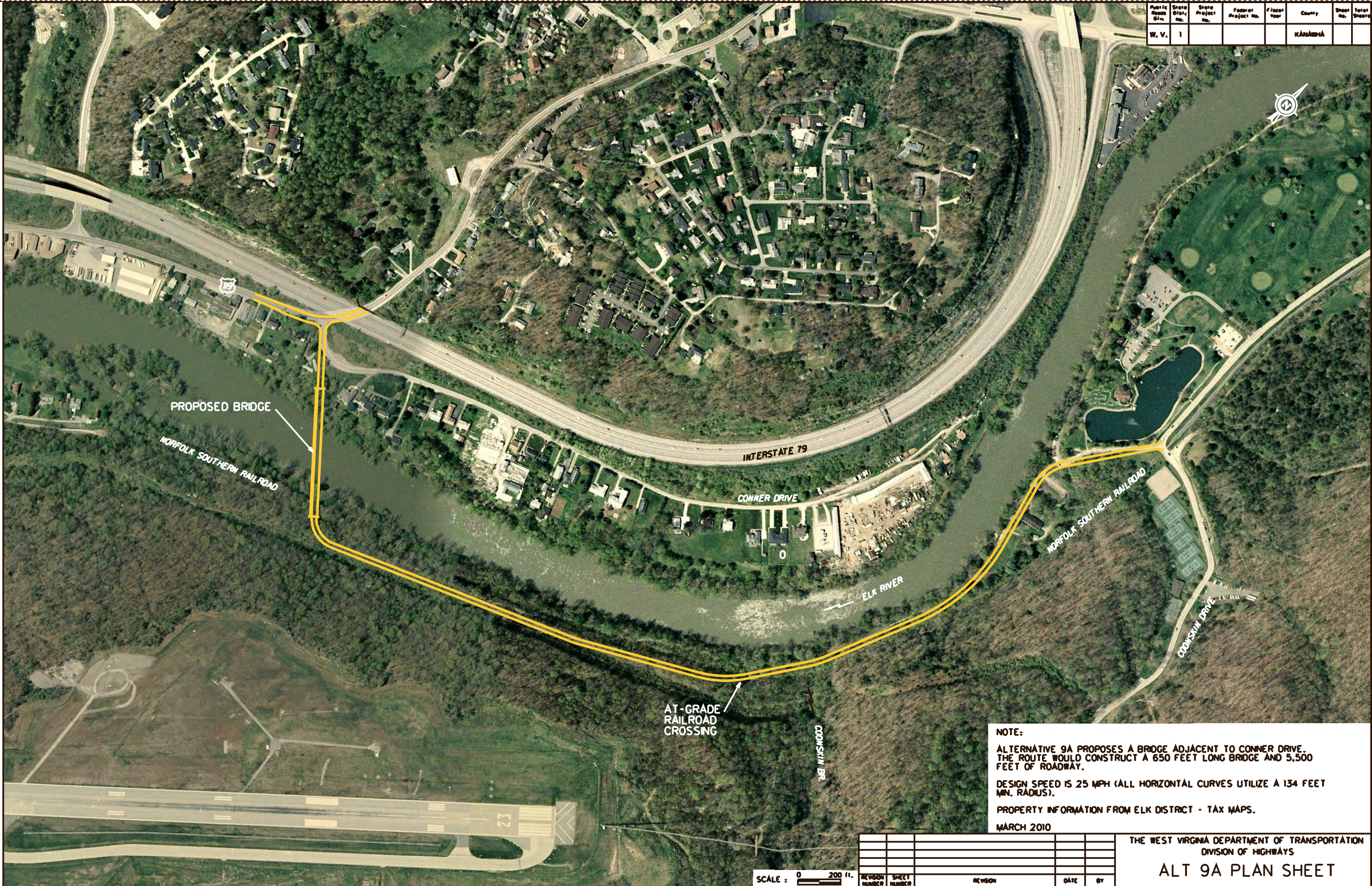
NOTE:
 ALTERNATIVE 9 PROPOSES A BRIDGE OVER THE ELK RIVER AT THE BOAT RAMP ACCESS ROAD. THE ROUTE WOULD UTILIZE CONNER DRIVE (CR 119/333). THIS ALTERNATE WOULD CONSTRUCT A 500 FEET LONG BRIDGE AND 3,800 FEET OF ROADWAY.
 DESIGN SPEED IS 25 MPH (ALL HORIZONTAL CURVES UTILIZE A 134 FEET MIN. RADIUS).
 PROPERTY INFORMATION FROM ELK DISTRICT - TAX MAPS.
 MARCH 2010

SCALE : 0 200 ft.

REVISION NUMBER	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 9 PLAN SHEET

Public Road Dist.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V.	1				KANAWHA		



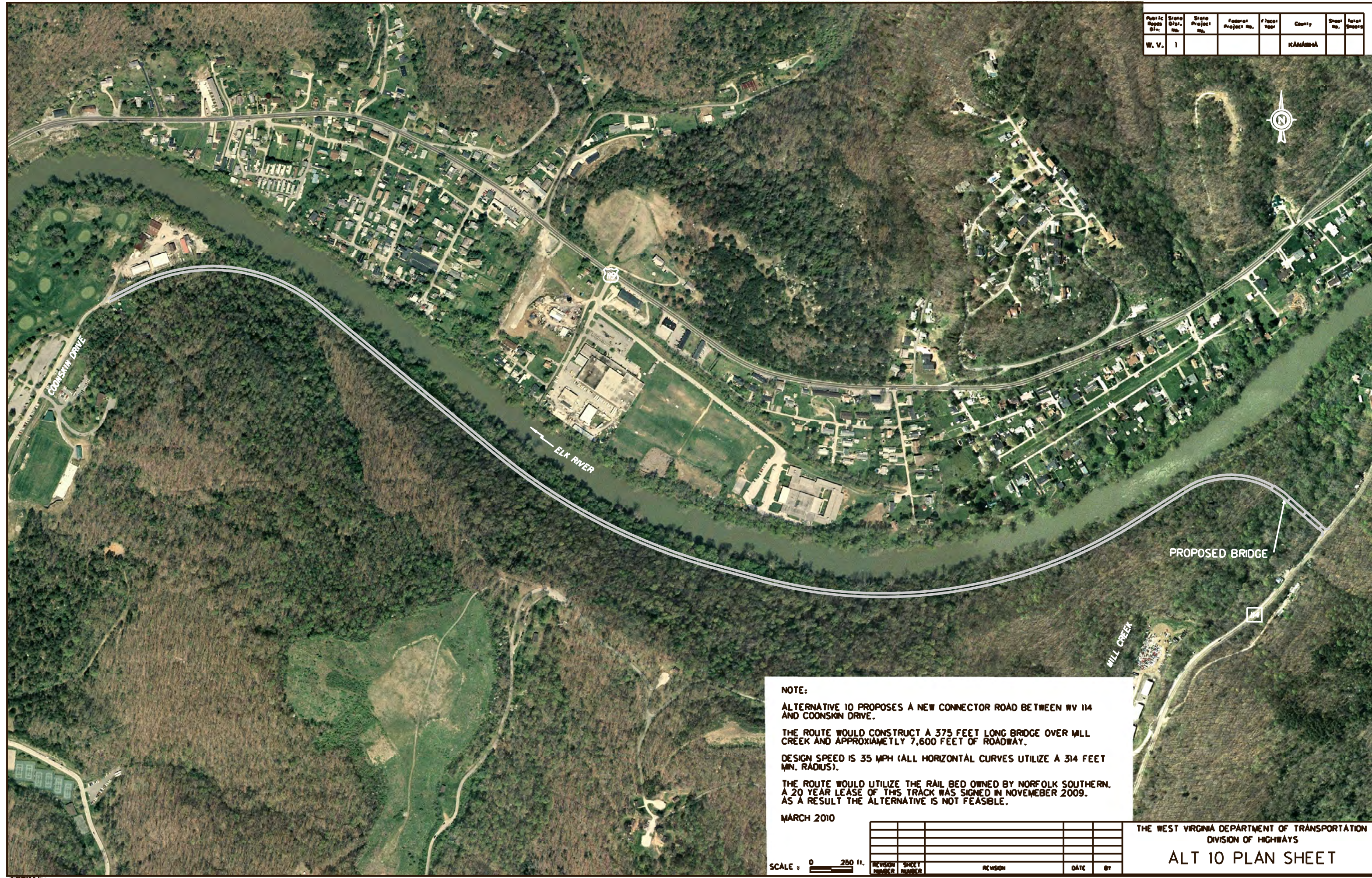
NOTE:
 ALTERNATIVE 9A PROPOSES A BRIDGE ADJACENT TO CONNER DRIVE. THE ROUTE WOULD CONSTRUCT A 650 FEET LONG BRIDGE AND 5,500 FEET OF ROADWAY.
 DESIGN SPEED IS 25 MPH (ALL HORIZONTAL CURVES UTILIZE A 134 FEET MIN. RADIUS).
 PROPERTY INFORMATION FROM ELK DISTRICT - TAX MAPS.
 MARCH 2010

SCALE: 0 200 ft.

REVISION	SHEET NUMBER	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 9A PLAN SHEET

Public Road Dist. No.	State Dist. No.	State Project No.	Federal Project No.	Fiscal Year	County	Sheet No.	Total Sheets
W. V. 1					KANAWHA		



NOTE:
 ALTERNATIVE 10 PROPOSES A NEW CONNECTOR ROAD BETWEEN WV 114 AND COONSKIN DRIVE.
 THE ROUTE WOULD CONSTRUCT A 375 FEET LONG BRIDGE OVER MILL CREEK AND APPROXIMATELY 7,600 FEET OF ROADWAY.
 DESIGN SPEED IS 35 MPH (ALL HORIZONTAL CURVES UTILIZE A 314 FEET MIN. RADIUS).
 THE ROUTE WOULD UTILIZE THE RAIL BED OWNED BY NORFOLK SOUTHERN. A 20 YEAR LEASE OF THIS TRACK WAS SIGNED IN NOVEMBER 2009. AS A RESULT THE ALTERNATIVE IS NOT FEASIBLE.

MARCH 2010

SCALE : 0 250 ft.

REVISION	SHEET	REVISION	DATE	BY

THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
ALT 10 PLAN SHEET

