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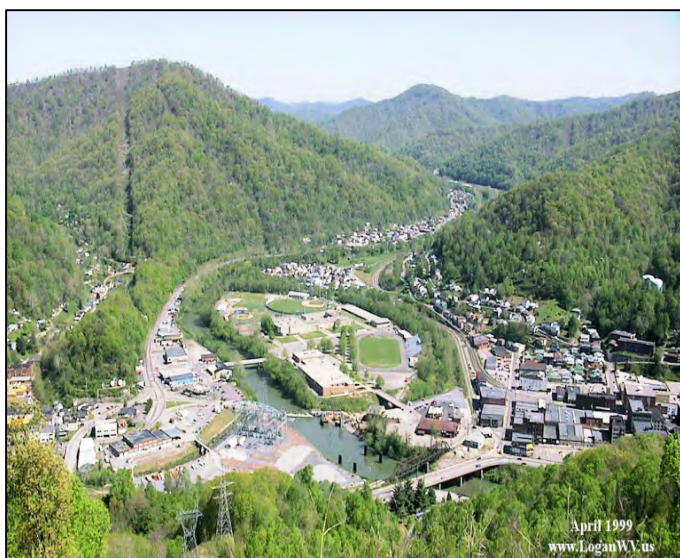
Environmental Assessment

West Virginia Department of Transportation,
Division of Highways
Dingess Street Bridge
Replacement Project
Logan County, West Virginia

GAI Project Number C121823.01

March 2016

Prepared for:
West Virginia Department of
Transportation, Division of Highways



State Project #S323-10-21.79 00
Federal Project #NHPP-0010(234)D

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State Project #S323-10-21.79 00
Federal Project #NHPP-0010(234)D

ENVIRONMENTAL ASSESSMENT
DINGESS STREET BRIDGE REPLACEMENT PROJECT

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

March 14, 2016
DATE OF APPROVAL

Paul A. Patton, Jr.
FOR WEST VIRGINIA DIVISION OF HIGHWAYS

March 17, 2016
DATE OF APPROVAL

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FOR FEDERAL HIGHWAY ADMINISTRATION

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The proposed project consists of replacing the Dingess Street Bridge in Logan, West Virginia. The new bridge will alleviate current bridge safety and design deficiencies, provide for regional linkages involving route WV 10, and maintain community cohesion in Logan.

Comments on this Environmental Assessment are due by MAY 31 2016 and should be sent to:

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Executive Summary

ES.1 Project Description

The West Virginia (WV) Department of Transportation, Division of Highways (WVDOH), in cooperation with the Federal Highway Administration (FHWA), propose to replace the existing Dingess Street Bridge in Logan County, WV. The bridge carries WV 10, a multi-lane urban arterial highway in the Never heard Logan region, over the Guyandotte River. The bridge is also known as the "Glenn White Jr. Bridge." Two build alternatives for the bridge replacement are evaluated in this Environmental Assessment (EA). Construction is expected to begin in 2017, with a design year of 2036.

Key components of the City of Logan are located in close proximity to the bridge including, on the south side of the river, the Logan Regional Medical Center; its access road connects to WV 10 at the western bridge approach. A commercial complex is located along Dingess Street near the eastern terminus of the bridge; it contains two restaurants, a convenience store, gas station, and associated parking. The Old Bus Station (currently containing businesses) and the main downtown area are also located just off the eastern bridge approach. The historic CSX Railroad Bridge and CSX Railroad Grade are located adjacent and downstream (north) of the Bridge.

ES.2 Purpose

The purpose of the Dingess Street Bridge Replacement Project (Project) is to provide a bridge over the Guyandotte River in the City of Logan that meets current WVDOH bridge safety and design standards, provides efficient traffic flow onto WV 10, and maintains community cohesion to downtown streets.

ES.3 Need

The transportation needs of this Project include three factors: improve safety by upgrading the bridge to current design standards; provide for efficient WV 10 traffic flow; and maintain community cohesion in the City of Logan.

1.3.1 Bridge Safety

The Dingess Street Bridge is considered structurally and functionally obsolete (CDM Smith 2014a). During bridge inspections on September 20, 2012 and September 6, 2013, the bridge was found to be in "poor condition." A safe bridge that meets current design standards is needed as a replacement.

1.3.2 Maintain WV 10 Traffic

Improvements are underway to upgrade WV 10 from a two-lane highway to a controlled access, four-lane roadway in much of the Guyandotte Valley, south of Logan.

The four-lane upgrade starts at Logan Boulevard, about one-mile south of the Dingess Street Bridge. It then extends approximately 13 miles southward to Man, intersecting with WV 80 at Huff Junction. Improved WV 10 will connect the communities of Taplin, Earling, Wilbur, Rita, Neibert, Lyburn, Dabney, McConnell, Stollings and Logan in the Guyandotte Valley. It will also provide a high-speed highway leading to the southernmost portions of the state (via WV 80 and I-52).

The WV 10 upgrade satisfies the long-term transportation goals identified in the 1994 Regional Development Plan (WV Region II Planning and Development Council 1994). The Dingess Street Bridge is a key component in this system-wide improvement and must be brought up to current design standards to meet the needs of existing and future WV 10 traffic.

1.3.3 Maintain Community Cohesion

Community cohesion requires efficient and safe traffic flow movements at Hospital Drive, leading to the Logan Regional Medical Center at the west end of the bridge; to Dingess Street, serving downtown at the east end of the bridge; and to Logan Boulevard (WV 10), providing service to Guyandotte Valley communities to the southeast. These are high-volume turn locations and efficient traffic flow will minimize queuing, vehicular conflicts, and safety issues. Efforts must be made to minimize ingress and egress impacts to the Logan Medical Center, as Hospital Drive (CR 119/WV 10) is the only access point.

It should be noted that at the May 15, 2014 workshop Logan residents were adamant about maintaining a direct connection to the downtown area from the bridge and WV 10.

ES.4 Alternatives Considered in this EA

The No Build Option and two build alternatives were evaluated to determine how each meets the Project's Purpose and Need and the impacts to the environment. A Traffic Management System (TMS) alternative was also evaluated but was not carried forward as a standalone alternative since it does not meet the Purpose and Need of the Project. Briefly, the two alternatives considered are:

Alternative 2

Replace the bridge in the same location and alignment with a five-lane bridge typical section, with one lane dedicated to left turns, a conventional WV 10/Dingess Street Intersection, and a stacking lane at Hospital Drive, using phased construction.

Alternative 6A

Replace the bridge parallel and slightly upstream (approximately 40 feet centerline to centerline) of the current bridge. Phased construction is not required. This is an improvement of the original Alternative 6 configuration, redesigned to accommodate a continuous right turn lane at the eastern end of the bridge onto WV 10.

The project area for this evaluation is the combined footprints of the alternatives and areas immediately adjacent. However, depending on the resource, many elements require an area-wide evaluation.

ES.5 Environmental Impacts

Summary Table ES-1 identifies environmental impacts for both alternatives and the No Build Option.

ES.6 Preferred Alternative

After evaluating the environmental impacts analyzed in this EA for Alternatives 2 and 6A, Alternative 6A has been selected as the Preferred Alternative. The difference between alternatives based solely on environmental impacts is small; however, Preferred Alternative 6A has better traffic flow including a continuous right turn lane onto WV 10 at the eastern end of the bridge.

Alternative 2 has the lowest cost, is most similar to the current bridge, and maintains good traffic flow; however, it has the highest potential for impacts to hazardous waste sites. Preferred Alternative 6A has a higher cost but has the best overall traffic flow characteristics. Alternative 6A displaces three residences and Alternative 2 displaces one residence at the western end of bridge. Both alternatives maintain community cohesion.

**Table ES-1
 Summary of Key Project Impacts**

Resources/Element	No Build Option	Alternative 2	Alternative 6A
Satisfies Purpose and Need	No	Yes	Yes
Residential Displacements #	0	1 - Parcel 6	3 - Parcels 3, 4 & 6
Commercial Displacements#	0	0	0
Carports and Garages #	0	1 - Parcel 5	2 - Parcels 4 & 5
Community Facilities and Services Impacts	Yes	No	No
ROW Acquisitions	0 ac.	0.07 ac.	0.65 ac.
Temporary Land Impacts	0 ac.	1.86 ac.	1.60 ac.
Farmland Impacts	0	0	0
Soil, Geology and Groundwater Impacts	0	0	0
Stream Impacts	0 Lf	170 Lf	175 Lf
Wetlands Impacts	0 ac.	0 ac.	0 ac.
Floodplain Impacts	3 Piers	2 piers	2 piers
Terrestrial Habitat Impacts	No	0.07 ac.	0.18 ac.
Hazardous Waste Sites	No	3 near	3 near
Environmental Justice Populations Affected	No - Short Term Yes - Long Term	Yes	Yes
Rare, Threatened, and Endangered Species	No	No	No
Historic Resources*	No	No	No
Archaeological Resources	No	Low Potential	Low Potential
Section 4(f) Impacts	No	No	No
Community Cohesion Impacts	Yes	No	No
Air Impacts	No	No	No
Noise Increase	No	No	Low
Secondary and Cumulative Impacts	Negative	Positive	Positive
Project Costs	N/A		
Construction		\$5,660,000	\$6,739,000
Engineering		\$1,132,000	\$1,348,000
ROW and Utilities		\$950,000	\$1,345,000
Total Project Cost	N/A	\$7,742,000	\$9,432,000

Notes:

- # Potential displacements, to be determined in final design
- * The adjacent CSX Railroad Grade and Bridge are eligible for NRHP listing but will not be adversely affected by the project (West Virginia Division of Culture and History [WVDCH] Letter 10-27-14)
- Lf Linear feet
- Ac Acres

1.0 Introduction, Purpose, and Need

1.1 Introduction

The West Virginia (WV) Department of Transportation, Division of Highways (WVDOH), in cooperation with the Federal Highway Administration, propose to replace the existing Dingess Street Bridge in Logan County, WV. The bridge carries WV 10, known also as Logan Boulevard in the City of Logan, over the Guyandotte River. WV 10 is a four-lane arterial highway in the project area.

The Dingess Street Bridge has no historical significance and is not eligible for listing in the National Register of Historic Places (NRHP). While the adjacent Chesapeake and Ohio Railroad Bridge (CSX Railroad Bridge) and the Chesapeake and Ohio Railroad Grade (CSX Railroad) were determined National Register eligible, the Project will not adversely affect these resources (WV Division of Culture and History letter, dated October 27, 2014) (Appendix A).

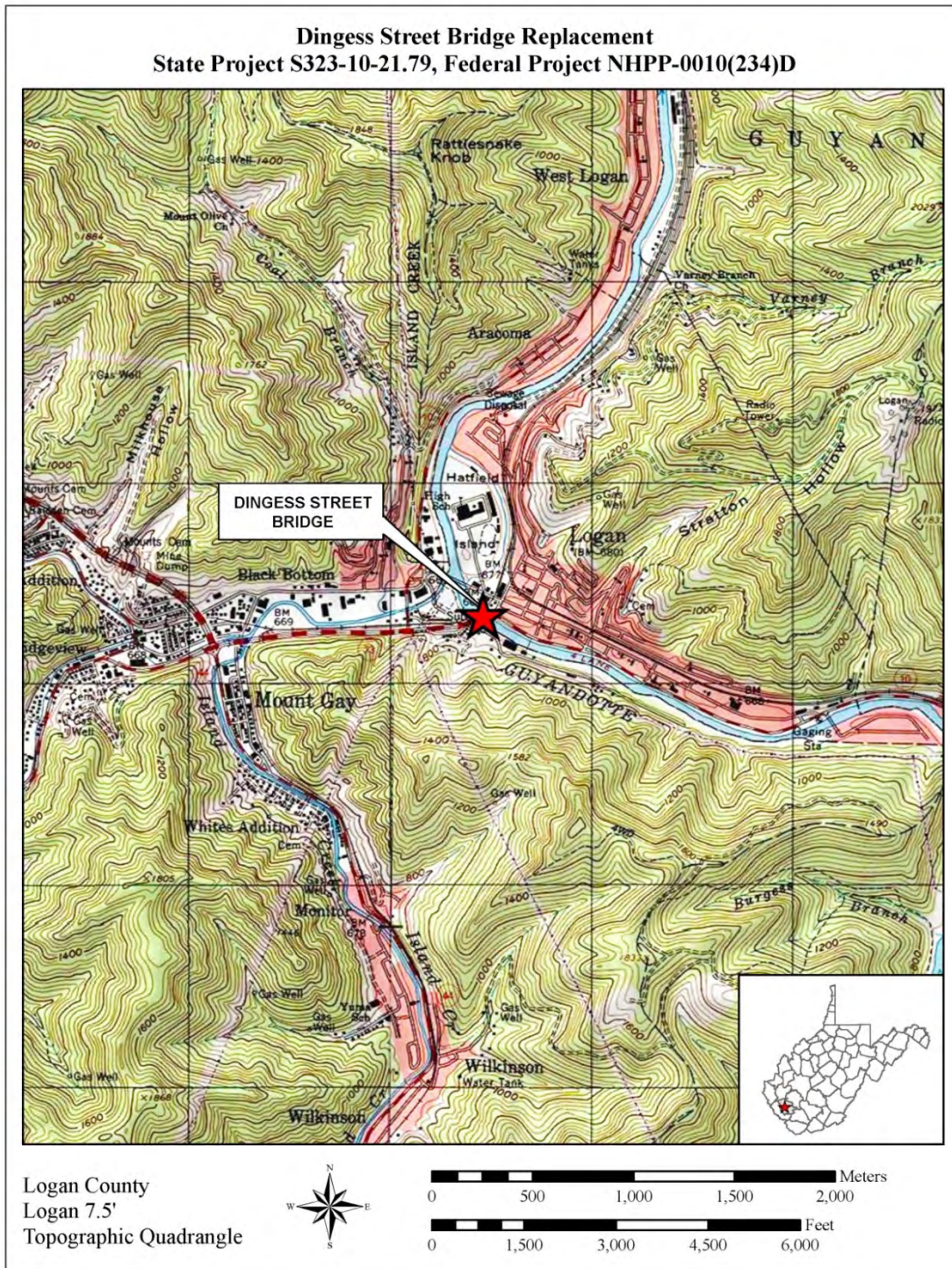
1.1.1 Bridge and Highway System

The Project is located in the City of Logan, in mountainous terrain, where the transportation system generally follows the branching stream patterns of the area (Figure 1). WV 10 generally follows the Guyandotte River and extends roughly north/south as it enters the City of Logan from the north, crosses the Dingess Street Bridge, and proceeds southeast of the City. Three vehicular bridges, including the Dingess Street Bridge, cross the Guyandotte River in Logan. A bridge several hundred yards north of the Dingess Street Bridge carries Water Street; further north a bridge carries Mark Spurlock Drive across the river to Hatfield Island (formerly known as Middleburg Island) and the Logan High School campus. Both of the latter bridges have a western terminus connecting to WV 10. Additionally, the CSX Railroad Bridge crosses the Guyandotte River adjacent to and downstream (north) of the Dingess Street Bridge. At the east end of the Bridge is an intersection with Dingess Street, which extends north, adjacent to the railroad and river.

WV 10 is a principal arterial highway linking the coalfield communities of Man, Buffalo Creek, Oceana, and Gilbert to the City of Logan. From the City, a four-lane controlled access highway (SR 73) extends westward connecting to US 119, a limited access freeway providing a link to Charleston and east coast markets. WV 10 is on the Coal Resource Transportation System (CRTS), and is currently being upgraded to a controlled access, four-lane highway from Huff Junction 13 miles southeast, to Logan Boulevard.

1.1.2 City of Logan

Key development components of Logan are located in close proximity to the existing bridge. On the south side of the river is the Logan Regional Medical Center, which is accessed by Hospital Drive and connects to WV 10 at the western bridge approach with a signalized intersection. The hospital reportedly serves 180,000 residents in southwestern WV and is a major traffic generator. A commercial complex important to the City is located northeast on Dingess Street near the eastern terminus of the bridge; it contains two restaurants, a convenience store, a gas station and associated parking. The Logan Business District and Old Bus Station is located just off the eastern bridge approach beginning at the corner of Dingess Street and WV 10. The CSX Railroad Bridge and right-of-way (ROW) are situated just north (downstream) of the Dingess Street Bridge.



Source: West Virginia Division of Highways

Figure 1. Project Location

1.1.3 Existing Bridge Characteristics

The existing bridge was constructed in 1951 as a four-span steel beam configuration containing two adjacent structures. The existing piers are located within the limits of ordinary high water elevation (Photograph 1). The total bridge measures 324 feet in length and 68 feet in width. The existing typical section consists of four 11-foot-wide travel lanes, with six-foot-wide sidewalks adjacent to travel lanes, and the existing median is four feet wide with a two-foot-wide traffic separator. The bridge has a sufficiency rating of 47 percent and is considered structurally and functionally obsolete (CDM Smith 2014a). Sufficiency Rating is an overall evaluation of a bridge's fitness for the duty it performs based on over 20 data fields including its structural defects, vertical clearance, and importance to the public.



Photograph 1.
Dingess Street Bridge, Looking West

Numerous bridge defects were observed during field review including holes in the sidewalk and a defective bridge rail.

1.1.4 Future Bridge Considerations

Maintenance of Traffic (MOT) is a substantial project issue and a traffic study was generated for the Project (CDM Smith 2014b). The bridge is an essential link over the Guyandotte River because it carries WV 10 traffic and provides access to the businesses and residences in town. The traffic study concludes that the MOT plan needs to maintain two lanes of through traffic on the existing bridge, one in each direction, during construction of a new bridge. Closure of the bridge requires a 0.7-mile detour through downtown Logan using the Water Street Bridge, Island Creek Bridge, and Second Avenue and navigating through five or more signalized intersections (Figure 2). With a full bridge closure, MOT conditions were found unacceptable for the intersection of Water Street at Old US 119 (CDM Smith 2014b).

1.1.5 Existing and Projected Bridge Traffic Conditions

The Dingess Street Bridge is an essential link to WV 10 over the Guyandotte River because it permits the continuation of traffic flow as well as providing access to the City of Logan. Temporary traffic control (TTC) during construction will be a major issue during bridge replacement. The TTC plan that provides two-lane traffic on the bridge during construction results in maintaining through WV 10 traffic and also provides continuous access to town. By contrast, the total closure of the bridge would require existing traffic to use a detour through town.

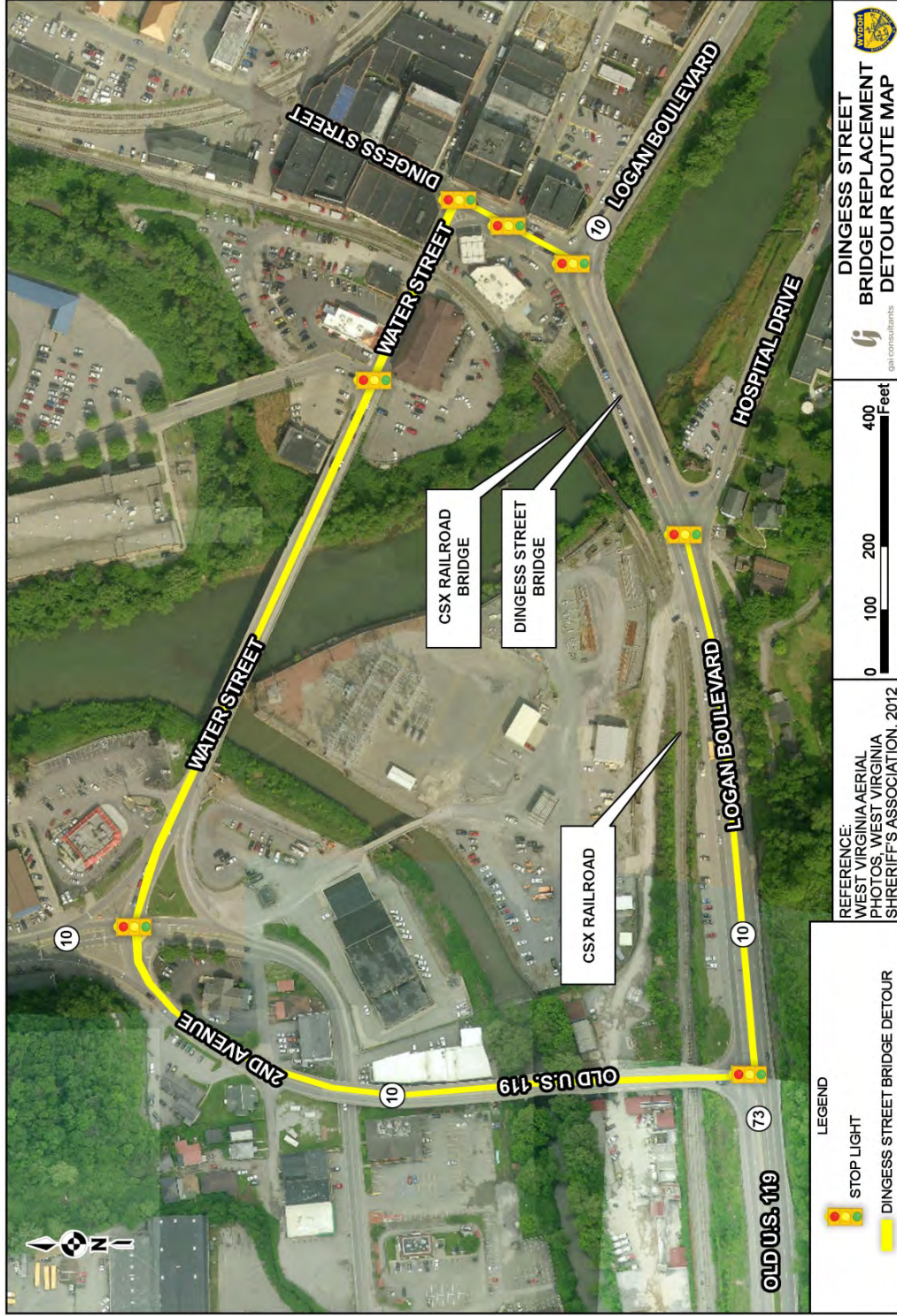


Figure 2. Detour Route

A traffic study was conducted for the Project to evaluate current traffic operations and future conditions (CDM Smith 2014b). Traffic flow over the bridge currently averages 14,250 trips per day. Logan does not have the traditional morning and afternoon peak hours because traffic gradually builds from the morning hours until the evening. The overall peak hour is from 3:00 to 4:00 PM. The study addressed two options:

1. Complete bridge closure during construction.
2. Maintenance of a two-lane bridge during construction.

The Dingess Street Bridge Replacement Maintenance of Traffic Report contains detailed information, tables, and figures summarized in this section. Using 2013 traffic, capacity, and level of service (LOS), analyses were conducted to evaluate intersection operations in the vicinity of the planned bridge Project. Table 1 identifies LOS flow definitions.

**Table 1
 Level of Service Identification**

LOS Designation	Traffic Flow	Average Vehicular Spacing	Motorists Physical & Psychological Comfort
<i>A: Free Flow</i>	At Speed Limit; Complete Mobility Between Lanes	27 Car Lengths	High Comfort Level
<i>B: Reasonably Free Flow</i>	Speed Limit Maintained; Slightly Restricted Traffic Stream	16 Car Lengths	High Comfort Level
<i>C: Stable Flow</i>	Maneuvering Noticeably Restricted	11 Car Lengths	Drivers Still Comfortable
<i>D: Approaching Unstable Flow</i>	Speeds Decrease; Maneuvering Greatly Restricted; Some Delays	8 Car Lengths	Drivers Start to Stress
<i>E: Unstable Flow</i>	Flow Irregular; Speeds Vary; No Usable Gaps to Maneuver	6 Car Lengths	Comfort Level Poor
<i>F: Breakdown Flow</i>	Vehicles Move in Lockstep; Traffic Jams	Stop and Go	High Stress Level

Source: AASHTO (2001) and HCM (2000).

As a part of the traffic study, network modeling (called the SimTraffic model) was used for the existing condition, full bridge closure, and partial bridge closure scenarios using measures of effectiveness (MOE). Fourteen MOEs including number of intersections, total stops, distance traveled, etc. were used to compile the total hours of delay by each network model, and for other comparisons.

Based on analyses, recommendations are offered in the traffic report for temporary traffic control during construction.

Complete Bridge Closure During Construction. With the potential closure of the Dingess Street Bridge, traffic was reassigned to Main Street, Stratton Street, Water Street, and Second Avenue (Old US 119), which will continue access to downtown and to WV 10 through traffic movement. Analysis of this detoured traffic scenario identified three intersections that were impacted significantly with a diminished LOS than currently exists. These include Logan Boulevard at Second Avenue, the Stratton Street approach to Dingess Street, and Water Street at Old US 119 (see Figure 2). The latter is the most critical intersection, which operates at LOS D during the PM peak hour, with the Old US 119 and Riverview Avenue approaches operating at LOS E and F, respectively. The intersection volume/capacity (v/c) ratio exceeds

capacity (1.09) indicating very unstable traffic conditions. Traffic queues on Old US 119 and Water Street approaches are extensive. SimTraffic measures of effectiveness identified as much as 375 hours of delay during the PM peak rush hour and 39 hours in the AM peak hour each day. This amounts to approximately 19.7 minutes per vehicle, versus approximately three minutes currently, an increase of nearly 17 minutes of additional travel time per vehicle. Because of this study, no alternatives resulting in bridge closure were carried forward for further evaluation.

Maintenance of a Two-Lane Bridge during Construction. This study scenario requires that the Dingess Street Bridge maintain two lanes open, one in each direction, for traffic while each side of the bridge is widened and improved. No detour is required. Lane restrictions would be employed on either side of the bridge to transition the traffic to one-half of the bridge or the other. Both of the intersections adjacent to the bridge should operate at acceptable LOS. Intersections of Logan Boulevard at Hospital Drive, and Dingess Street on the west side and east side of the bridge, respectively, should operate at LOS B with a very good v/c ratio. A LOS D is expected for the Dingess Street approach. SimTraffic modeling indicated a total delay of 31 hours during the PM peak hour, far less than the total delay identified for the full bridge closure. This amounts to 3.1 minutes of PM rush hour delay if two lanes are kept open during construction, similar to current conditions. For the morning peak hour, the total delay was estimated at less than 20 hours. These delays are comparable with the total delay of the existing four-lane bridge (3.0 minutes), suggesting the partial closure may not have a significant impact on the travel time in the vicinity of the bridge.

Summary. Because of traffic delays and queue anticipated with a full bridge closure condition, the partial closure (leave one lane open in each direction) was the recommendation for this Project in the Dingess Street Bridge Replacement Maintenance of Traffic Report (CDM Smith 2014b).

Each of the Project alternatives carried into this EA process was developed to accommodate the MOT requirement of keeping two lanes open on the existing bridge during construction (CDM Smith 2014a). The Project will be designed with a speed of 35 miles-per-hour (mph) which is currently posted for the existing bridge, and is appropriate considering the urban character of the area. A WB-50 design vehicle (tractor-trailer with a 50-foot wheelbase) was used to accommodate the coal trucks that use WV 10.

1.2 Project Purpose

The purpose of the Dingess Street Bridge Replacement Project is to provide a bridge over the Guyandotte River in the City of Logan that meets current WVDOH bridge safety and design standards, provides efficient traffic flow onto WV 10, and maintains community cohesion to downtown streets.

1.3 Project Need

The transportation needs of this Project include three factors: improve safety by upgrading the bridge to current design standards; provide for efficient WV 10 traffic flow; and maintain community cohesion in the City of Logan.

1.3.1 Bridge Safety

The Dingess Street Bridge is considered structurally and functionally obsolete (CDM Smith 2014a). During bridge inspections on September 20, 2012 and September 6, 2013, the bridge was found to be in "poor condition." A safe bridge that meets current design standards is needed as a replacement.

1.3.2 Maintain WV 10 Traffic

Improvements are underway to upgrade WV 10 from a two-lane highway to a controlled access, four-lane roadway in much of the Guyandotte Valley southeast of Logan.

The four-lane upgrade starts at Logan Boulevard, about one-mile south of the Dingess Street Bridge (Photograph 2). It then extends approximately 13 miles southward to Man, intersecting with WV 80 at Huff Junction. Figure 3 shows this upgrade. Improved WV 10 will connect the communities of Taplin, Earling, Wilbur, Rita, Neibert, Lyburn, Dabney, McConnell, Stollings and Logan in the Guyandotte Valley. It will also provide a high-speed highway leading to the southernmost portions of the state (via WV 80 and I-52)



Photograph 2. WV 10 Upgrade (4-27-14), Starting at Southern End of Logan Boulevard

The WV 10 upgrade satisfies the long-term goals identified in the 1994 Regional Development Plan (WV Region II Planning and Development Council 1994). The Dingess Street Bridge is a key component in this system-wide improvement and must be brought up to standards to meet the needs of existing and future WV 10 traffic requirements.

1.3.3 Maintain Community Cohesion

Community cohesion requires efficient and safe traffic flow movements at Hospital Drive, leading to the Logan Regional Medical Center at the west end of the bridge; to Dingess Street, serving downtown at the east end of the bridge; and to Logan Boulevard (WV 10), providing service to Guyandotte Valley communities to the southeast. These are high-volume turn locations and efficient traffic flow will minimize queuing, vehicular conflicts, and safety issues. Particular efforts have been made to minimize ingress and egress impacts to the Logan Medical Center, as Hospital Drive (CR 119/WV 10) is the only access point.

It should be noted that at the May 15, 2014 workshop Logan residents were resolute about maintaining a direct connection to the downtown area from the bridge and WV 10.

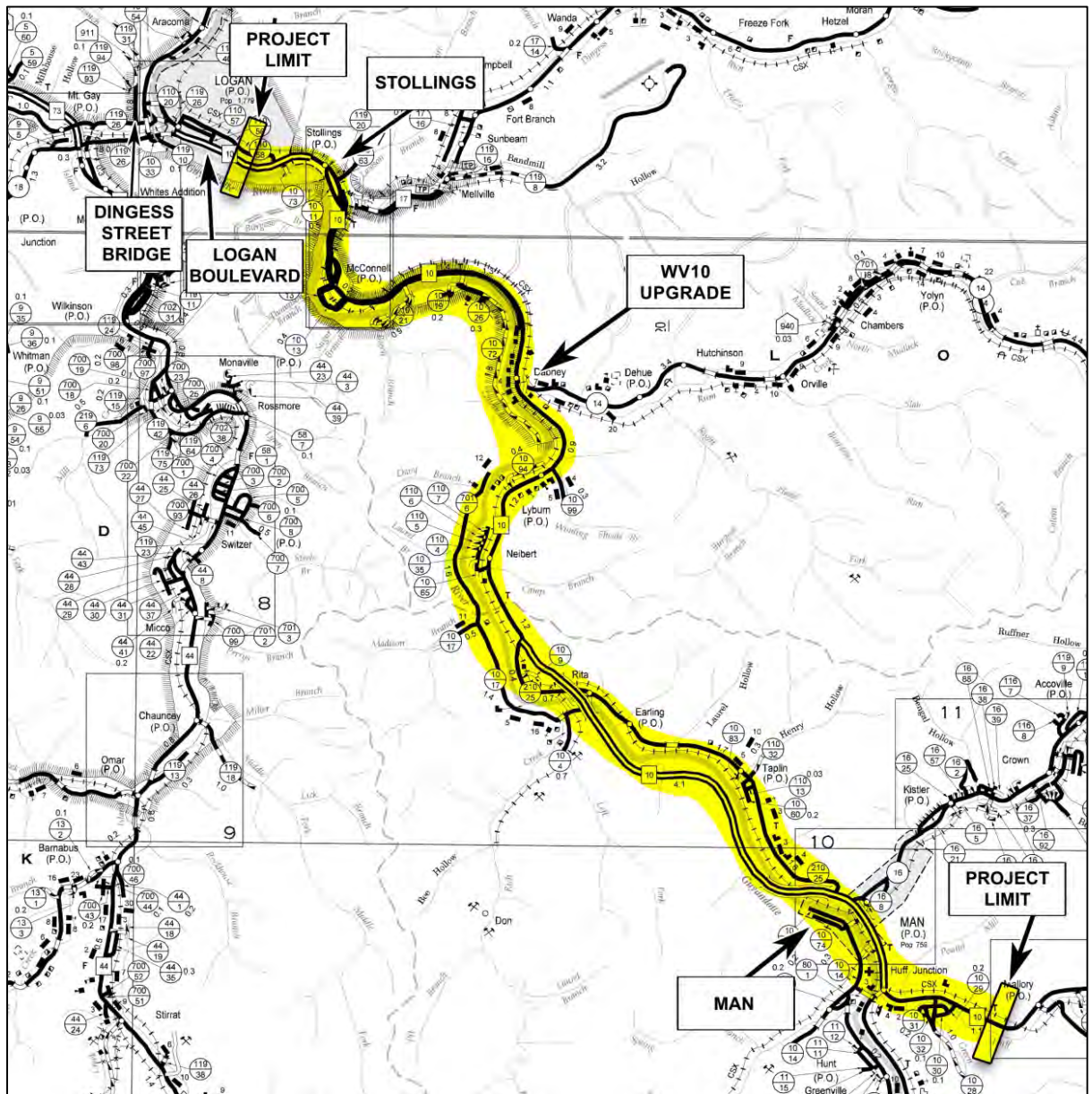


Figure 3. WV 10 Upgrade

2.0 Alternatives

Three Dingess Street Bridge reports were initially developed including a Design Report, Temporary Traffic Control Evaluation, and an Alternatives Assessment Report (CDM Smith 2014a, 2014b, and 2014c). The Traffic Control Evaluation used a MOT analysis to study traffic flow at intersections under: (1) full bridge closure, (2) leaving two lanes open, and (3) keeping four lanes open during bridge replacement. The study indicated that closing the bridge (during construction) with the resulting detour to Water Street and Second Avenue was unacceptable for the Water Street and Old US 119 intersection where “very unstable traffic conditions and extensive queues of traffic would occur.” Henceforth, all build alternatives were designed to maintain at least two lanes open on the current bridge during construction.

Seven alternatives (Figure 4) and the No Build option were presented to the public at the May 15, 2014 Informational Workshop held in Logan. An Alternatives Evaluation/Cost Matrix table which included 20 Impact Categories provided data to meeting attendees (see Information Workshop Public Meeting handout in Appendix A).

A three-tiered approach has been used to analyze alternatives for bridge replacement. This includes the initial conceptual development of all possible alternatives and, using the traffic study, to carry forward only those alternatives that did not close the bridge during construction (first tier).

In providing reasonable alternatives for bridge replacement that did not close the bridge, a total of seven build alternatives were generated. Six were reported in the Project's Alternatives Report and one was generated shortly thereafter.

The Purpose and Need in this EA were generated to help evaluate and select the best alternatives for detailed investigation. The screening criteria included:

- Minimizing ROW Impacts: There is considerable evidence that Project alternatives may affect a documented Native American village site and there is a potential for encountering human remains and associated cultural deposits beneath modern buildings, parking lots, sidewalks, and streets in downtown Logan.
- Maximizing Transportation Advantage: If alternatives are similar in location, community cohesion and safety, choose the most advantaged, and identify that advantage for selecting one alternative over the other.
- This second tier evaluation reduced the seven alternatives developed in the Alternatives Analysis Report to the two alternatives carried forward in this EA evaluation process.

Ultimately, the third tier evaluation is the EA process of selecting a Preferred Alternative.

2.1 Alternative Development and Screening

Figure 4 depicts the seven build alternatives identified in the Dingess Street Bridge Design Study (CDM Smith 2014a). As noted below, five alternatives were found not to meet the Project's Need statement or the project screening criteria and were eliminated from further consideration.

The eliminated alternatives and the reasons for elimination are summarized in Table 2, and include:

Alternative 1

Alternative 1 involves replacing the Dingess Street Bridge on the existing alignment with a roundabout at the WV 10/Dingess Street intersection. It would limit access to the downtown since it would close Dingess Street between Main Street and WV 10 (CDM Smith 2014b).

Also, Alternative 1 requires substantial acquisition of ROW including a key city commercial complex (two restaurants, convenience store, gas station, and associated parking), and the Old Bus Station. This alternative was eliminated because it did not meet the Project Need of maintaining community cohesion and the project's screening criteria of minimizing ROW impacts, and its effects on potential archaeological resources associated with the Logan Site.

Alternative 3

Replace the Dingess Street Bridge with the western terminus near the current approach and an eastern approach skewed to the Guyandotte River upstream making WV 10 the through roadway and relocating the WV 10/Dingess Street Intersection. Alternative 3 was eliminated because it did not meet the project's screening criteria of minimizing ROW impacts. This alternative will impact the Old Bus Station and several businesses located in the building. In addition, there is considerable evidence that significant cultural remains may be encountered beneath downtown streets, modern buildings, sidewalks, and parking lots in this area. If Alternate 3 is carried forward, it is possible that there could be construction delays and increased costs to complete the Project.

**Table 2
 Alternative Comparison Matrix**

Meets Purpose and Need				Satisfies Screening Criteria	
	Provide Bridge Safety	Maintains WV 10 Traffic Flow at Key Intersections	Maintain Community Cohesion	Minimize ROW Impacts	Maximize Transportation Advantages
No Build	NO	Yes, Temporarily	Yes, Temporarily	Yes	Yes, Temporarily No, Long Term
Alternative 1	Yes	NO: Restricts access to Dingess Street	NO: Restricts access to Downtown	NO: Displaces businesses, gas station and parking; high potential for archaeological impacts	Yes
Alternative 2	Yes	Yes	Yes	Yes	Yes
Alternative 3	Yes	Yes	Yes	NO: Displaces Old Bus Station and businesses, Hospital Drive, and parking; high potential for archaeological impacts	Yes
Alternative 4	Yes	Yes	Yes	NO: Impacts hospital parking lot; will require additional ROW	NO: Makes Dingess Street the main movement, with poorer WV 10 movement; Alt. 6A has a better WV 10 connection
Alternative 5	Yes	NO: Restricts access to Dingess Street	No: Restricts access to Downtown	Yes	Yes
Alternative 6	Yes	Yes	Yes	Yes	NO: Alt. 6A, with a free flow right-turn lane at the eastern bridge end, has better WV 10 traffic flow
Preferred Alternative 6A	Yes	Yes	Yes	Yes	Yes

Alternative 4

Replace the Bridge with a western terminus near the current approach, reorienting the Bridge upstream and having an eastern approach with a relocated conventional intersection with WV 10. This alternative makes Dingess Street the main through traffic movement instead of WV 10, making regional traffic flow less efficient. The existing southbound Dingess Street free-flow right-turn lane would be modified to operate under signal control due to the conflict of the westbound WV 10 dual left-turn lanes. It also impacts the hospital parking lot and will require additional ROW. Alternative 4 was eliminated because it does not meet the project's screening criteria of maximizing traffic efficiency in terms of effectively maintaining WV 10 traffic, and minimizing ROW impacts. Alternative 6A, which is located in close proximity to Alternative 4, was carried forward in the EA as it has a more efficient connection to WV 10 (free-flow lane eastbound), less ROW impacts, and meets all Project Needs and screening criteria.

Alternative 5

Alternative 5 realigns Dingess Street to connect at an intersection of WV 10 and Logan Boulevard upstream of the current location. This alternative removes essential access to Dingess Street requiring traffic instead to connect to WV 10 from the town center via Water Street, Main Street, or Stratton Street. Also, this alternative impacts access to the hospital since it does not have a dedicated left turn lane to Hospital Drive.

Alternative 5 was eliminated from further consideration because it did not meet the Project Need of maintaining community cohesion since it has no direct connection to the downtown area and has no stacking lane for easy access to Hospital Drive. It was strongly opposed by residents at the Informational Workshop held on May 15, 2014.

Alternative 6

Alternative 6 is located parallel and slightly upstream (approximately 40 feet centerline to centerline) of the current Dingess Street Bridge. It was eliminated from consideration since it did not meet the project's screening criteria of Maximizing Transportation Advantages as compared to similar alternatives. Alternative 6A is a modification of Alternative 6 to improve through traffic on WV 10. Alternative 6A, which meets all Project Needs and project screening criteria, is in the same location and configuration but accommodates a continuous right turn lane at the eastern end of the bridge, improving traffic flow on to WV 10.

A third tier of alternative analysis follows involving the EA investigative process to identify a Preferred Alternative. Two build alternatives, Alternatives 2 and 6A, were carried forward in this EA, along with the No Build Option and the Transportation System Management Option. Alternative 6A was subsequently selected as the Preferred Alternative as a result of these investigations.

2.2 No Build Option

The No Build Option requires that the existing bridge and approach roads remain as is, with only normal maintenance occurring in the future. Overall, the bridge structure is considered to be in poor condition with a sufficiency rating of 47. Bridge sufficiency rating is a method of evaluating highway bridge data by calculating separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge, usually new, and zero percent would represent an entirely insufficient or deficient bridge.

This overall rating of a bridge's fitness for the duty that it performs is based on factors derived from over 20 data fields, including those that describe its structural evaluation, functional obsolescence, and its essentiality to the public. A low sufficiency rating, for example, may be due to structural defects,

narrow lanes, or low vertical clearance. The Dingess Street Bridge is rated as poor for the function it performs. Limited, short-term maintenance might include sealing and replacing the expansion joints as needed, maintaining drainage structures, washing the bridge to remove de-icing chemicals, and replacing minor portions of the deteriorated steel and concrete. This option would not include any new major construction.

Without major structural improvement the current bridge, designated structurally and functionally obsolete, would require increasing weight restrictions. This would result in limiting truck use, which would necessitate a detour through the City of Logan. Eventually the bridge would close, and the detour through Downtown and over the Water Street and Island Creek Bridges would become permanent. This would lead to serious community disruption and would not meet the Project Purpose and Need of community cohesion and providing for a safe bridge. Closing of the bridge and the resulting permanent detour would add approximately 17 minutes of delay per vehicle during the evening PM peak hour, and would generate frequent vehicle/vehicle and pedestrian/vehicle conflicts including increased accident potential.

The No Build Option does not meet the Project's Purpose and Need as it does not provide for a structurally sound replacement to the current bridge; community cohesion would not be maintained, and adequate WV 10 traffic flow to the area would not be provided. For these reasons, the No Build Option is not considered a feasible and prudent alternative. The No Build is carried forward as an option since it is required as a baseline condition for the National Environmental Policy Act (NEPA) process.

2.3 Transportation System Management (TSM) Option

The TSM option might include minor intersection and street improvements, modernization of signals and signal progression, instituting one-way street travel, on-street parking restrictions, and alternative transportation.

Efforts have already been made in Logan to maximize traffic flow in the City, with Stratton Street designated one-way west and Main Street one-way east. These streets connect at Dingess Street just north of the Bridge. No further intersection/street improvement, traffic signal modernization/progression, or parking restrictions can be expected to substantially improve traffic flow.

Bus service currently is the only scheduled mass transit available in Logan. Tri-River Transit operates a bus system in Logan County and the surrounding three counties including Lincoln, Boone and Mingo Counties. The company has a fleet of 19 vehicles, including 13 buses, and a regular schedule connecting the major communities in the four-county area. Currently the schedule includes operations between the hours of 5:50 AM and 6:00 PM weekdays and Saturday. There is no Sunday service. While the bus service aids local access which is predominately by automobile, it is not sufficient to act as a substitute. The Tri-River Authority reports that there are no long-range plans to expand the transit system, nor a need expressed by ridership for a major expansion. Federal funding would be required for any expansion, and any proposed project would compete with projects nationwide for scarce public transit funds.

The Dingess Street Bridge and WV 10 connect the coalfields southeast of Logan and I-119, a four-lane controlled access highway serving the Logan area. Coal trucks frequently cross the bridge. Coal is often hauled by rail to distant locations and the adjacent CSX Railroad (formerly called Chesapeake and Ohio Railroad) carries considerable tonnage, although more local deliveries are by truck. The TSM option does not meet the Project's Need requirement of improving bridge safety and maintaining future traffic along WV 10.

The use of TSM will continue to be implemented throughout the highway network serving the Dingess Street Bridge, but TSM alone will not improve traffic flow to eliminate the need for bridge replacement. This alternative was not carried forward as a standalone alternative since it does not meet the purpose and need of the Project.

2.4 Alternative 2

Alternative 2 is on the current bridge alignment and requires that traffic be maintained on two lanes of the existing bridge during construction. Phased construction is required. Alternative 2 was developed as a five-lane bridge typical section, with one lane dedicated to left turns (Figure 5). A WB 50 design vehicle was used to configure the Dingess Street-WV 10 intersection. The bridge for this alternate has four 12-foot-wide travel lanes and a 14-foot-wide median with a five-foot sidewalk on the downstream side of the bridge. The total length of the proposed three-span bridge will be approximately 322 feet. Integral or semi-integral abutments, built on spread footings, will be used to reduce future maintenance. Alternative 2 allows for a left turn lane onto Hospital Drive leading to the Logan Regional Medical Center and provides for a dedicated left turn lane onto Dingess Street. This option minimizes ROW impacts in downtown Logan and minimizes utility and railroad impacts. It requires one residential displacement at the western bridge approach. This alternative has the lowest estimated construction cost of the two candidate build alternatives.

Alternative 2 maintains the existing intersection of Dingess Street and WV 10 very similar to the No Build Option, but reflects an improved bridge cross-section with a center turn lane. At both ends of the bridge, the intersection LOS should be "B" for both the AM and PM peak hour design year. With a lane to Dingess Street and two to Logan Boulevard, this bridge will have an improved v/c ratio over current conditions, and less WV 10 network delay. A left turn lane onto Hospital Drive is an asset to the roadway network providing a storage lane for left turning traffic outside of the WV 10 main lanes. Left turns to Dingess Street at the eastern end of the bridge would remain the same as current conditions, with no improvement.

Alternative 2 meets the Project's purpose and need of providing for bridge safety, maintaining WV 10 traffic flow, and maintaining community cohesion. It was not selected as the preferred alternative because Alternative 6A has better traffic flow characteristics and is otherwise similar to Alternative 2 in environmental impacts.

2.5 Alternative 6A, the Preferred Alternative

Preferred Alternative 6A was developed as a five-lane bridge typical section with a four-foot wide median, four 12-foot-wide travel lanes, a turn lane, and a five-foot sidewalk on the downstream side of the bridge (Figure 6). It realigns Dingess Street to connect at an intersection of Dingess Street and WV 10 located 40 feet upstream of the current bridge. This alternative will parallel the existing bridge, with the new westbound lanes built where sections of the existing bridge are currently located. Preferred Alternative 6A provides for a continuous right turn off the east end of the bridge. The total length of the proposed three-span bridge will be approximately 322 feet. The new structure will be constructed in one phase. Half of the existing bridge is to be demolished and the complete new structure will be constructed approximately 40 feet upstream, centerline to centerline. Traffic will be maintained on the remaining two lanes of the current bridge during construction. Construction cost for this alternative is higher than for Alternative 2. Preferred Alternative 6A requires three residential displacements at the western bridge approach.

The future roadway intersection for Preferred Alternative 6A would operate comparable to the existing intersection of Dingess Street and WV 10. This alternative, with a five-lane cross-section on the bridge, allows for a left turn "stacking" lane at Hospital Drive. At both ends of the bridge, the intersection LOS should be "B" or better for both the AM and PM peak hours. Traffic flow should generate slightly better MOEs than Alternative 2 with fewer delays, stops, and travel times. The eastbound right turn lane onto Logan Boulevard should provide for excellent free-flow movement off the bridge onto WV 10.

Preferred Alternative 6A fully meets the Project's purpose and need of providing for bridge safety, maintaining WV 10 traffic flow and community cohesion. Alternative 6A was selected as the preferred alternative because it has better traffic flow characteristics than Alternative 2, and is otherwise similar in environmental impacts.

2.6 Agency Coordination and Public Involvement

Coordination efforts have been conducted throughout the course of the Project (see Public Coordination in Appendix A). These efforts were initiated on April 3, 2014 when letters and information were sent to resource agencies, the City of Logan, Logan County, Indian tribes and the general public officially notifying them of the Project.

An Informational Workshop Public Meeting was held on May 15, 2014 in the Logan County High School from 4:00 p.m. to 7:00 pm soliciting comments, suggestions, and recommendations for the Project. The meeting handout information included:

- Workshop Purpose
- Project Description
- Seven Alternatives and Two Options Studied, and Figures
- An Alternatives Evaluation/Cost Matrix
- Project Schedule
- A Comments Sheet

Representatives from the WVDOH and a design-engineering consultant were available to discuss the location and preliminary design of alternatives, known environmental impacts, and to gather comments from attendees. Written comments were also solicited. A total of 17 residents attended the meeting and signed the sign-in sheet (Appendix A).

Twenty-one comments were received from the public during the Informational Workshop or within the 30-day public comment period which ended on June 16, 2014. These comments and WVDOH responses are summarized in Table 3. Another public meeting will be held following approval of the EA by the Federal Highway Administration.

The WVDOH has established a website for the Project. Interested persons can obtain Project data, handouts, maps, Project schedule, etc., or comment on the Project by contacting <http://go.wv.gov/dotcomment>.

**Table 3.
Synopsis of Public Comments**

Date	Source	Comment	FHWA/WVDOH Response
05/09/14	Dr. Vernon Mullins; email	Finish the new structure before the old one is taken out of service	Two-way traffic will be maintained during new bridge construction
05/17/14	James Buskirk, Buskirk Addition property owner; email	Advocates Alternative 1 with a roundabout	Acknowledged statement
05/17/14	James D. Buskirk; email	Alternative 1 would serve both private and community interests	WVDOH contacted Mr. Buskirk (5/27/14): informed him that a decision on preferred alternate will be made after second public meeting and he will receive fair compensation if his property is acquired for the project
05/19/14	James Buskirk; email	Roundabouts are safer than traditional intersections including a 75% reduction in injury collisions	Acknowledged statement

Date	Source	Comment	FHWA/WVDOH Response
05/19/14	Kelly Buskirk; email	Roundabouts are more efficient than traditional intersections and provide environmental benefits	Acknowledged statement
05/19/14	Martha Cody; email	Roundabouts provide cost savings and result in a reduction in accidents	Acknowledged statement
05/19/14	Barbara Buskirk, email	Roundabouts provide pedestrian safety, reduction in vehicle speeds; special design needed for visually impaired	Acknowledged statement
05/19/14	Natalie Buskirk; email	Cost of intersection and roundabouts are comparable; listed attributes of a roundabout	Acknowledged statement
05/19/14	Jim Buskirk; email	Notes that roundabouts promote continuous traffic flow and a 20 percent reduction in delays	Acknowledged statement
05/19/14	James Buskirk; email	Reiterates desire for Alternative 1 and roundabouts	Acknowledged statement
05/19/14	Martha Cody; email	Roundabouts are designed to accommodate trucks and other large vehicles	Acknowledged statement
05/19/14	Kelly Buskirk; email	Roundabouts create areas for green space and landscape architecture	Acknowledged statement
05/19/14	Jim Buskirk; email	Roundabouts can lead to significant reductions in traffic crashes and fatalities	Acknowledged statement
05/19/14	James Buskirk; email	Roundabouts can result in an 82 percent reduction in severe crashes and 44 percent reduction in overall crashes	Acknowledged statement
05/19/14	Natalie Murphy; email	Public support for roundabouts increase after construction is completed and they are in use	Acknowledged statement
05/19/14	Lou Arnold; email	Likes roundabouts: better traffic flow and less delays	Acknowledged statement
05/19/14	Jim Buskirk; email	Supports Alternative 1 including a roundabout at the Dingess Street/WV 10 intersection	Acknowledged statement
05/19/14	Jim Buskirk; email	Relocating the Dingess Street Bridge further upriver will lead to bypassing Logan and associated jobs, services, and transportation	Acknowledged statement
05/21/14	Jana G. Spano; email	Owns 2 houses on Buskirk Addition at Hospital Drive: worried about street parking and access	WVDOH contacted Ms. Spano (5/27/14): willing to sell if ROW is needed
05/22/14	Jana G. Spano; letter	Owns 2 houses on Buskirk Addition at Hospital Drive: worried about street parking and access	WVDOH contacted Ms. Spano (5/27/14): willing to sell if ROW is needed
05/30/14	Gloria Gozdzik; email	Requested the Council for WV Archaeology be a consulting party for Cultural Affiliation Project	Noted that a Cultural Affiliation Report is not being prepared for project. Requested clarification.

Following is a chronology of the coordination effort for this Project with local, county, state and federal agencies:

- 04/03/14 Letter to the United States Fish and Wildlife Service (USFWS) from WVDOH notifying them of NEPA studies for Project and requesting early input.
- 04/07/14 Public Notice to the Logan Banner from WVDOH notifying public and local officials of Informational Workshop Public Meeting on May 15, 2014.
- 04/07/14 Letters (20) to Tribal Leaders notifying them of the Project and the Informational Workshop on May 15, 2014.
- 04/08/14 Letters (22) to federal, state, and regional agencies from WVDOH notifying them of the Project and requesting early input.
- 04/11/14 Letter to Council for WV Archaeology from WVDOH notifying them of Project and requesting early input.
- 04/25/14 Letter from WV Division of Natural Resources (WVDNR) notifying WVDOH of rare, threatened or endangered (RTE) species or trout streams in project area, and that mussel surveys will be required.
- 05/15/14 Informational Workshop Public Meeting in Logan High School.

3.0 Affected Environment and Mitigation

The following section includes analyses conducted for the No Build Option and the Project build alternatives in compliance with the Council on Environmental Quality (CEQ) and FHWA regulations (40 CFR 1500 and 23 CFR 771, respectively). For purposes of this evaluation, the No Build Option is retained as a baseline for evaluation of Project alternatives.

The project area for the analysis is the combined footprints of alternatives and areas immediately adjacent. However, many elements such as socioeconomics provide an area-wide evaluation.

3.1 Social and Economic Characteristic

3.1.1 Demographics

The Dingess Street Bridge Project is located in the City of Logan, County of Logan, in the southwestern part of the state (see Figure 1). Logan is a small city in a generally rural area mountainous in nature, with neighboring communities located on lowlands along the Guyandotte River and Island Creek, or on nearby ridges. Towns and unincorporated communities in close proximity to the project area along the Guyandotte River include West Logan to the north and Stollings to the east. The community of Mount Gay is adjacent on a ridge to the west. Remaining areas of Logan County are rural, with isolated, small communities. The City of Logan is the county seat of Logan County.

According to the 2010 US Census, there were 1,779 people and 469 families residing in the City of Logan. The City grew by 149 individuals from the year 2000 population of 1,630. There were 1,016 housing units and 808 households in year 2010, with the average household size of 2.20 and the average family size of 2.85. Of Logan's population, 20.2 percent were under the age of 18 and 15.8 percent were over the age of 65. The median resident age was 40.4 years as compared to the state median age of 43.4 years. Estimated median income in 2011 for Logan was \$26,662 as compared to the state median household income of \$38,482. Estimated per capita income in the city was \$19,257.

The population is predominately white (91.6 percent), with African Americans (5.2) the most predominate minority. Other demographics of the city are shown in Table 4.

**Table 4.
 Demographic Overview Year 2010**

Area	Population Characteristics					Individuals Below Poverty Level Percent	Housing Individual Units
	Total Population	White	African American	Other Minority	Age 65 and Over		
Logan	1,779	91.6%	5.2%	3.2%	15.8%	30.6	1,016
County of Logan	35,987	95.6%	2.2%	2.2%	16.0%	20.8	16,741
State of WV	1,852,999	94.0%	3.5%	2.5%	16.8%	17.6	882,802

Bridge construction will generally occur in a very small area in close proximity to the current bridge, with densely developed downtown areas to the east, and WV 10 exiting the bridge to the west along the foot of a wooded ridge. Hospital Drive extends south from the bridge's western approach. Several residential structures will be displaced by Project alternatives in the vicinity of the Hospital Drive/WV 10 intersection.

3.1.2 Environmental Justice

The term Environmental Justice (EJ) includes disadvantaged groups. Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* was established in 1994 as a formal federal policy. This policy requires that federal agencies consider and address disproportionately high and adverse environmental effects of proposed federal projects on minority and low-income populations. In addition, elderly, handicapped, and other specific groups and interests in the project area were evaluated to determine if the Project will be beneficial or harmful to these groups. Particular attention was given to the location of bridge alternatives with respect to the Logan Regional Medical Center and other facilities serving low-income, homeless, aged and minority groups.

The EJ analysis uses information from the U.S. Census Block Groups shown on Figure 7 for the year 2010. (Block Groups are comprised of blocks, the smallest unit used by the census for 100 percent tabulation; Block Groups are cumulated into Census Tracts.)

The most recent American Community Survey (ACS) five-year Estimate (2008 to 2012) data was analyzed in relation to Topographically Integrated Geographic Encoding and Referencing (TIGER) block group shape files for Logan County. Eight single-family residential structures are near the project area at the west end of the bridge along Hospital Drive and Buskirk Addition. Alternative 2 will require the relocation of one residence; Preferred Alternative 6A will impact three residences. No businesses will be impacted.

Census information was used to identify potential EJ populations in and near the Project study area based on the following: race, minorities, homeless, and poverty level status. Using these categories, census block groups were classified as either an EJ block group or a non-EJ block group. For the purposes of distinguishing between these two classes, the county average of 20.8 percent was used to establish low-income populations (persons below the poverty level) and the county average of 4.4 percent was used to establish minority populations. Block groups that are above either of these thresholds may include an EJ population. The block group from the center of the bridge east is part of Tract 9569 and is identified in this report as Logan; the block group from the bridge centerline to the south and west side of the Guyandotte River is part of Tract 9566 and is identified as Switzer; the block group to the West is part of Tract 9562 and is identified as Mount Gay (see Figure 7).

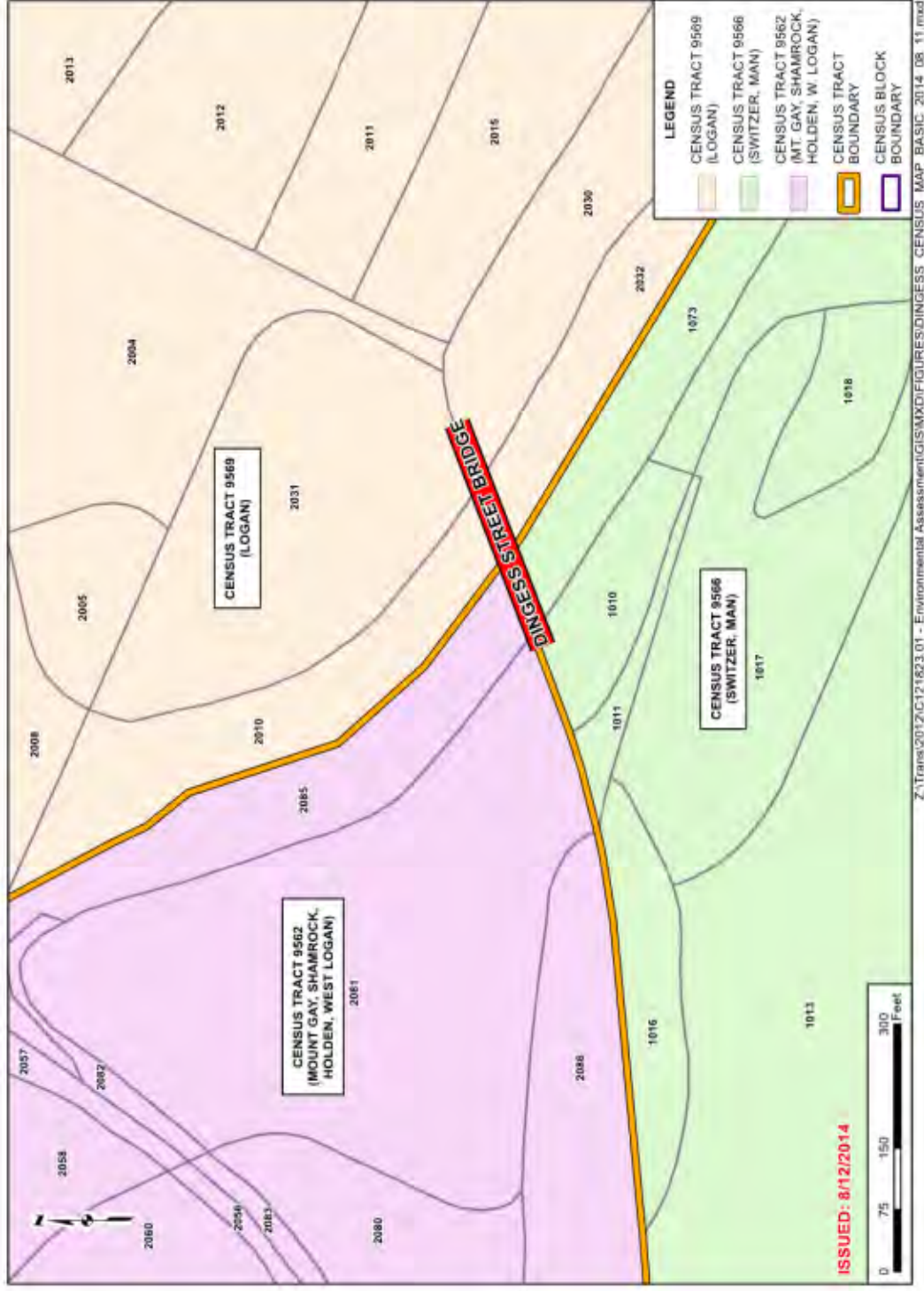


Figure 7. US Census Tracts and Block Groups

The results of the EJ analyses indicate that block groups include EJ populations as depicted in the following graphs (Figure 8).

Both the Logan and Mount Gay Block Groups include EJ populations with Logan having a minority population of 8.4 percent, and 30.6 percent of its residents below the poverty level. The Mount Gay Block Group has 8.3 percent of the population as minorities, and 44.2 percent below the poverty level. The Switzer Block Group is not considered an EJ population since only 3.4 percent are minorities, below the county average of 4.4 percent; and 9.8 percent are below the poverty level, well below the county average of 20.8 percent. All of the potential displaced residential structures at the west end of the Bridge are in this tract. Thus, this block group is unlikely to contain either EJ minority or EJ low-income populations.

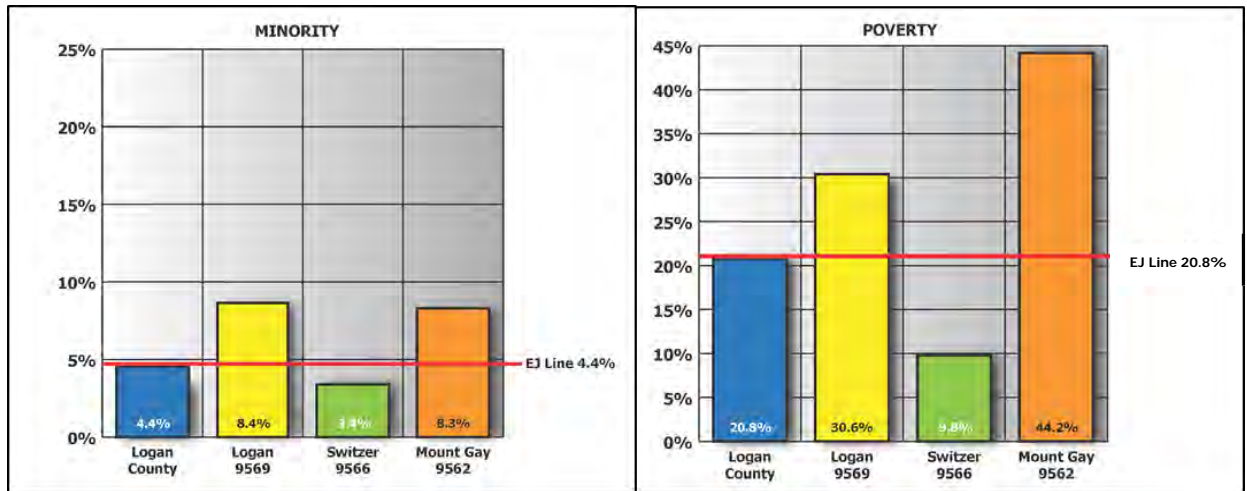


Figure 8. Minority and Poverty Levels in Logan County Verses the Project Area

However, an EJ-protected transient group, i.e., homeless, was identified as living under the bridge during field investigations, with the majority living under Logan's east end of the bridge (Photograph 3). These individuals will be affected by bridge construction regardless of what alternative is selected. The existing bridge superstructure currently provides overhead shelter for these people.

The proposed Project work is limited to the replacement of an existing bridge and is considered an investment in infrastructure. The No Build Option would result in no immediate positive or negative impacts to identified EJ populations in the study area since no work would be completed. However, over the long term, all Logan population components, including EJ groups, would be negatively impacted as the bridge is posted for weight restrictions, and would eventually be closed, restricting access. Thus, while the homeless living under the bridge would be unaffected in the near term, eventually the bridge would have to be closed and removed, affecting these individuals the same as a build alternative.

The homeless EJ population living under the bridge will be negatively impacted by both Project build alternatives when the existing bridge is removed. Assistance for these individuals is required in the form of coordination with the Logan County Human Services Office located on Dingess Street, less than two blocks from the east end of the bridge. Efforts are required by the WVDOH to ensure that these people have a secure environment and shelter during bridge construction.

Other than the above, no EJ populations will be impacted by other aspects of the Project such as relocation of residences, businesses, or retail areas. Any indirect impacts to EJ populations resulting from either build alternative are considered to be positive as the Project will maintain access to the hospital and Logan County Human Services Office, to other existing developments, and will create employment opportunities while the bridge is under construction. Other benefits include assurances to coalfield communities southeast of Logan, that the WV 10 access to US 119 for regional coal distribution is secure. This may affect, positively, other EJ populations in the region.



Photograph 3. Homeless Use of East End of Bridge

Numerous opportunities for public involvement are available and future public involvement opportunities will continue to occur during development and design of the Project. A community outreach program is part of the EA process and project information will be made readily available to all members of the public, including homeless, minority, and low-income populations. Project updates will be supplied to the Logan County Human Services Office for distribution to the homeless.

3.1.3 Local Economics

The economies of Logan and Logan County are heavily dependent on mining, quarrying and oil and gas extraction. Coal, extracted by both deep and strip mining, was a major impetus for Logan’s growth in the twentieth century. According to the US Census, approximately 18 percent of the local work force is in minerals-related industries. Another 10 percent are in health care, and 10 percent more are in services, including educational services (Figure 9). The City of Logan is the commercial, service, and medical hub for Logan County. Several important community facilities are located in close proximity to the bridge.

Just off the western end of the bridge is an intersection with Hospital Drive which leads several hundred yards upstream to the Logan Regional Medical Center. In the year 2012 the Medical Center had 750 employees and an annual budget of over \$40 million. It is one of the largest employers in the region and a major traffic generator. Downstream several hundred yards from the bridge on Hatfield Island is an

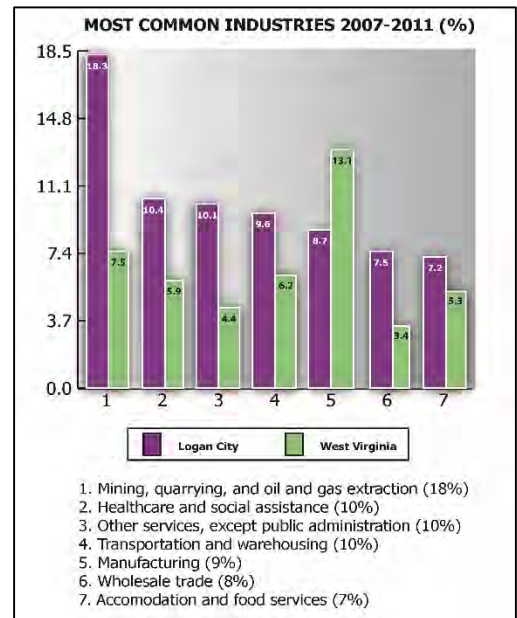


Figure 9. Most Common Industries 2007-2011 (%)

educational complex containing Logan High School, an elementary school, a middle school, and the town's public library. The complex had 1,794 students in the year 2012 (US Census). Approximately 250 workers including teachers, janitors, groundskeepers, and municipal librarians are employed on the island who, along with school buses, and other school-related traffic are a major traffic generator in the vicinity of the bridge. Other top-ten employers in Logan County include the following, which vary from 200 to 499 employees: Wal-Mart Stores, Inc., Aracoma Coal Company, and Apogee Coal Company; and from 100 to 199 employees: Southern West Virginia Community College, Logan County Commission, Trinity Healthcare Services, Inc., Lightning Contract Services, Inc., Lowe's Home Center, Inc., and Spartan Mining Company.

The mountainous topography, city development, and transportation infrastructure have limited the amount of land available for development in and adjacent to the project area as well as the opportunity for future development and infrastructure improvement. Most future improvements will be conversion of land to a new, higher land use.

The No Build Option will have potential negative impacts to the local economy as it will result in the continued decline of the structure until it is closed. The lack of infrastructure improvements to the bridge may make it harder to retain existing downtown businesses and attract redevelopment to the area as access is restricted and congestion increases on the permanent detour. This would result in delays in moving freight and people through the area. Businesses might relocate from downtown Logan as suburban locations become more competitive as a result.

The effect on access to the Medical Center and school complex on Hatfield Island would make destination trips there more difficult and dangerous, with a longer city route and five to seven signalized intersections to traverse. This is true for both workers and users. According to the Project traffic study, with bridge closure the total delay per vehicle for the PM peak hour would be approximately 19.6 minutes, almost 17 minutes more than the current travel time of almost three minutes.

The proposed Project will enhance the existing transportation system with a new, efficient bridge and benefit local businesses and their employees by improving the existing connections to WV 10 and Logan Boulevard. This will act to safeguard existing employment opportunities and allow for any needed expansion. These are considered positive impacts on the economies of the city and county, as well as for tourists who visit Chief Logan State Park for recreational opportunities, for the workers employed in mineral extraction (that use WV 10), and for other WV residents who visit Logan. For these reasons, both Project build alternatives are considered to have a positive impact on the local economy.

3.1.4 Community Facilities and Services

Police service in and near the project area is provided by the City of Logan Police, the WV State Police, and the County Sheriff's Department. The dispatching point for city police is at 219 Dingess Street, two blocks from the eastern end of the bridge. State police are dispatched from 98 Canton Lane, near the intersection of Water Street and WV 10, and the County Sheriff's Department is located in the County Courthouse on Stratton Street.

The Logan Emergency Ambulance Service, also known as LEASA, provides medical and rescue care to the residents of Logan County (Photograph 4). It is located at 26 1/2 Main Avenue. LEASA operates a hazardous materials response team, and seven advanced life support ambulances offering services to county residents. The East Fork Volunteer Fire Department is located at 219 Dingess Street, east of the bridge, and the Hart's Creek Logan Volunteer Fire Department is located at the County Courthouse at 300 Stratton Street. City offices are also located at 219 Dingess Street, while the State Office Building and County Courthouse are situated within two blocks of the bridge on Stratton Street. Figure 10 locates Community Facilities and Services.



Photograph 4. LEASA Emergency Response Service

The school complex for the City of Logan is located on Hatfield Island several hundred yards north of the bridge. The complex is accessed by Logan High School Road which intersects with Water Street, and by Mark Spurlock Drive that connects west of the island at WV 10. In 2012, there were 821 students in the high school, 834 students in the middle school, and 139 students in the Justice Elementary School. The City Library is located in the middle school.

No initial changes in the operation of community facilities or emergency services will be associated with the No Build Option. This could be considered a negative impact, however, since access points will remain unchanged and no improvements will occur in response or travel times. Under the No Build Option, no changes will be made to the bridge, which will continue to decline until it is closed. This would result in a 0.7-mile permanent detour with up to seven signalized intersections (see Figure 10). Under this circumstance, the No Build will eventually result in substantial impacts to community facilities and services. The Project's traffic study indicates the PM peak hour might result in delays up to 19.6 minutes, and speeds would be reduced from 19 mph to three mph. This would increase travel time over current conditions by approximately 17 minutes.

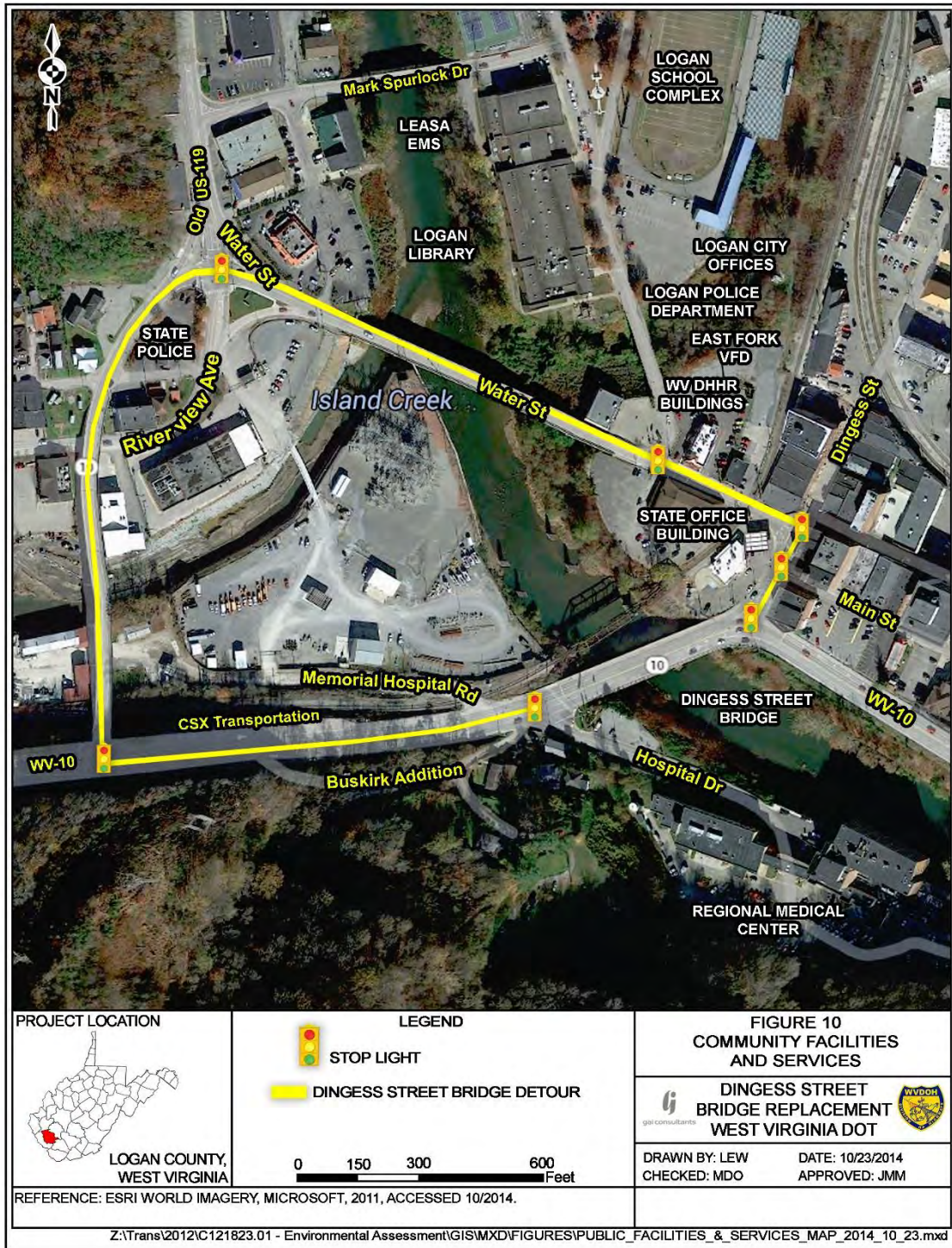


Figure 10. Community Facilities and Services

Both Project alternatives will have a direct, but temporary negative impact during bridge reconstruction on traffic patterns. Although this could affect the operation of police and emergency services as well as school transportation, this will be temporary, and minor since the MOT plans for the bridge rehabilitation will keep two lanes (one in each direction) open throughout the Project. The long-term benefits of the new, efficient bridge (i.e., improved access and decreased travel time) will outweigh these temporary impacts resulting in an overall net positive impact on local community facilities and services.

Utilities and other community services are found in the vicinity of the Project and minor disruptions might occur during bridge construction. These include the following:

- ◆ Frontier West Virginia Inc. (Telephone)
- ◆ Appalachian Power Company (Electric)
- ◆ Mountaineer Gas Company (Gas)
- ◆ City of Logan Municipal Water Department (Water)
- ◆ City of Logan Sanitary Board (Sewage)
- ◆ Colane Cable Television (Television - Private)

Utility infrastructure will be impacted by both build alternatives; it is the responsibility of each company to relocate their utilities. The dispatchers and companies providing community services will be continually updated by the WVDOH and its contractors as to bridge construction status, current traffic patterns, and Project timetables.

Mobility impacts may include interference with local traffic patterns and drive times during the period when a new bridge is being constructed and traffic on the existing bridge is curtailed (to two lanes). These are detailed in Section 1.1.5 of this report and in a MOT study prepared for this Project (CDM Smith 2014b), and include:

- ◆ Police, fire and ambulance service will be informed by the WVDOH and its contractors of project scheduling, and that they may need to plan routes to lessen mobility impacts.
- ◆ Efforts have been made to minimize these impacts including the decision to keep two lanes open on either the old or new bridge throughout the construction period.

3.1.5 Relocations and Displacements

The Project area is in a developed section of Logan and the Project Need reflects the requirement of minimizing ROW impacts to key elements of the community. Moreover, there is a high potential of encountering significant cultural remains including Native American burials in the downtown area, so minimizing ROW requirements may be essential for timely completion of the Project.

Eight residential structures are located along Hospital Drive and Buskirk Addition at the western end of the Dingess Street Bridge. Demolition of any of these structures depends on the extent of the construction limits at the intersection of WV 10 and Hospital Drive. Several design factors will determine these limits including final construction engineering and geotechnical conditions. Currently, from one to three structures may be impacted, depending on the alternative chosen for construction.

For both build alternatives the carport on Parcel 5 located near the intersection of WV 10 and Hospital Drive will be impacted. Additionally, the one-story frame house on Parcel 6 located near the carport will likely be impacted by both build alternatives, depending on the extent of construction on Hospital Drive. Preferred Alternative 6A requires more extensive ROW takes and may impact the in-ground garage on Parcel 4 along with two one-story frame houses on Parcels 3 and 4. No commercial structures are involved.

A parking lot at the corner of WV 10 and Hospital Drive (opposite the houses) is approximately one-half-acre in size and serves the nearby residences, as well as other users. Alternative 2 would require nearly all of the lot, while Preferred Alternative 6A would require one-half of the lot.

Project acquisition is shown in Table 5, by alternative. Figure 11 locates the parcels and residential structures to be impacted.

Table 5.
Project Acquisitions, by Alternative
Permanent Easement (PE) and Temporary Construction Easement (TCE)

Affected Parcel Number	Parcel Total Area (SF)	No Build (SF) PE (TCE)	Alternative 2 (SF) PE (TCE)	Preferred Alternative 6A (SF) PE (TCE)
1	3,155	0.00 (0.00)	0.00 (1,578)	0.00 (1,578)
2	3,155	0.00 (0.00)	0.00 (0.00)	1,882 (0.00)
3	3,620	0.00 (0.00)	0.00 (0.00)	1,797 (1,829)
4	4,989	0.00 (0.00)	0.00 (0.00)	2,244 (2,744)
5	2,971	0.00 (0.00)	296 (0.00)	2,626 (0.00)
6	8,655	0.00 (0.00)	795 (3,416)	7,023 (3,265)
7	11,150	0.00 (0.00)	473 (0.00)	2,816 (0.00)
8	16,644	0.00 (0.00)	479 (0.00)	497 (0.00)
9	1,873	0.00 (0.00)	0.00 (0.00)	47 (0.00)
11	20,158	0.00 (0.00)	814 (19,344)	9,308 (10,850)
13	5,996	0.00 (0.00)	0.00 (0.00)	69 (0.00)
14	13,592	0.00 (0.00)	197 (0.00)	0.00 (0.00)
15	Billboards	No Takes	Total Take	Total Take
16	Guyandotte River	0.00 (0.00)	0.00 (44,303)	7,447 (36,818)
17	4,533	0.00 (0.00)	0.00 (4,533)	0.00 (4,533)
18	5,551	0.00 (0.00)	0.00 (5,551)	0.00 (5,551)
19	2,500	0.00 (0.00)	0.00 (2,500)	0.00 (2,500)
Totals	108,542	0.00 (0.00)	3,054 (81,225)	35,756 (69,668)

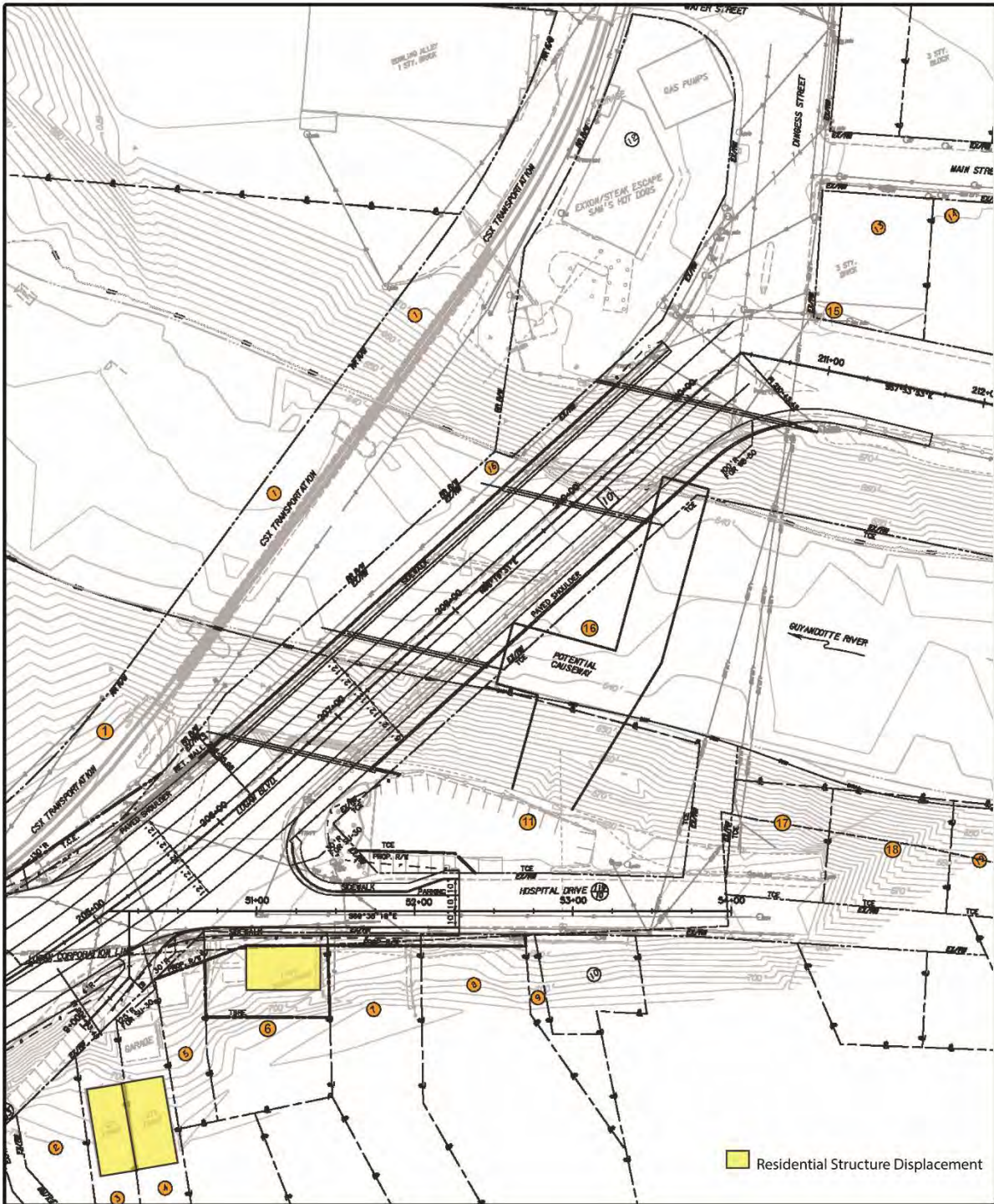
Source: CDM Smith 2014a

Notes:

PE: Includes Permanent Easements and Right-of-Way acquisitions

TCE: Includes Temporary Construction Easements and Temporary Structural Removal Easements

SF: Square Feet



Source: West Virginia Division of Highways

Figure 11. Parcels Affected by Any Project Alternative (in Orange)

As identified in Table 5, if the land occupied by the Guyandotte River is excluded, permanent acquisitions would be 0.07-acre for Alternative 2, which is on the existing alignment, and 0.65-acre for Preferred Alternative 6A.

Temporary property acquisitions for bridge construction and existing pier removal are also small for both alternatives. The larger is Alternative 2 which would affect 1.86 acres of vacant land, of which approximately 1.0-acre is composed of land occupied by the Guyandotte River. Preferred Alternative 6A would affect 1.6 acres of vacant land, of which 0.85-acre is occupied by the Guyandotte River.

ROW needs and access limitations determined during final design may affect from one to three residential structures. Their purchase will be required; this will be negotiated with property owners in final design. No commercial properties are impacted, with only billboards removed for both alternatives. If acquisitions and replacements are required, the Acquisition and Relocation Sections of the Right of Way Division of the WVDOH will provide services in compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This will ensure that fair compensation is received and that, according to the Act, "a prompt and equitable relocation of persons, businesses, farms, and nonprofit organizations as a result of highway construction" is achieved.

3.2 Land Use and Land Cover

Land use and land cover centering on the middle of the bridge consists of the following:

- In the *Northeast Quadrant* is urban land containing commercial structures of Logan's downtown, the Old Bus Station, a convenience plaza with an Exxon Gas Station, stores, and associated parking, four-lane Logan Boulevard, and a riverine corridor of scrub-shrub vegetation on the eastern side of the Guyandotte River.
- In the *Southeastern Quadrant* is Logan Boulevard, a riverine corridor of scrub-shrub vegetation next to the Guyandotte River, the river, portions of Hospital Drive, the Logan Regional Medical Center, and large parking lots associated with the Medical Center.
- In the *Southwest Quadrant* are several residences at the intersection of Logan Boulevard and Hospital Drive, an adjacent parking lot serving the houses, a riverine corridor of scrub-shrub vegetation adjacent to the Guyandotte River, the beginning of Hospital Drive, and scattered grass and trees on the steep hillside adjacent to the study area.
- In the *Northwest Quadrant* are located railroad tracks, a railroad bridge crossing the Guyandotte River, Hospital Memorial Drive, an electrical substation, a riverine corridor of scrub-shrub vegetation next to the Guyandotte River, the river, commercial buildings including the Plaza Lanes Bowling Alley, and the Logan school complex.

Other than the riverine corridor, and a hillside above the Logan Regional Medical Center, little vegetation is found in the study area.

Neither Logan County nor the City of Logan has a comprehensive land use plan to direct growth, but county officials indicate that a county plan is in process. No development is currently underway near the bridge and there are no known plans for redevelopment in or near the project area (Logan County Administrator 2014).

Only minor amounts of vacant land will be affected by the Project, whichever alternative is selected for construction. Nearly all of the affected land would be a temporary use and the land would convert to its previous use after Project construction. Not counting land occupied by the Guyandotte River and land not already in a highway transportation use, Alternative 2 would temporarily affect approximately 0.20-acre of vacant land and Alternative 6A would temporarily affect 0.36-acre of vacant land. Land temporarily affected would nearly all be in transportation use or in riverine scrub-shrub vegetation.

3.3 Farmland

There is no active farmland in the study area and virtually no undisturbed soils; the area is covered with soils classified as part of the Udorthents-Urban land complex (zero to eight percent slope). Behind the Medical Center, on hillsides above the study area, are found very steep, extremely stony soils of the Matewan-Highsplint-Guyandotte association (USDA 2008). There are no soils designated as prime farmland in the project area.

3.4 Cultural Resources

3.4.1 Background

A search of the files at the WVDCH revealed the presence of several previously recorded archaeological sites in the project vicinity including the Logan Site, a Late Prehistoric/Protohistoric village and cemetery. First recorded in 1962 by Mary Ernest Shelton, Sigfus Olafson updated the site form in 1971, in which he described the village as measuring 200 by 300 feet.

Between 2011 and 2013, GAI conducted archaeological investigations in association with the proposed WV State Office Building (Frye 2012, 2015). Results from these archaeological investigations produced information on burial practices, material culture, and subsistence of the Late Prehistoric Clover and Woodside Phase occupations (ca. A.D. 1400-1750) at the Logan Site.

Two additional prehistoric sites were recorded to the north including the Hatfield Island Site and the McDonald M&R Site. The former site includes the remains of a village which was likely destroyed. Located in the vicinity of Varney Branch and the Guyandotte River, the McDonald M&R Site comprises a small campsite containing several features in addition to a variety of artifacts.

To predict the likelihood of unrecorded architectural resources in the project area, as well as ascertain the location of previously recorded resources, GAI reviewed data on the locations of architectural resources within the Project Area of Potential Effect (APE) using the WVDCH online geographic information system (GIS) along with a visit to the WVDCH offices in Charleston, WV. Examination of Historic Property Inventory (HPI) data currently available on the WVDCH GIS, revealed the presence of 45 previously recorded resources within the APE inventoried as part of the Coal Heritage Survey [WV State Historic Preservation Office (SHPO) 1991]. None of these resources have been determined NRHP eligible or are NRHP listed. Moreover, field survey revealed that 12 of the 45 previously recorded resources have been demolished, most to make way for the State Office Building constructed circa 2012.

3.4.2 Early Coordination

A cultural resources meeting was held with representatives of the WVDCH, the FHWA, WVDOH, and GAI on February 20, 2014. The purpose of the meeting was to review, in part, the development of a Draft Programmatic Agreement (PA) for the Project. Creation of a PA was linked to the possible discovery of buried cultural materials including burials during field studies and/or construction as a result of the Project's proximity to the Logan Site.

WVDCH noted that the bridge was not eligible under National Register Criterion C, but may need to be evaluated under Criteria A and B, as well as determining whether it contributes to a possible historic district. Regarding archaeological investigations, it was recommended that planned core borings be monitored by an archaeologist following the selection of a preferred alternative. Pavement removal for conducting subsurface archaeological investigations will, similarly, be limited to the preferred alternative.

Scoping letters were sent to 19 tribes on April 7, 2014 requesting their input as to any concerns they may have regarding the Project (Appendix A). The letters invited the tribes to consult on the Project and provided information on the public workshop held in Logan on May 15, 2014. Three tribes responded including the Seneca Nation of Indians (SNI), Osage Nation, and Delaware Nation (Appendix A). On May 5, 2014, Jay Toth (Tribal Archaeologist) replied that the Seneca Nation would like to consult on the Project. He requested that local native designs be incorporated into the new bridge based on artifacts recovered from local excavations. As a result, images (designs and motifs) from various artifacts recovered from the Logan Site were transferred to the SNI for their review. Following consultation with the SNI and the Osage Nation, the WVDOH plans to integrate the Seneca's existing skydome pattern into the design of the new Dingess Street Bridge.

On May 7, 2014, the Osage Nation responded and indicated that the Project would most likely not adversely affect significant properties including cultural or sacred resources (Appendix A). However, they requested to be contacted should such remains be uncovered during Project construction.

On June 13, 2014, the FHWA, WVDOH, and GAI had a conference call with the Seneca Nation's Jay Toth. Mr. Toth did not express any concerns for individual alternatives other than noting that it would be best to avoid human remains uncovered near the State Office Building. He mentioned his preference for preservation-in-place of any buried cultural materials that might be encountered during the Project along with:

- ◆ Hiring staff experienced in the local archaeology;
- ◆ Supervisors meeting Secretary of Interior standards and being certified by the Register of Professional Archaeologists (RPA);
- ◆ Curation of artifacts following federal guidelines; and
- ◆ Placement of artifacts in a local facility, e.g., WVDCH's Grave Creek Mound Complex.

The Delaware Nation responded on August 15, 2014 noting their lack of interest in consulting on the Project. In an email to the FHWA, dated May 28, 2015, the Osage Nation requested to be an invited signatory to the PA.

3.4.3 Programmatic Agreement Development

As noted above, preparation of a PA for the Project is related to a documented village site containing numerous burials recovered within the immediate vicinity of the eastern bridge approach in downtown Logan. Given the uncertainty of its boundaries, it is assumed that most of the proposed alternatives have a potential for uncovering buried cultural materials associated with the site. As a result, a Draft Section 106 Process Outline was prepared detailing the survey and consultation process for each project development stage; this document comprised the framework for development of a Draft Programmatic Agreement. The PA provides stipulations for subsurface archaeological investigations (including exposure, and recovery of buried cultural deposits), artifact curation, and architectural resources as well as administrative obligations for agencies as part of the agreement consultation process.

A conference call, held on February 10, 2015, provided an opportunity for the SNI to offer several comments following their review of the PA. Several revisions in the current version of the agreement (Appendix A) reflect their concerns including, in part:

- ◆ Securing the site from unauthorized access;
- ◆ Permission of the SNI to enter the Project area to monitor activities;
- ◆ Coordination with law enforcement prior to construction regarding potential recovery of human remains; and

- ◆ Assessment of any human remains *in situ* prior to removal to determine cultural affiliation.

The Seneca Nation of Indians and the Osage Nation were signatories to the PA and, as such, they were added to several stipulations regarding both the administration of the document as well as the various stages of work. The fully executed, Final Programmatic Agreement appears in Appendix A.

3.4.4 Archaeological Resources

Cultural resources investigations were conducted in compliance with Section 106 of the NHPA of 1966, as amended; the guidelines developed by the Advisory Council on Historic Preservation published November 26, 1980; the amended Procedures for the Protection of Historic and Cultural Properties as set forth in 36CFR800; and, the *Guidelines for Phase I, II, and III Archaeological Investigations and Technical Reports* prepared by the WV DCH (Trader 2001).

3.4.4.1 Fieldwork

A field meeting was held with representatives of WVDOH and GAI on October 23, 2014 to discuss proposed core borings and the removal of pavement as part of proposed Phase I archaeological investigations. Many of these borings were placed near the edge of the riverbank or within the Guyandotte River and, as such, had limited potential for exposing intact cultural deposits. Use of a one-inch, split spoon augur at approximately five-foot intervals provided an opportunity to observe sediments removed from borings.

It was agreed that test unit excavations were the best approach to sample archaeological deposits once pavement was removed, particularly in the area of the eastern bridge approach in vicinity of the intersection of Dingess Street and Logan Boulevard. Additionally, it was determined that the monitoring of utility relocations (for evidence of associated buried cultural materials) was also necessary.

A field reconnaissance was also conducted on October 23, 2014 to gauge the archaeological sensitivity of Alternatives 2 and 6A. For the most part, impacts to the western bridge approach in the vicinity of Hospital Drive and Logan Boulevard (WV 10) are similar, although Preferred Alternative 6A will require additional residential displacements in this area as compared to Alternative 2. Based on prior disturbances related to the construction/widening of the WV 10 corridor and Hospital Drive, there is a low to moderate potential of this area containing intact cultural deposits. However, isolated pockets of intact cultural deposits associated with existing standing structures could be present in this vicinity along with more deeply-buried intact sediments along the river.

Along the east side of the Guyandotte River, Preferred Alternative 6A, and to a lesser extent Alternative 2, have a moderate to high potential to impact intact human remains and significant cultural deposits associated with the Logan Site. In addition to near-surface deposits associated with the Logan Site, it is possible that deeper, artifact-bearing buried A horizons (Ab) might be encountered during archaeological investigations.

In November and December 2015, archaeological monitoring and Phase I archaeological testing were conducted within the combined footprints of Alternative 2 and Alternative 6A. The goal of this work was to determine the presence or absence of human remains and/or intact archaeological deposits in geotechnical borings (terrestrial) and two traffic islands situated within the Project APE, defined as areas of likely ground disturbance from proposed bridge construction. The APE encompassed an area of approximately 5 acres.

Fieldwork initially included archaeological monitoring of 17 geotechnical borings. No intact soil horizons, sites, cultural materials, features, or human remains were encountered. Mechanical removal of historic-era fill and Phase I shovel testing was also conducted within two traffic islands on the eastern end of the Dingess Bridge (Logan Boulevard and Dingess Street intersection) in proximity to the Logan Site. While modern/historic-era artifacts were recovered from disturbed fill contexts, no intact cultural features or materials, human remains, or significant archaeological resources were encountered. Copies of the resulting Abbreviated Phase I Archaeology Report was submitted to the WVDCH, SNI, and the Osage Nation on January 25 and January 26, 2016 (Appendix A).

Based on the results of the above investigations, it was recommended that the Dingess Street Bridge Replacement Project will not adversely affect archaeological resources. Owing to the moderate to high potential for encountering cultural deposits within portions of the Project APE, however, and in conjunction with the Project Programmatic Agreement, archaeological monitoring will be conducted for all Project-related ground disturbing activities within the Project right-of-way. Results of any future archaeological monitoring will be presented to the WVDCH, SNI, and the Osage Nation under separate cover.

In a letter dated, February 5, 2016, the WVDCH concurred with the findings of the Abbreviated Phase I Archaeology Report stating, "Given the results of the archaeological monitoring and survey, we concur that the proposed project will have no adverse effect to archaeological historic properties." The SNI and the Osage Nation similarly concurred on February 25, 2016 and March 10, 2016, respectively (Appendix A).

3.4.5 Historical Resources

The architectural and historical resources reconnaissance survey was conducted on June 25 and 26, 2014. An APE was established for the two proposed Project alternatives that included both the physical footprint as well as a viewshed that took into account potential visual effects that would be introduced by the proposed Project. The APE was used as the basis for architectural reconnaissance of buildings that were 50 years of age or older, and included resources on both the east and west sides of the Guyandotte River in the City of Logan.

The survey recorded the current condition of 35 extant, previously-recorded historical and architectural resources, and identified 20 previously-unrecorded historical and architectural resources within the APE. Resources identified within the Project APE comprise residential, commercial and industrial buildings and structures. Most of the 13 residential buildings were recorded west of the Guyandotte River, northwest of the bridge, and include housing on Riverview Ave and Riverview Street and a small group of residences in the Buskirk Addition (circa 1900-1920) at the west end of the bridge. Architectural resources in both areas did not retain historic integrity or were of common architectural style and design and were not considered eligible for listing in the NRHP.

Of the 36 identified commercial buildings, the great majority were encountered in downtown Logan including a historic-period theater, grocery, bus station, bank, and many standard commercial buildings. These structures were built as Logan developed into a countywide center of commerce in the early twentieth century. Many commercial buildings exhibited heavily altered storefronts and modern windows and no longer reflected their historic character. As a result, they were not considered National Register eligible.

Located along the south bank of the Guyandotte River, the Logan Regional Medical Center dominates the southern end of the proposed Project. Extant buildings on the hospital campus range in age from 1975 to circa 2006 and include a hospital and several buildings for associated doctor's offices. This site was originally home to a hospital built before 1930 that was demolished to make way for the current modern hospital.

Six industrial resources were identified in the APE including the Chesapeake and Ohio (C&O) Railroad Line and the American Electric Power Office Building and Substation. Two of the six resources are historic-period bridges including the C&O Railroad Pratt truss bridge and the Dingess Street Bridge, the subject of the proposed Project. The Dingess Street Bridge is a common and highly deteriorated example of mid-century concrete bridge construction and based on consultation with the WVDCH, it does not meet National Register criteria (letter dated October 27, 2014) (Appendix A). In that same letter, the C&O Railroad Bridge (CSX Railroad Bridge) and the C&O Railroad Grade (CSX Railroad) were determined to be eligible for listing in the National Register of Historic Places (Figure 12). However, neither will be adversely affected by the Project.

None of the remaining resources are recommended as eligible for NRHP listing as they lack historic integrity and/or significance. GAI also reviewed the downtown commercial core as a potential historic district. However, owing to numerous alterations and demolitions compromising the commercial core's unity, there is not a NRHP-eligible commercial district in Logan. Therefore, GAI recommends that the proposed Project will have no effect on NRHP-eligible or listed architectural or historical resources.

The WVDCH reviewed the Historic Resources Report (letter dated October 27, 2014) and concurred with the above recommendations including: (1) Dingess Street Bridge does not meet National Register Criteria; (2) the loss of integrity of buildings precluded a possible historic district; and (3) the eligibility of the CSX Railroad and CSX Bridge. Further, the WVDCH concurred in the same letter that in respect to possible indirect and direct impacts to these two historic resources they will not be adversely affected by the Project (Appendix A).

3.5 Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, was enacted to preserve publicly-owned land including parks, recreation areas, wildlife and waterfowl refuges, and public or privately-owned historic sites that are listed in or eligible for the NRHP. The use of these resources is prohibited unless there is a determination that there is no feasible and prudent alternative to the use of land from the property and the action includes all possible planning to minimize harm to the property resulting from such use.

No publicly-owned parks, recreation areas or wildlife/waterfowl refuges were identified in the study area as a result of interviews, literature reviews, and onsite field investigations. Cultural resources investigations did not reveal any historic buildings on or eligible for listing in the NRHP in the project area. While the adjacent Chesapeake and Ohio Railroad Bridge (CSX Railroad Bridge) and the Chesapeake and Ohio Railroad Grade (CSX Railroad) were determined eligible for listing in the NRHP (WVDCH letter, dated October 27, 2014) (Appendix A), the Project will have no adverse effect on these resources. In the same letter, the WVDCH concurred with the overall findings on historical and architectural resources as presented in the Architectural and Historical Resources Survey Report.

As identified in Section 3.4.4, Phase I investigations indicate that there are no significant archaeological resources, i.e., National Register-eligible or listed resources, within the impact areas of Alternative 2 or Preferred Alternative 6A. As a result, there will be no impacts to Section 4(f) resources for the Project.

No resources that qualify for Section 4(f) protection will be impacted by either Alternative 2 or Preferred Alternative 6A.

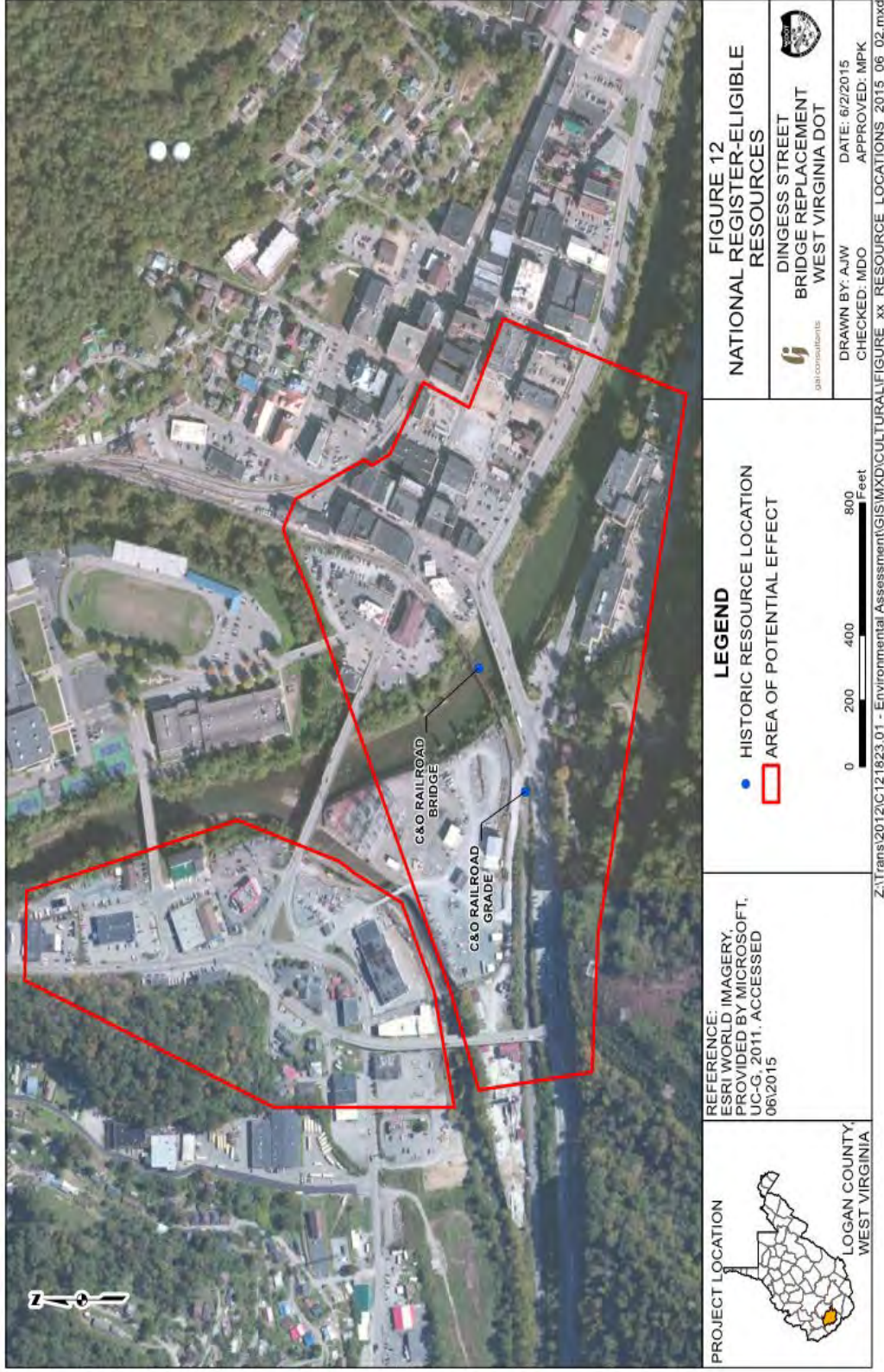


Figure 12. National Register-eligible Resources

3.6 Section 6(f) Resources

Section 6(f) requirements are identified in the Code of Federal Regulations, Title 36, Chapter 1, Part 59. Section 6(f) established a conservation fund to assist local, state, and federal agencies in meeting the demand for present and future outdoor recreation sites. The Land and Water Conservation Fund Act (LWCFA), commonly referred to as Section 6(f), requires that the conversion of lands or facilities acquired with LWCFA funds be coordinated with the Department of the Interior. The LWCFA is administered by the National Park Service (NPS) which delegates many of the roles and responsibilities to a department within each state. In WV, that state agency is the WV Development Office (WVDO). Usually, replacement in kind is required for any Section 6(f) lands acquired for a project.

United States Geological Survey (USGS) quadrangle maps, Logan area recreational maps, and field surveys were used to determine that no Section 6(f) lands exist in the project area. A detailed listing of grants for the State of WV was reviewed on the website maintained by the NPS. The only LWCFA grants provided nearby were used to purchase land and facilities at Chief Logan State Park, four miles north of the Dingess Street Bridge. No grants were issued for sites or facilities located within or adjacent to the project area.

No Project related Section 6(f) resources will be impacted by the bridge replacement.

3.7 Air Quality

The Clean Air Act (CAA) Amendments of 1990 and the Final Transportation Conformity Rule (40 CFR Parts 51 and 93) direct the U.S. Environmental Protection Agency (USEPA) to implement environmental policies and regulations that will ensure acceptable levels of air quality. Section 107 of the 1977 CAA Amendments requires that the USEPA publish a list of all geographic areas in compliance with the National Ambient Air Quality Standards (NAAQS), as well as those areas not in attainment of the NAAQS. Areas not in compliance with the NAAQS are referred to as "nonattainment areas." USEPA has identified six pollutants for tracking air quality including particulate matter (PM10 and PM2.5), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), carbon monoxide (CO), ozone (O₃) and lead (Pb). The WV Department of Environmental Protection (WVDEP) monitors state air quality for five of these pollutants (nitrogen dioxide is not monitored); all state monitoring districts are in compliance with national standards. Therefore, the Logan area is in attainment for the five critical pollutants.

The FHWA has developed a three-tiered approach for analysis of Mobile Source Air Toxics (MSAT). These range from no analysis to a quantitative analysis. The Dingess Street Bridge Replacement qualifies as mid-range as a MSAT qualitative analysis project. This category is for projects with a "low potential MSAT effect" and covers new intersections and bridge replacements where vehicular totals, mix and routing are little changed over current conditions.

The purpose of this Project is to provide a safe bridge that meets current design standards by constructing a replacement bridge either at the current location or 40 feet upstream, centerline to centerline. This Project has been determined to generate minimal air quality impacts for CAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this Project will not result in changes in traffic, vehicular mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the Project from that of the No Build Option.

Moreover, USEPA regulations for vehicular engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's Motor Vehicle Emission Simulator (MOVES) model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this Project.

Conversely, the No Build Option will result in relatively negative air quality impacts due to increased congestion and longer traffic delays as vehicles move through Logan. Since only minor repairs will occur, structural deficiencies of the current bridge will go unabated until the bridge is weight-posted, forcing coal trucks to use the Water Street and Second Avenue detour (see Figure 2), which contain up to seven signal-controlled intersections. Eventually the bridge will need to be closed making this detour through Logan's downtown permanent. According to the Project's traffic study, the traffic speed on the permanent detour would go from a current 19 mph to three mph during the PM peak hour, and require approximately 19.6 minutes per vehicle for the 0.7-mile routing. Current travel time on that routing is approximately three minutes. Full efficiency would go from 27.4 miles per gallon (mpg) currently to 9.9 mpg for the detour.

Project construction has the potential for temporary impacts to ambient air quality. These impacts are expected to be relatively short in duration and pollutant emissions will be small in comparison to motor vehicular traffic. Good construction practices will be followed to reduce windblown dust, construction debris and other air emissions, including:

- covering stock piles during storage or transport to prevent blown dust;
- careful disposal of debris such as plastic or paper that could blow into nearby yards;
- using equipment in good mechanical repair, reducing possible emissions;
- care in construction techniques, such as welding, that may produce undesirable emissions; and
- quick restoration of disturbed vegetation.

3.8 Noise

Field surveys and an in-house review of aerial photographs for the Project study area revealed only a few potential noise sensitive receptors near proposed Project alternatives. Sensitive receptors are defined as those land uses which are especially susceptible to noise impacts. These include hospitals, schools, residences, motels, hotels, recreational areas, parks, nursing homes, and churches/places of worship. The Logan Regional Medical Center and several houses on Hospital Drive and Buskirk Addition, at the west end of the bridge, are project noise sensitive receptors. Figure 13 shows the location of noise receptors and proposed alternatives.

FHWA regulations apply to all Federal or Federal-aid Highway Projects authorized under Title 23, United States Code. According to FHWA's "Highway Traffic Noise: Analysis and Abatement Guidelines," this Project is interpreted as a Type III noise project as described in 23 CFR 771.117(c). Specifically, Section 771.117 (d)(3) applies: "Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings." Further, it requires that any changes in horizontal alignment not "reduce the source and receiver by half or more." No additional traffic will be generated by the Project nor will any Project alternative be located closer to sensitive receptors than one-half the current distance.

Since the Dingess Street Bridge Replacement Project meets the criteria for a Type III project, no mathematical analysis for highway traffic noise impacts are required. Type III projects do not involve added capacity, construction of new through lanes or auxiliary lanes (hill climbing lanes, etc.), changes in the horizontal or vertical alignment of the bridge or roadway (except as previously stated), or exposure of noise sensitive land uses to a new or existing highway noise source.

The west end of the bridge where a few residential structures are located along Hospital Road and Buskirk Addition will remain virtually in its current location whichever alternative is chosen for construction. The eastern end of the bridge exits into downtown Logan with only commercial structures nearby, and no sensitive receptors are present.

In regard to the Logan Regional Medical Center, the No Build Option and Alternative 2 are in the same location and present the same impacts as currently exist. Preferred Alternative 6A will be approximately 40 feet closer than Alternative 2, resulting in slight noise increases.

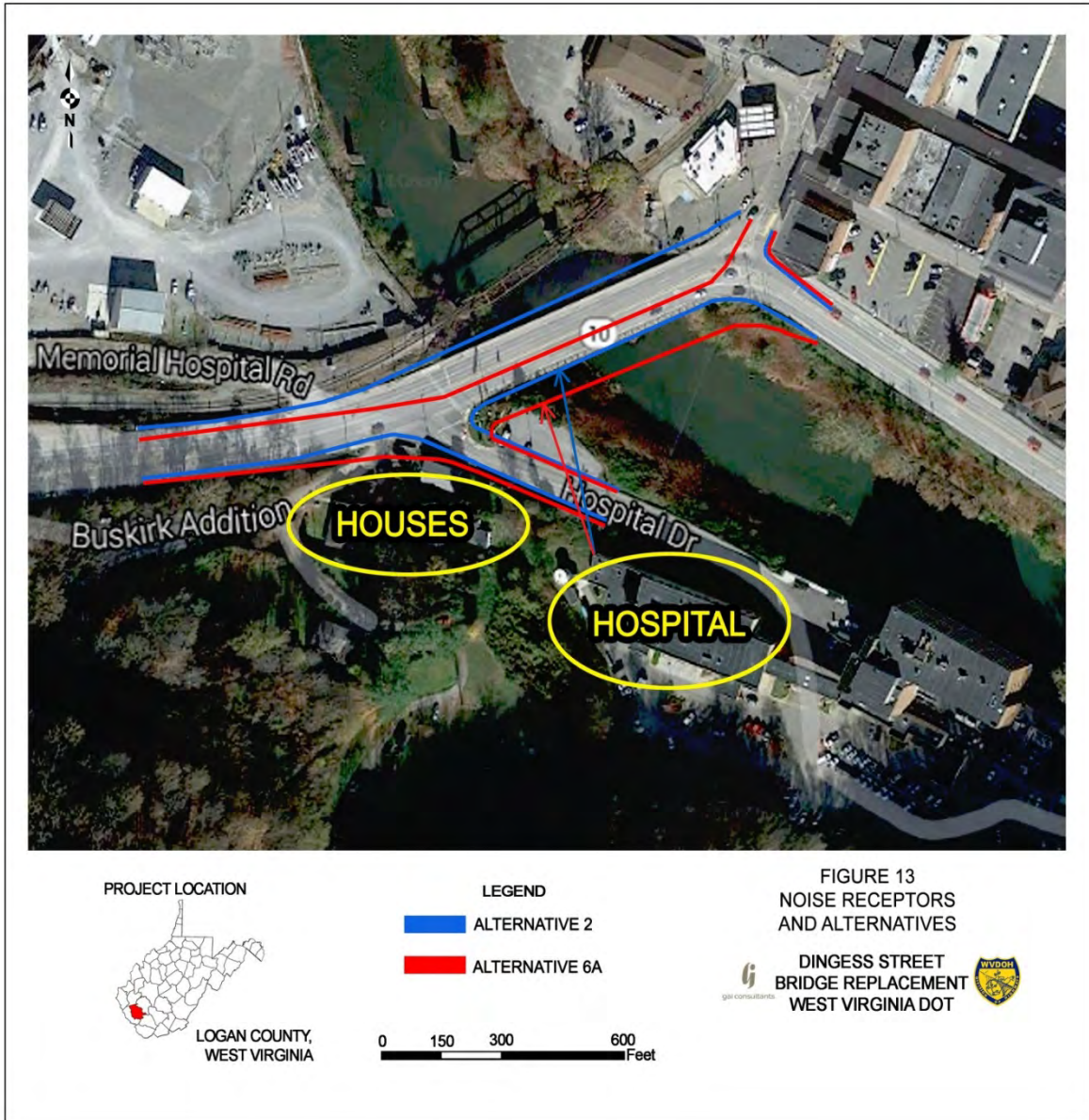


Figure 13. Noise Receptors and Alternatives

After bridge replacement, the traffic system will be more efficient presenting less potential for operational noise generation. The project area is in a small city in an otherwise rural area, with low ambient noise levels and low normal traffic flow. Only train traffic on the CSX Railroad generates substantial ambient noise. It is concluded that no increase in traffic volume from the Project, combined with low ambient noise and a more efficient traffic system, will result in noise levels that do not approach or exceed WVDOH or FHWA noise abatement criteria.

The construction and development of the proposed Project will typically result in temporary noise increases within the immediate area. The Medical Center and eight houses at the corner of WV 10 and Hospital Drive are the only susceptible receptors in or adjacent to the project area. The noise will be generated primarily from heavy equipment used in hauling construction materials and replacing the existing span. Sensitive receptors at the termini points, located close to construction areas, may temporarily experience increased noise levels.

All potential noise impacts will be limited in duration to the actual construction period and limited to the immediate vicinity of the work in progress. Effective control of highway construction noise will be achieved by the following:

- source control, site control, and time and activity constraints; and
- any anticipated noise impacts will be confined to time periods considered relatively “noise tolerant” and generally accepted as normal working hours.

3.9 Soils

The Project is located along the alluvial plain of the Guyandotte River. The primary soil classification, which occurs throughout the project area and a majority of the adjacent area, is Udorthents-Urban land complex, zero to eight percent slopes. This soil type is consistent with the considerable urban development found throughout the vicinity of the existing bridge (USDA 2008). Surrounding hillsides consist of Matewan-Highsplint-Guyandotte association soils which are very steep, extremely stony, and are generally tree covered. Neither soil type in the project area is associated with wetlands, and erosion potential is variable. From a roadway design standpoint, a Soil Support Value will be determined for the Project, which will, in conjunction with traffic volume, be used to develop the pavement design. An Erosion and Sedimentation Control Plan (E&SCP) will be prepared and implemented during Project construction to minimize soil erosion.

3.10 Geology

Logan County is located in the Appalachian Plateau Physiographic Province. This province is primarily a highland region, underlain by generally flat-lying clastic rocks, and contains a deeply dissected landscape of steep slopes and narrow, sinuous ridges and valleys. This ancient plateau surface has been dissected by streams to form a region of high relief with a low elevation of 600 feet Mean Sea Level (MSL) on the Guyandotte River at the county line, to 2,750 feet MSL near Logan. Therefore, there is a difference of 2,150 feet, or slightly less than a half a mile, between the two extremes. Underlying bedrock consists of sedimentary rocks of Pennsylvanian age belonging to the Conemaugh Group, Allegheny Formation, and Kanawha Formation (USGS 1914).

Coal seams are the most important geologic feature in the project area, and are found in all three prominent formations. The Conemaugh Group is the most recent and top-lying formation and consists of cyclic sequences of red and gray shale, siltstone, and sandstone, with thin limestone and 22 named coal beds of mostly non-marine origin. This Group includes the Glenshaw and Casselman Formations, and extends from the base of the Pittsburgh Coal Seam to the top of the Upper Freeport Coal. It includes the Elk Lick, Bakerstown, and Mahoning coals (USGS 1914).

The Allegheny Formation underlies the Conemaugh Group and consists of cyclic sequences of sandstone, siltstone, shale, limestone, and 14 named coal beds. It includes the Freeport, Kittanning, and Clarion Coals. The Kanawha Formation is the deepest in the study area and is predominantly sandstone, with some shale, siltstone, and 42 named coal beds. It includes the Stockton, Peerless, Number 2 Gas, Powellton, Lower Powellton, and Eagle coals.

The coal seams in Logan County have been mined by both deep mine and strip mine methods. Coal extraction near the project area is almost entirely by deep mines including ground-level drift mines which predominate around Logan, and deep shaft mines. Strip mines occur to the east and south, with most located on or near mountaintops.

The Logan Coal Field, historically, led to Logan's growth when the C&O Railroad, Logan County's main rail carrier, provided access to coal fields in 1905. Coal extraction was the impetus for Logan's growth in the twentieth century. In the main Guyandotte River Valley, mines included the Farling, Lyburn and Mariana mines; and in tributary valleys, the Island Creek, Rum Creek and Buffalo Creek mines. Logan has long been a service center for the coal industry and five coal mining companies currently have a Logan address. The city also acts as the focal point for coal transport by truck and rail as the road and rail systems follow the Guyandotte River and Island Creek through Logan.

Acid mine drainage (AMD) is not an issue in the project area on the Guyandotte River evidenced by the stocking of trout about 15 miles upstream. No indication of AMD was observed during the field reconnaissance at the bridge location. The river is Logan's raw water source one mile upstream of the bridge.

Deep mine shafts using the room and pillar method are likely under or adjacent to the project area. Mine maps indicate the coal beds mined under and or in close proximity to the project area include the No. 2 Gas coal bed, Powellton coal bed, and Eagle coal bed (WV Geological and Economic Survey 2012).

During the construction phase, core borings will be conducted at the proposed location of bridge abutments and piers to determine the geological character of the substrate. Bridge units will be designed accordingly. Neither the No Build Option nor any of the build alternatives are likely to adversely impact coal seams and will not affect rare, unique, or important geologic formations or resources.

3.11 Groundwater

Logan is underlain and surrounded (in nearby hills) by nearly horizontal consolidated sedimentary rocks that contain a number of important aquifers. These aquifers and their confining beds comprise the groundwater system of the area. Hydraulically, this system serves two functions: it stores groundwater in reservoirs and transmits water from recharge areas to discharge areas. Water enters aquifers in recharge areas and moves both downward and laterally through fracture systems, as dictated by hydraulic gradients and hydraulic conductivities to discharge areas (Heath 1983). Hillside springs are the result of lateral flow that is above stream level. The movement of groundwater generally is slow and can range from a few inches to several hundred feet per year.

The Conemaugh Group aquifer is capable of providing adequate yields for most uses. The Group ranges in size from 50 to 300 feet in Logan County. The highest yields are reported from wells situated in valleys and in the sandstone bedrock at the base of this Group. Well yields range from 50 to 1,500 gallons per minute (gpm), with a maximum yield of over 3,000 gpm possible. Both the Allegheny and New River formations contain aquifers, but usually generate flows ranging from only one to 100 gpm, with maximum flows up to 300 gpm (USGS 1995).

Groundwater quality near the project area may exhibit excessive hardness and chlorides. Coal mining, oil and gas wells, local dumping, and other activities may allow contaminants to infiltrate bedrock through mines and fissures which could degrade local groundwater quality.

Coal mining can short-circuit the groundwater system to the extreme. As many as 53 coal seams may have been mined in Logan County, with most mines located above drainages, affecting area springs. In the project area, from highest to lowest, the No. 2 Gas coal, Powellton coal, and Eagle coal beds were deep mined below drainage and may present voids below the current bridge (WV Geological and Economic Survey 2012). Because fracturing would have likely occurred above mine voids, aquifers in the project area are likely to have drained into the lowest mined area, filling mined-out voids.

The project area is a heavily urbanized area with potable water supplied by the City of Logan Municipal Water Department, the source of water being the Guyandotte River. There are no known potable wells or water intakes for municipal water in or adjacent to the project area. Only limited earthmoving activities will be required for the Project and impacts to groundwater are considered to be minor, no matter what alternative is selected.

3.12 Surface Water Resources

Surface water resources were identified through a review of USGS 7.5-minute series quadrangle maps, project mapping, and field investigations. The Guyandotte River is spanned by the Dingess Street Bridge and, along with Island Creek, are the two water resources of importance in or near the study area. Island Creek, northwest of the Dingess Street Bridge, will not be affected by the Project. The Guyandotte River drains nearly all of Logan County and has a watershed of 1090 square miles. With headwaters in Raleigh County, it reaches the Gulf of Mexico via the Ohio and Mississippi Rivers. The Guyandotte River flows in a westward, then northwest direction through Logan to the Ohio River near Huntington. Island Creek is the largest tributary (105 square miles) to the Guyandotte; their confluence occurs several hundred yards downstream of the project area. The Guyandotte River is not listed as a National Wild and Scenic River.

Wetlands within the project area were initially identified using the USFWS' online Wetland Mapper Tool (USFWS 2014), and by wetland field investigations conducted in May 2014.

3.12.1 Streams

According to the sixth edition of the "West Virginia High Quality Streams" publication, the Guyandotte River is a High Quality (HQ) stream (WVDNR 2001). Water quality standards have been employed in the state to help protect and maintain water quality sufficient to meet and preserve designated or assigned uses. These may include swimming, recreation, public water supply, power generation, and/or aquatic life. WV has employed a Tier System of 1 to 3, and a designated use system that helps classify the water quality of a specific stream. The Guyandotte River is a Tier 2 stream because it is considered HQ waters. A Tier 2 designation is assigned to waterbodies that have a level of water quality that exceeds levels necessary to support recreation and wildlife, and the propagation and maintenance of fish and other aquatic life.

The WVDEP takes into consideration how the waterbody is used and the value of the water body when assigning a use category; these range from A through E as follows:

- (A) Public Water Supply;
- (B) Aquatic Life (warm water fishery, wetland, or Trout water);
- (C) Water Contact Recreational;
- (D) Agricultural (i.e., Irrigation, Livestock watering, or Wildlife); and
- (E) Industrial (i.e., Cooling water, Power production, or Industrial).

The Guyandotte River is designated in all five use categories (A, B, C, D, and E), and these uses must be protected. The Logan Municipal Water Authority obtains its water from the

Guyandotte near the southern end of Logan Boulevard, approximately one-mile upstream of the bridge. The intake, serving the adjacent water treatment plant, is currently being relocated to the northern pier of the bridge that is being constructed to carry the WV 10 four-lane upgrade.

The No Build Option initially will have no effect on the Guyandotte River. Eventually the bridge will deteriorate and its removal will generate impacts similar to the build alternatives. Both of the Project build alternatives will affect the river similarly. These include the removal of three existing piers, and the construction of two new piers permanently impacting the streambed and associated habitats. No other waterbodies will be affected. Temporary construction-related impacts consist predominantly of erosion and sedimentation from pier construction and related activities. These activities are temporary and tend to diminish shortly after the activities have ceased. Streamside construction will also include removing vegetation and existing riprap. An E&SCP will be prepared and implemented during construction to safeguard water quality.

The Dingess Street Bridge Project is unlikely to disturb three acres of land, the threshold requiring a National Pollutant Discharge Elimination System (NPDES) permit; as a result, a NPDES permit is not expected to be required. A Clean Water Section 404 Nationwide Permit is required from the USACE.

Only minor and temporary impacts to the Guyandotte River will occur as a result of proposed construction. The earthwork associated with minor approach roadwork and bridge construction is not anticipated to result in the degradation of the river's water quality. Actual earthmoving activity will be well protected and will include the following restrictions:

- ◆ Construction emissions and fugitive dust will be controlled by the use of approved dust control palliatives;
- ◆ An E&SCP will be prepared for the Project and incorporated into the Project design specifications;
- ◆ Appropriate restrictions on refueling and maintenance areas will be implemented to minimize the potential for accidental spills during construction;
- ◆ If project-related earth disturbance exceeds three acres, a NPDES permit for Stormwater Discharges from Construction Activities will be obtained from the WVDEP; and
- ◆ Water Quality will be maintained within the standards as specified in Title 46, Legislative Rules, Regulations Governing Water Quality Standards, Series I.

Any impacts to the Guyandotte River would be temporary and the area would be restored to its preconstruction condition; therefore, it is unlikely that compensatory mitigation would be required.

3.12.2 Wetlands

Wetlands within the project area were initially identified based upon a review of the USFWS' online Wetland Mapper Tool (USFWS 2014). The NWI mapping shows one wetland in the project area, the Guyandotte River, listed as a riverine unknown, perennial unconsolidated bottom, permanently flooded (R5UBH) wetland. The USFWS assigned the unknown perennial designation because the distinction between lower perennial and upper perennial could not be made from aerial imagery. Riverine wetlands are recognized as streams.

A wetland field investigation was conducted in May 2014 to identify wetlands in the study area. Wetlands were identified in accordance with the procedures outlined in the 1987 USACE *Wetlands Delineation Manual* and the *Regional Supplement to the Corps of Engineers Wetlands*

Delineation Manual: Eastern Mountains and Piedmont Region (USACE 1987 and 2012). No palustrine wetland areas are located in the project area.

3.12.3 Floodplains

The Dingess Street Bridge spans the Guyandotte River just upstream from the confluence of Island Creek. The Federal Aid Highway Program Manual (FHPM) 23 CFR 650 Subpart A describes policies and procedures regarding floodplain encroachments as required by Executive Order 11988. A Federal Emergency Management Agency flood study has been conducted for the Guyandotte River for the Logan area. The Flood Insurance Rate Map (FIRM) and flood profiles have been established for the bridge vicinity (FIRM Panel 201 of 400, Logan County). Figure 14 identifies flood prone areas.

The contributing basin is 837 square miles and a one percent Annual Chance (Q100) flood peak flow rate is calculated at 32,400 cubic feet per second. The flood elevation at the bridge is 661 feet, while the existing top of the pier cap is located at elevation 670 feet. The existing bridge has three piers within the Ordinary High Water (OHW) level of the Guyandotte River. According to local sources, the bridge has never been overtopped by floodwaters. Whichever alternative is selected, the proposed bridge will reduce the number of piers located within the OHW level, limiting the opportunity for floating debris during floods to catch on piers. Additionally, the bottom of the superstructure will be constructed well above the Q100 elevation (CDM Smith 2014a). Consequently, the backwater elevation in the direction of the Medical Center will not be raised by the new bridge. A more detailed hydraulic study will be conducted during the design phase of the Project (CDM Smith 2014a).

The raised roadway of WV 10 is above the OHW level (blue area on Figure 14), and most Logan City development is free of flooding from the Q100 flood. A recent flood channel improvement was completed downstream of the CSX Railroad Bridge and will help resolve backwater flooding affecting the Dingess Street Bridge. Known as the Island Creek Local Protection Project, it begins at the confluence of Island Creek and the Guyandotte River. This USACE project was completed in spring 2014, and includes widening of a previous channel improvement to 80 feet throughout the length of the flood control project on Island Creek. Dedicated on April 28, 2014, this action will likely lower the chance of backwater flooding in the project area.

No floodplain impacts will result from the No Build Option. Both build alternative impacts will predominately be related to placement of two bridge piers in the Guyandotte River; these will be placed in compliance with Executive Order 11988 which requires federal agencies to avoid adverse impacts to floodplains, if possible, and adhere to applicable federal, state and local regulations.

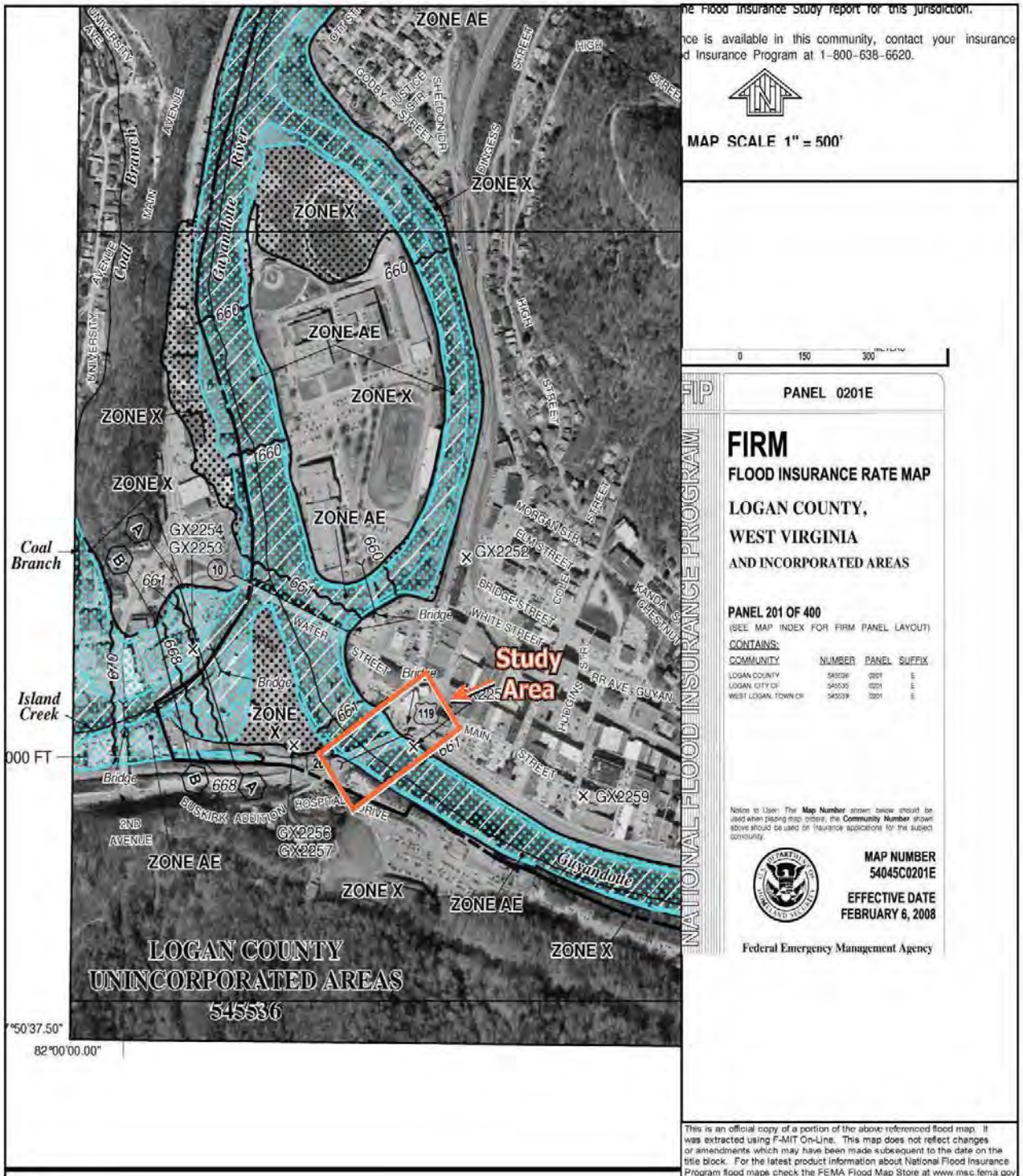


Figure 14. Flood Insurance Rate Map, Logan County

3.13 Terrestrial Vegetation and Wildlife

The Dingess Street Bridge project area is in an urban setting and is part of a highly dissected plateau. Erosion has reduced this plateau practically all to slope with the streams generally flowing in narrow, deeply indented "V"-shaped valleys, with comparatively sharp and narrow divides (USGS 1914).

The region is characterized by a dominance of white oak (*Quercus alba*), red oak (*Quercus rubra*), and tulip poplar (*Liriodendron tulipifera*). This Mixed Mesophytic Forest Region includes hemlock (*Tsuga canadensis*), red maple (*Acer rubrum*), and white pine (*Pinus strobus*).

The majority of the project area is in urban and transportation land use with prominent features being the Dingess Street Bridge, Guyandotte River, the CSX Railroad, and commercial and business development in the City of Logan. As revealed through field survey, vegetation is sparse, other than some grassed vacant lots and strip riparian areas along the Guyandotte River (Photograph 5). The stream banks are lined with herbaceous and shrub vegetation within the No Build Option and build alternative alignments. The herbaceous layer is dominated by stands of Japanese knotweed (*Polygonum cuspidatum*). The shrub layer is composed of multiflora rose (*Rosa multiflora*), Allegheny blackberry (*Rubus allegheniensis*) and saplings of box elder (*Acer negundo*) and silver maple (*Acer saccharinum*). A narrow strip of young to



Photograph 5. Riparian Vegetation Looking Upstream

medium aged trees is located on the northeast stream bank (see Photograph 5). This riparian area is composed of American sycamore (*Platanus occidentalis*), box elder (*Acer negundo*) and silver maple (*Acer saccharinum*). Project-related impacts to vegetation will be limited since the two alternatives range from 0.07-acre to 0.18-acre of disturbed area and the vegetation affected is of low quality.

Wildlife habitat quality in the study area is low due to dominant urban land development. As observed during field surveys, use of wooded stream slopes (riparian zones of the Guyandotte River) as wildlife habitat is limited due to its narrow width and small overall size. The typical wildlife species using these habitats tend to be commonly-occurring generalists, which may include eastern cottontail (*Sylvilagus floridanus*), gray squirrel (*Sciurus carolinensis*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), white-tailed deer (*Odocoileus virginianus*), American crow (*Corvus brachyrhynchos*), black-capped chickadee (*Parus atricapillus*), and big brown bat (*Eptesicus fuscus*).

The riparian slopes adjacent to the banks of the Guyandotte River will be spanned, and any disturbed forest vegetation will not be reestablished beneath the bridge. Total terrestrial habitat potentially impacted will be 0.07-acre for Alternative 2 and 0.18-acre for Preferred Alternative 6A. Due to the small amount of habitat affected, no substantial impacts to local or regional wildlife populations are anticipated. Similar habitats are common in the immediate project vicinity; no unique habitats or communities have been identified in the impact area.

3.14 Rare, Threatened, and Endangered Species

Threatened and endangered wildlife and plant species are protected under Section 7 of the federal *Endangered Species Act of 1973*. In WV, all freshwater mussel resources are protected; otherwise, there is no state threatened and endangered species legislation. The species listed as either threatened or endangered in WV are those listed by the USFWS as federally-protected species.

A Section 7 consultation letter for the Project was sent to the WV field office of the USFWS in Elkins, WV requesting information on any RTE species known to be present at the Project site. A response was received from USFWS, dated April 21, 2014 (in Appendix A), indicating that the agency made a “no effect” determination declaring that the proposed Project will not affect federally-listed endangered or threatened species.

An electronic search for RTE species in the Logan vicinity revealed that the Indiana Bat (*Myotis sodalis*) may occur in the area. However, potential impacts from the proposed Project are below the 17 acres on roosting trees for the Indiana Bat; the project impact area is small (less than several acres) and most of the area has already been cleared of vegetation. Therefore, neither of the Project build alternatives will have any effect on the Indiana Bat.

The USFWS on April 2, 2015 listed the Northern Long-eared bat (NLEB) as a threatened species under the Endangered Species Act of 1973. Since the NLEB and Indiana Bat occupy similar habitat, by letter dated March 18, 2014, the USFWS agreed to allow the NLEB to be covered under a 2012 Memorandum of Understanding (MOU) between the FHWA, WVDOH, and USFWS covering RTE species (see MOU and USFWS letter in Appendix A). Therefore, neither of the Project alternatives will have any effect on the NLEB.

According to procedures established in the 2012 MOU concerning the Endangered Species Act, the WVDOH has determined that the proposed Project will have “no effect” on federally-listed endangered or threatened species, proposed or candidate species, eagles, or habitat for the species, including designated critical habitat. No further Section 7 consultations pursuant to the Endangered Species Act (87 STAT 884, as amended; 16 U.S.C. et seq.) are required.

Coordination was completed with the WVDNR to determine if any RTE species are known to occur, or have been reported, within the study area. WVDNR responded to this request in writing on April 25, 2014 (Appendix A) stating that their records indicate no known occurrences of RTE species or natural trout streams within the study area, but indicated a need for a mussel survey.

All freshwater mussel resources are protected in WV, and since mussel resources could potentially be harmed by the proposed bridge replacement, a mussel survey for the Project was completed. Conducted in August 2014, the survey covered river areas comprising the two alternatives considered in this EA (EnviroScience 2014). Two living and one dead Pink Heelsplitter (*Potamilus alatus*) were found during the survey. No further evidence of mussels was detected in the river or along the banks. One of the living specimens was located at the most upstream transect along the right descending bank and another was found on the riverward (west) side of the center bridge pier.

Given that exceedingly few freshwater mussels were detected within the study area, EnviroScience concluded that freshwater mussel impacts are potentially very low within the Dingess Street Project impact area and its buffers. The proposed location of the new bridge is in an area where bedrock predominates on the stream bottom and very little mussel habitat occurs. The WVDNR concurred with the mussel survey findings in an email dated, June 30, 2015 (Appendix A).

3.15 Hazardous Materials Assessment

A Phase I Environmental Site Assessment (ESA) for the Project was conducted by GAI in May 2014. The purpose of the ESA was to:

1. identify known or potential Recognized Environmental Conditions (RECs) that may exist on the site property, including potential or known hazardous wastes and/or environmental mismanagement practices that may have occurred on the property; and
2. provide an opinion regarding the potential for such conditions likely to warrant mitigation.

The Site for the ESA is approximately 3.2 acres in size and comprises the existing Dingess Street Bridge and proposed alternatives, including land on both the northeast and southwest bridge approaches. The Phase I ESA was completed in general conformance with the ASTM International (ASTM) Standard E-1527-05 (the standard practice for the Phase I ESA process).

The Phase I ESA generally consists of the following:

1. Records Review: A review of available background information and records from applicable federal, state, and local sources.
2. Site Reconnaissance: An assessment of the present use and conditions of proposed improvement areas at the Site and adjoining properties by physical and visual observation during a site visit.
3. Interviews: Interview(s) with property owners, occupants, and/or other knowledgeable representatives.
4. Report: Preparation and submittal of a Phase I ESA Report, which presents data, conclusions, and opinions of the Site's environmental condition.

The Site reconnaissance was performed on May 1, 2014.

3.15.1 EDR Review

A review of Environmental Data Resources, Inc. (EDR) records for the Site and surrounding area was conducted. These historical sources include the following:

1. *Sanborn® Fire Insurance Maps*. These maps were used to confirm/identify land use and/or special conditions, such as fuel storage tanks, lagoons, pipelines, fuel stations, or other industrial usage, and to observe changes that have occurred in the available years from 1910 to 1959.
2. *Historical aerial photographs* from 1956 through 2011.
3. *Historical USGS topographic maps* from 1891 through 1996.

The EDR database review identified several facilities within the vicinity of the Site. Of these, Logan Bulk Plant #2, located at 1 North Powerhouse Road, 0.2193-mile west from the Site, is considered a REC based on the unresolved Leaking Underground Storage Tank (LUST) status, as well as its close proximity and higher elevation in relation to the Site property. This facility had a LUST release of an unknown substance on December 5, 1991 with a cleanup initiated date of December 10, 1991. A cleanup-completed date is not noted. According to the EDR report, this LUST incident involved a release of free product that impacted drinking water and caused related vapor issues. At this time, it is not known whether remedial action has been completed.

The EDR regulatory database review also identified two historical fuel stations within or adjacent to the Site: the first is located off Dingess Street in the vicinity of an extant Exxon Fuel Station, and the second is located near the intersection of Dingess and Main Street. Additionally, a former electrical power generating station was identified northwest of and adjacent to the Site. As such, the potential for contamination may be present, and these identified facilities are considered Historical Recognized Environmental Conditions.

3.15.2 Site Reconnaissance

The reconnaissance performed on the Site properties and surrounding area identified two RECs. An Exxon gas station was observed within the northeastern portion of the Site along Dingess Street. Minor spills associated with accidental vehicular overfilling were found around fueling stations under the gas station's fueling canopy. The underground fuel tank farm in the southern portion of the gas station appeared in good condition with no unusual indicators of releases (i.e., seeps, stains, odors, etc.). However, because the gas station is in and abutting the Site's boundary, potential issues of petroleum product contamination may be present and may impact the Site. Therefore, the Exxon Gas Station is considered a REC in relation to the Site. REC areas identified in the Phase I ESA report are shown on Figure 15.

An active railroad line and associated bridge are located northwest and adjacent to of the Site's bridge. The railroad line abuts the Site's western/northwestern border. Possible contamination inherent to railroads may exist on the Site. Contamination of railroad corridors may include (but not be limited to) the following: railroad ties treated with chemicals such as creosote; chromated copper arsenate-treated wood; coal ash and cinder containing lead and arsenic; herbicides; fossil fuel combustion products; polychlorinated biphenyls; metals; and spilled or leaked liquids such as oil, gasoline, cleaning solvents, etc. As such, potential environmental contamination issues involving the hazardous materials described above may be present on the Site based on its close proximity to the railroad line. Therefore, the active railroad line is considered a REC in relation to the Site.

In addition, during the Site reconnaissance, a substantial dumping ground was observed beneath the bridge, along the northeastern banks of the Guyandotte River. The dumping ground contained common household refuse (i.e., bottles, cans, plastics, household containers, clothing, recyclables, woods scraps, metal scraps, milk crates, etc.). Though the volume of garbage was sizeable, it is not substantial enough to be considered a REC.

3.15.3 Findings and Conclusions

Based on the findings of the Phase I ESA, the following is a summary of potential environmental impacts associated with the two proposed bridge replacement site alternatives (2 and 6A). For both alternatives, debris and rubble associated with former demolished structures may be encountered and may contain hazardous materials that could have potentially been released to the environment. Indications of potential heating oil tanks or other potential features of concern may not have been observable due to their prior demolition. If impacted soil and/or groundwater are encountered during construction, it should be identified and managed in accordance with applicable state and federal standards.

Alternative 2 is located primarily within the existing bridge footprint. Impacted soil and/or groundwater may be encountered on the northeastern end of this alternative from the historical fuel station located southeast of the intersection of Main Street and Dingess Street as well as the Exxon fuel station and historical fuel station located along the west side of Dingess Street, south of Water Street. This alternative is located closest to the rail line. Construction in the vicinity of the former rail line represents an environmental concern due to potential soil impacts associated with rail line operations. In addition, Alternative 2 is also located closest to the former power generating station and its potential impacts. As a result, it is GAI's opinion that Alternative 2 represents the greatest potential to encounter impacted soil and/or groundwater during construction.

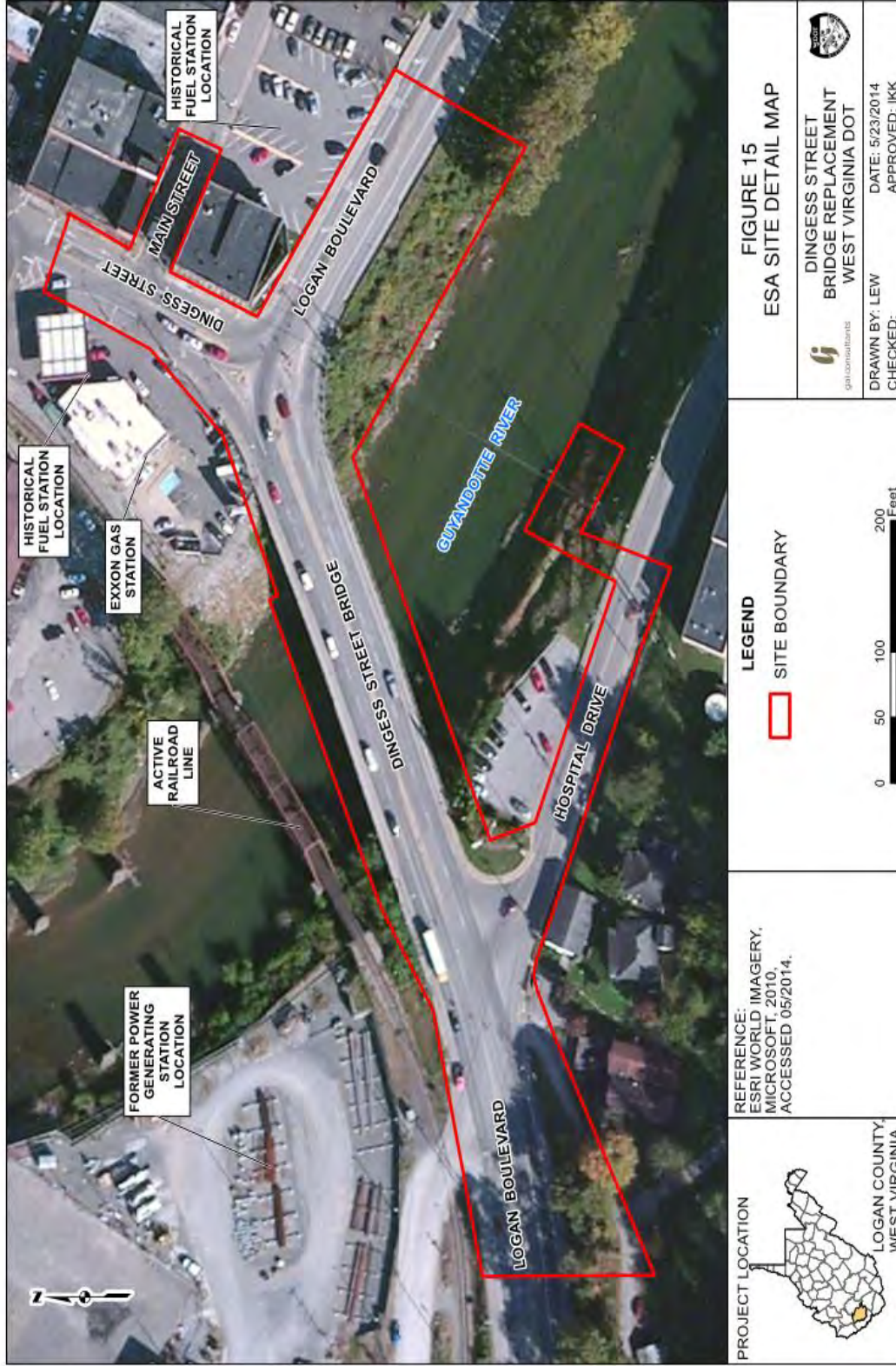


Figure 15. ESA Site Detail Map

Preferred Alternative 6A is located slightly to the southeast of the existing bridge location. Impacted soil and/or groundwater may be encountered on the northeastern end of this alternative from both of the historical fuel stations and Exxon fuel station, as well as on the southwestern end from the rail line and former power generation station.

3.15.4 Mitigation

Mitigation measures for this type of project, related to the potential environmental impacts described above, typically include development of a Hazardous Materials Management Plan or provisions that are incorporated into the construction bid documents. If indications warrant during early earthmoving for Preferred Alternative 6A, additional investigations can be performed to more accurately identify the potential to encounter impacted soil and/or groundwater during bridge construction. These investigations may include advancing soil borings and associated soil and/or groundwater sampling.

3.16 Energy

One-time use energy expenditure will be required to replace the Dingess Street Bridge and to realign its approaches. Energy expenditures are required during construction of any highway or infrastructure project. Energy is also used by vehicular traffic that operates on the highway system, the use of which is affected by roadway length, profile, alignment, grade, and traffic density.

The No Build Option of making no improvements to the existing bridge will lead to weight restrictions and truck detours through downtown Logan. A number of signal-controlled intersections would operate at LOS F. Eventually, inaction will cause the closing of the bridge with all bridge traffic having a detour of approximately 0.7-mile long. Fuel consumption would increase due to the permanent detour, which exceeds the length of the bridge and to increased idling time due to downtown traffic/congestion. As detailed in the Project's traffic study (CDM Smith 2014b), the decrease from a current 18 mph travel speed to a projected three mph speed on the detour route and an increase of travel time per vehicle of approximately 17 minutes over current conditions will result in a substantial increase in energy use over the 20-year life of the Project.

The proposed Project, whichever alternative is chosen for construction, will maintain an efficient transportation system in the project area. The new bridge and approach will be realigned in order to have a better transition on the eastern terminus to WV 10/Logan Boulevard. During construction, the existing bridge will be used to carry traffic, so no detour will be required. In the short term (during construction), energy use will increase due to the use of fossil fuels to power construction equipment and for the manufacture of bridge components. This short-term increase will be offset by the improved movement of traffic after the Project is completed. It is concluded that energy use for constructing the bridge and approaches will be offset by increased efficiency offered by the new transportation system versus allowing the existing bridge to decline and eventually be closed.

3.17 Secondary and Cumulative Impacts

3.17.1 Secondary Impacts

Guidelines developed by the Council on Environmental Quality for adhering to NEPA requirements generally define secondary impacts as those that are caused by a planned action and are later in time or further removed in distance, but are still predictable. These impacts are often associated with development that may occur as a result of constructing a particular facility such as a new road or bridge, but have separate impacts than those resulting from initial construction work. Secondary impacts are likely to occur over the next 10 years and be confined to the project area including land immediately adjacent to the Project alternatives in downtown Logan.

The No Build Option may result in negative secondary impacts associated with congestion on the existing road system in downtown Logan. Congestion will manifest itself as the existing bridge continues to decline in weight-carrying capacity, and large trucks and other WV 10 traffic are forced to use the detour route of Water Street and Second Avenue. This will result in comingling with school traffic to the Hatfield Island campus, as well as interfering with downtown circulation. As a result, it could lead to safety issues to pedestrians and bicyclists as well as businesses moving out of the downtown area to locations where the public could more easily reach their business objectives.

Positive secondary impacts would be expected to occur as a result of construction of either of the two build alternatives. This will result in a new bridge structure and, with respect to traffic flow, provide equal or improved access in and through downtown Logan for an extended period. This efficient traffic flow could improve commercial and service facilities in Logan, which has historically been the service center of Logan County.

3.17.2 Cumulative Impacts

Cumulative impacts result from the combined consequences of an action when added to other past, present and future actions. The City of Logan and the Guyandotte Valley to the southeast will be the area most affected in the 20 years after project completion. These impacts can result from multiple related actions of the same nature or a variety of unrelated projects (i.e., transportation improvements, commercial development, etc.). When considered as a whole, these impacts can have a combined effect greater than the results of each individual action considered independently from the others. The Dingess Street Bridge Replacement Project is located near the northern end of a general relocation and upgrade of WV 10 from a two-lane to a four-lane, limited access highway from WV 80 near Man (13 miles to the southeast) to four-lane Logan Boulevard which passes over the bridge. This transportation improvement is key to accessing the region and affects many communities, both in Logan County and in southwestern WV. The bridge replacement Project can be considered part of this regional transportation improvement, extending from WV 80, over the Dingess Street Bridge.

As such, both positive and negative cumulative impacts will occur over a 20-year scenario. The positive impacts will include improved access, and as a result, improved opportunities for regional growth. If this development occurs, it is likely to happen in the next 10 to 20 years. Bridge replacement will aid the overall improvement of the regional transportation system which could lead to opening areas that were previously inaccessible for residential and commercial development within the City of Logan and the Guyandotte Valley. There are no municipal or county land use plans in the expanded study area, nor any zoning to control land development. Based on historical trends, employment opportunities and general economic improvement can be expected. Negative cumulative impacts may occur to natural systems affected by this regional growth and could lead to the use and conversion of natural areas such as wetlands, terrestrial habitat, forested areas, and other ecological habitats.

The No Build Option may result in negative cumulative impacts associated with regional transportation access improvements, but could be interpreted as "slightly" positive in cumulative impacts to natural resources. The WV 10 upgrade will occur with or without replacement of the Dingess Street Bridge and habitat will be affected accordingly. However, an argument can be made that the reduced access through Logan over a 20-year period, could inhibit growth along the new highway (headed toward Logan), due to traffic. Thus, less impact to natural resources could occur.

Conversely, both build alternatives for the Dingess Street Bridge replacement will result in an efficient transportation system between Man and US 119, maximizing regional growth opportunities. This will generate economic and social benefits in the area as land is converted to a higher economic use. It could also make existing employment opportunities more secure, particularly for coal extraction, due, in part, to a more efficient road system. Natural system impacts would be minimized because both state and federal regulations protect valued natural resources.

Therefore, the conclusion can be reached that positive impacts outweigh negative impacts as a result of the proposed bridge Project, in consideration of other cumulative impact factors.

3.18 Impact Summary and Permitting

3.18.1 Environmental Impact Summary

Table 6 presents a tabular summary of environmental impacts associated with the No Build Option and build alternatives for the Dingess Street Bridge Replacement Project.

**Table 6.
 Summary of Project Impacts**

Resources/Element	No Build Option ¹	Alternative 2	Preferred Alternative 6A
Socioeconomic Impacts	Negative	Positive	Positive
Residential Displacements	0	1 - Parcel 6	3 - Parcels 3, 4 and 6
Commercial Displacements	0	0	0
Carports and Garages	0	1 - Parcel 5	2 - Parcels 4 and 5
Environmental Justice Populations Affected	No - Short Term Yes - Long Term	Yes	Yes
Community Facilities and Services Impacts	Yes ¹	No	No
ROW Acquisitions (acres)	0 ac.	0.07 ac.	0.65 ac.
Temporary Land Impacts (acres)	0 ac.	1.86 ac.	1.60 ac.
Farmland Impacts (acres)	0 ac.	0 ac.	0 ac.
Stream Impacts (linear Feet)	0 Lf.	170 Lf.	175 Lf.
Wetlands Impacts (acres)	0 ac.	0 ac.	0 ac.
Floodplain Impacts	3 Piers	2 Piers, Fill	2 Piers, Fill
Terrestrial Habitat Impacts (acres)	No	0.07 ac.	0.18 ac.
Hazardous Waste Sites	No	3 Near	3 Near
Geology/Soil/Groundwater	No	No	No
Rare, Threatened, and Endangered Species	No	No	No
Historic Resources ²	No	No	No
Archaeological Resources	No	TBD	TBD
Section 4(f) Impacts	No	No	No
Negative Community Cohesion Impacts	Yes	No	No
Air Impacts	No	No	No
Noise Increase	No	No	Low
Secondary and Cumulative Impacts	Negative	Positive	Positive
Total Project Cost	N/A	\$7,742,000	\$9,432,000

Notes:

- ¹ Initially no impacts, but as bridge deteriorates, impacts accrue
- ² The adjacent CSX Railroad Grade and Bridge are eligible for NRHP listing but will not be adversely affected by the project (WVDCH Letter 10-27-14)

After evaluating the environmental impacts of the two alternatives in this EA, it is concluded that either Alternative 2 or Preferred Alternative 6A is satisfactory for construction based solely on environmental impacts, and that the differences between alternatives based on environmental impacts is small.

Preferred Alternative 6A was selected for construction based on better traffic flow at the eastern end of the bridge in downtown Logan.

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APPENDIX A
Tribal Communications
Public Coordination
Agency Coordination
Agency Agreements

Tribal Communications



U.S. Department
of Transportation

**Federal Highway
Administration**

West Virginia Division

April 7, 2014

Geary Plaza, Suite 200
700 Washington Street, East
Charleston, West Virginia 25301
Phone (304) 347-5928
Fax (304) 347-5103

IN REPLY REFER TO:
State Project S323-10-21.79
Federal Project NHHP-0010(234)D
Dingess Street Bridge Replacement
Logan County

Mr. Barry Snyder, Sr., President
Seneca Nation of New York
12837 Rte. 438
Irving, NY 14081

Dear Mr. Snyder:

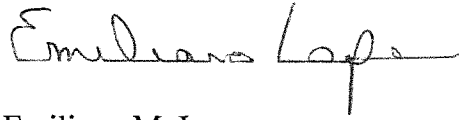
The West Virginia Division of Highways has initiated studies under the National Environmental Policy Act and Section 106 of the National Historic Preservation Act for the above referenced project. As we begin this process, we request your early input as to any concerns the Seneca Nation of New York may have regarding this project. The project consists of replacing the existing Dingess Street Bridge (also known as the Reverend Glenn White Jr. Bridge) located on West Virginia (WV) 10 in the town of Logan and spanning the Guyandotte River (see attached maps).

Several Native American villages have been previously documented within the town of Logan but the exact boundaries of these sites are unknown. In 2011, at least 44 Native American burials were discovered during construction of a State Administration Building that is located approximately 350 feet due east of the bridge. These factors suggest a high probability that additional burials or other cultural remains are present in the current project area.

A public informational workshop has been scheduled for May 15, 2014 at the Logan County High School gymnasium in Logan, WV. Six design alternatives for the bridge replacement are under consideration and will be explained at the workshop. You may attend anytime between 4:00 p.m. and 7:00 p.m. as there will be no formal presentation.

If you would like to participate in the ongoing consultation process, or should you require additional information, please contact Alison Rogers of the Federal Highway Administration at (304) 347-5436 or alison.rogers@dot.gov.

Very truly yours,

A handwritten signature in black ink that reads "Emiliano Lopez". The signature is written in a cursive style and is positioned above a rectangular box.

Emiliano M. Lopez
Assistant Division Administrator

Enclosures

The previous letter was sent to the following tribal representatives:

- 1 Mr. Barry Snyder, Sr., President
Seneca Nation of New York, Irving, NY
- 2 Ms. Tamara Francis-Fourkiller, Cultural Preservation Director
Delaware Nation, Anadarko, OK
- 3 Mr. Michell Hicks, Principal Chief
Eastern Band of Cherokee Indians of North Carolina, Cherokee, NC
- 4 Ms. Glenna Wallace, Chief
Eastern Shawnee Tribe of Oklahoma, Wyandotte, OK
- 5 Mr. William Fisher, Chief
Seneca-Cayuga Tribe of Oklahoma, Grove, OK
- 6 Mr. George Blanchard, governor
Absentee-Shawnee Tribe of Oklahoma, Shawnee, OK
- 7 Mr. Clint Halftown, Federation Representative
Cayuga Nation of New York, Seneca Falls, NY
- 8 Mr. Bill John Baker, Principal Chief
Cherokee Nation of Oklahoma, Tahlequah, OK
- 9 Mr. Ray Halbritter, Nation Representative
Oneida Indian Nation of New York, Oneida, NY
- 10 Mr. Edward Delgado, Chairman
Oneida Tribe of Indians of Wisconsin, Oneida, WI
- 11 Mr. Irving Powless, Chief
Onondaga Nation of New York, Nedrow, NY
- 12 Mr. Ron Sparkman, Chief
Shawnee Tribe, Miami, OK
- 13 Ms. Beverly Cook, Chief
Saint Regis Band of Mohawk Indians of New York, Akwesasne, NY
- 14 Mr. Roger Hill, Chief
Tonawanda Band of Seneca Indians of New York, Basom, NY
- 15 Mr. Leo Henry, Chief
Tuscarora Nations, Lewistown, NY
- 16 Mr. George Wickliffe, Chief
United Keetoowah Band of Cherokee Indians of Oklahoma, Tahlequah, OK
- 17 Mr. Rodney Morris, Tribal Chairman
Omaha Tribe of Nebraska, Macy, NE
- 18 Mr. Scott Bighorse, Principal Chief
Osage Nation, Pawhuska, OK
- 19 Mr. Earl Barbry, Sr. Chairman
Tunica-Biloxi Indian Tribe of Louisiana, Marksville, LA

Ben Resnick

From: Mullins, Sondra L <Sondra.L.Mullins@wv.gov>
Sent: Wednesday, May 07, 2014 2:54 PM
To: Epperly, Randy T
Subject: FW: Dingess bridge/WV/sec. 106

From: alison.rogers@dot.gov [mailto:alison.rogers@dot.gov]
Sent: Tuesday, May 06, 2014 7:05 AM
To: Reed, Karen A; Mullins, Sondra L
Cc: Hark, Ben L; Jason.Workman@dot.gov
Subject: FW: Dingess bridge/WV/sec. 106

Please see the response from Mr. Toth with the Seneca Nation regarding their intent to participate in the Section 106 process for the Dingess Street Bridge project.

This is the first response I have received so far and I will forward any additional responses I receive.

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

From: Jay Toth [mailto:jay.toth@sni.org]
Sent: Monday, May 05, 2014 3:05 PM
To: Rogers, Alison (FHWA)
Subject: Dingess bridge/WV/sec. 106

Alison,

RE: State Project S323-10-21.79, Fed. Project NHPP-0010(234)D

Seneca Nation Historic Preservation would like to be included in the sec. 106 process regarding the Dingess bridge replacement.

In addition, any bridge that is directly associated with a native site, we have requested to incorporate the local native designs(pottery styles recovered) from archeological excavations into the bridge.

We have worked with Ohio DOT and NY DOT on such projects and I can send you examples what we have done on those bridge projects.

I look forward to hearing from you.

thanks

JAY toth., MA., MS.
Seneca Nation Tribal archeologist
90 OHI:WAY
Salamanca, NY 14779

(716)945-1790/ ext. 3582

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A	I	Init	A	I	Init
	DA				AE-3 Materials
✓	ADA				Structural Engineer
	Admin Coordinator		✓		Director, Program Dev
	Admin Officer		✓		Environmental Specialist
	Financial Manager				Realty Specialist
	Financial Specialist				Research/TF Engineer
	Trans Specialist				Safety Engineer
	Director, Engineering				IT Specialist
	AE-1 Design				Library
	AE-2 Corridor Mgmt				
File #					
File Name (Scan)					

TRIBAL HISTORIC PRESERVATION OFFICE

Date: May 7, 2014

File: 1314-1410WV-4

RE: FWHA Logan County Dingess Street Bridge Replacement; State Project S323-10-21.79, Federal Project NHHP-0010(234)D

West Virginia Division
 Emiliano M. Lopez
 Geary Plaza, Washington Street East, Suite 200
 Charleston, VA 52301

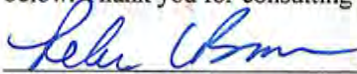
Dear Mr. Lopez,

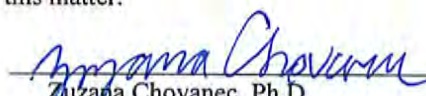
The Osage Nation Historic Preservation Office has evaluated your submission regarding the proposed FWHA Logan County Dingess Street Bridge Replacement; State Project S323-10-21.79, Federal Project NHHP-0010(234)D and determined that the proposed project most likely **will not adversely affect properties of cultural or sacred significance to the Osage Nation. The finding of this NHPA Section 106 review has resulted in a determination of "No Properties."**

In accordance with the National Historic Preservation Act, (NHPA) [16 U.S.C. 470 §§ 470-470w-6] 1966, undertakings subject to the review process are referred to in S101 (d) (6) (A), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969). **The Osage Nation concurs that as a part of the scoping process the Federal Highway Administration fulfilled NHPA and NEPA compliance by consulting with the Osage Nation Historic Preservation Office in regard to the proposed project referenced as FWHA Logan County Dingess Street Bridge Replacement; State Project S323-10-21.79, Federal Project NHHP-0010(234)D.**

The Osage Nation has vital interests in protecting its historic and ancestral cultural resources. We do not anticipate that this project will adversely impact any cultural resources or human remains protected under the NHPA, NEPA, the Native American Graves Protection and Repatriation Act, or Osage law. **If, however, artifacts or human remains are discovered during project construction, we ask that work cease immediately and the Osage Nation Historic Preservation Office be contacted.**

Should you have any questions or need any additional information please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.


 Rebecca Brave
 Interim Director


 Zuzana Chovanec, Ph.D.
 Archaeologist

RECEIVED
JUN - 2 2014
FEDERAL HIGHWAY ADMINISTRATION
WEST VIRGINIA DIVISION CHARLESTON WV

Telephone Call Record

Date: June 13, 2014, 2 PM, EST

Project No.: GAI Project C121823.01

Call From: Alison Rogers, Environmental Program Manager

Company: FHWA, West Virginia Division

Phone No: 304-347-5436

Call To: Jay Toth, Tribal Archaeologist

Company: Seneca Nation

Phone No: 716-945-1790 ext. 3582

Subject: Dingess Street Bridge Replacement Project, Logan County, West Virginia

Attendees: Alison Rogers, Jason Workman, Randy Epperly, Karen Reed, Dirar Ahmad, Ahmed Mongi, Rubina Tabassum, Ben Resnick

Summary of Discussions, Decisions, and Commitments:

We conducted a conference call with Jay Toth to discuss his concerns regarding the above noted project. In general, Jay said that a decision regarding alternatives was up to the West Virginia Division of Highways (WVDOH) because he did not have any traffic data, but he recognized that the WVDOH would have local knowledge of the project area and the information necessary to determine what is preferred in terms of safety. Although he had no opposition to specific alternatives, he requested that the parking lot where many human remains were recovered recently (West Virginia State Office Building Project) be avoided. Jay mentioned his disappointment with that project located only several hundred feet from the proposed study. He reiterated that he wants the proposed Dingess Street Bridge Project to be conducted the right way.

Jay said that the project vicinity was in the Huron's southern territory and sites are often located near river crossings along the first terrace. He also indicated that it is very likely that the Guyandotte River is relatively shallow in the vicinity of the existing bridge, and could have served as an ideal location for crossing the river during the precontact period, i.e., ford. He mentioned that he previously served with the Ho-Chunk Nation for 10 years, and that he has worked on multiple transportation projects in Wisconsin, Ohio, New York and Pennsylvania.

Jay suggested several items to consider in the Preliminary Process Outline:

- All archaeology is local. Include a firm/staff with experience in the area
- Individual in charge should have contract archaeology experience and be RPA certified (RPA – Register of Professional Archaeologists)
- Add that the archaeologist(s) should meet the Secretary of Interior standards for archaeology and be familiar with Section 106 (National Historic Preservation Act of 1966)

- Artifacts should be processed and curated following federal guidelines and be placed permanently in a local facility such as West Virginia Division of Culture and History's Grave Creek Mound Complex

Jay mentioned that using the Preliminary Process Outline "would be fine" and maybe it can be used on other projects. He complimented FHWA for taking precautions at this stage of the project. He also said that he preferred preservation-in-place for any human remains or Native American sites that might be encountered during the project. The use of geotextile fabric and fill has been used before to "preserve" sites.

Regarding the use of Native American designs/motifs on the bridge, Jay discussed that this was his primary concern as Native peoples deserve to be represented and remembered by local citizens. He discussed similar examples from New York, Wisconsin, and Pennsylvania and how these have attracted public attention. Jay mentioned the importance of these public education opportunities by incorporating culture history into the structure. He noted that in some bridges in Ohio where there is traffic under the bridge, i.e., canoers, fisherman, they placed the designs/motifs on the bridge piers. He went on to note a future discussion of "naming rights" for the new Dingess Street Bridge. Ahmed Mongi indicated that the standard bridge railing/parapet design for West Virginia will be different from the Center Street Bridge example that Jay provided. Jay requested a "typical" bridge railing/parapet design for West Virginia; Ahmed stated he would provide this typical to Jay.

Jay said he had no problem that the Council for West Virginia Archaeology was a consulting party. He indicated that he "belonged to those groups too."

He added that should any non-recognized, Native American groups come forward, we should refer them to him. This generated a discussion of short-lived, groups that seem to come together once a project is in the public eye only to be disbanded once the project is completed.

We indicated that we would incorporate Jay's comments in the Preliminary Process Outline and redistribute copies, and then schedule a meeting with the West Virginia Division of Culture and History (WVSHPO) to discuss the project in greater detail. Jay said that he would be interested in participating in a future conference call with the WVSHPO.

In closing, Jay requested a contact list from the meeting and indicated that he would be "available for comments." He indicated that he "would like good things to come out of the project."

Respectfully submitted,
GAI Consultants, Inc.



Benjamin Resnick
Project Manager

cc: Jay Toth, Alison Rogers, Jason Workman, Randy Epperly, Karen Reed, Dirar Ahmad, Ahmed Mongi, Rubina Tabassum, Ben Resnick

Attachments: Revised Preliminary Section 106 Process Outline
Conference Call Participants List

John Mores

From: alison.rogers@dot.gov
Sent: Monday, August 18, 2014 10:48 AM
To: Epperly, Randy T; Reed, Karen A; Williamson, Jennifer J; Ben Resnick
Cc: Hark, Ben L; Jason.Workman@dot.gov
Subject: FW: Dingess Street Bridge Replacement Logan County

Good morning,

Last Friday, I received a reply from the Delaware Nation regarding the subject project. Please place this email in your project file.

Thank you very much,
Alison

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

From: Ileana Houston [<mailto:IHouston@delawarenation.com>]
Sent: Friday, August 15, 2014 2:28 PM
To: Rogers, Alison (FHWA)
Subject: Dingess Street Bridge Replacement Logan County

Dear Mr.Rogers,

Good afternoon. This email is in regards to the Dingess Street Bridge Replacement Logan County. The proposed project is not an area of interest to the Delaware Nation.

If you have any questions or concerns, please feel free to contact me.

Respectfully,

Ileana I. Houston

GIS/GPR Manager
Delaware Nation Cultural Preservation
31064 US Highway 281
P.O. Box 825
Anadarko, OK 73005
Office: (405) 247-2448 ext.1408
Fax: (405) 247-8905
ihouston@delawarenation.com

Ben Resnick

From: Williamson, Jennifer J <Jennifer.J.Williamson@wv.gov>
Sent: Monday, September 21, 2015 8:51 AM
To: Ben Resnick
Subject: FW: Draft Dingess St Bridge Sec106 PA - Track Changes Version
Attachments: WV Draft Dingess St Bridge PA2_4-13-15_AMR Comments.docx

From: alison.rogers@dot.gov [mailto:alison.rogers@dot.gov]
Sent: Wednesday, April 15, 2015 3:17 PM
To: Williamson, Jennifer J; Reed, Karen A
Cc: Epperly, Randy T
Subject: Draft Dingess St Bridge Sec106 PA - Track Changes Version

Jennifer and Karen,

You will see that I copied you on the information (including a clean version of the attached PA) I sent to the Osage Nation. I spoke with Zuzana Chovanec, their archeologist and she asked that I send this information because they have a new THPO contact, Andrea Hunter, Ph.D. Zuzana indicated that it was very likely they would participate as a concurring party to the agreement, but she would get back to me once she has the opportunity to review the information with Dr. Hunter. They may also want to schedule a telephone call, which is fine too. I'll follow up with everyone when I receive a response from Zuzana or Dr. Hunter.

I am going to follow up with Jay, update him regarding the changes we have made to the agreement and why and provide him with a clean version to review. I will also let him know about my conversation with the Osage Nation and that they will likely be a concurring party to the agreement.

Thanks to all of you for pulling this all together!!!!
Alison

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

Ben Resnick

From: Williamson, Jennifer J <Jennifer.J.Williamson@wv.gov>
Sent: Monday, September 21, 2015 8:51 AM
To: Ben Resnick
Subject: FW: Follow Up (Email 1 of 3): Dingess Street Bridge, Logan County, West Virginia

From: alison.rogers@dot.gov [mailto:alison.rogers@dot.gov]
Sent: Thursday, April 16, 2015 2:33 PM
To: Reed, Karen A; Williamson, Jennifer J
Subject: FW: Follow Up (Email 1 of 3): Dingess Street Bridge, Logan County, West Virginia

Karen and Jennifer,
Please see Zuzana's request below. What can we send her and how? I am a little hesitant to send this information by email; if we send anything, should it be sent by snail mail, UPS, Fed Ex?

Thank you!
Alison

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

From: Zuzana Chovanec [mailto:zchovanec@osagenation-nsn.gov]
Sent: Thursday, April 16, 2015 2:22 PM
To: Rogers, Alison (FHWA)
Subject: RE: Follow Up (Email 1 of 3): Dingess Street Bridge, Logan County, West Virginia

Dear Alison,
Thank you for forwarding these documents - we will review them in due course and be in touch. Dr. Hunter, our current THPO and director, has also requested that you forward us additional information regarding the prehistoric village that, as you mentioned in our phone conversation, is known to lie underneath the current city of Logan.

Thank you again for contacting us and consulting with the Osage Nation on this matter.

Kind regards,
Dr. Zuzana Chovanec
Archaeologist
Osage Nation Historic Preservation Office
Office 918.287.5307

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From: alison.rogers@dot.gov [alison.rogers@dot.gov]

Sent: Wednesday, April 15, 2015 1:28 PM

To: Zuzana Chovanec

Cc: Karen.A.Reed@wv.gov; Jennifer.J.Williamson@wv.gov; Randy.T.Epperly@wv.gov; Jason.Workman@dot.gov

Subject: Follow Up (Email 1 of 3): Dingess Street Bridge, Logan County, West Virginia

Email 1 of 3

Hello Zuzana,

It was great to talk with you this morning regarding our progress on the subject project. I have drafted a summary of project development to date and attached it for your reference; it generally follows our telephone discussion. I have also attached a PDF copy of the May 15, 2014 public meeting handout. Due email file size restrictions, I will follow up with two additional emails that contain PDF copies of the preliminary alternatives/options that were developed for the project.

I have also attached a PDF copy of the draft Section 106 Programmatic Agreement for your review and consideration. You will noticed that we have referenced the Osage Nation in the document and we would like to know if you would like to participate as a concurring party or a signatory to this agreement.

I have copied the archeologists and project manager from the WV Department of Transportation, Division of Highways. We would be happy to discuss the project and the attached information with you, at your convenience.

Thank you and I look forward to talking with you soon!

Alison

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

Ben Resnick

From: Williamson, Jennifer J <Jennifer.J.Williamson@wv.gov>
Sent: Monday, September 21, 2015 8:50 AM
To: Ben Resnick
Subject: FW: Follow Up (Email 2 of 3): Dingess Street Bridge, Logan County, West Virginia
Attachments: Final Dingess Street Bridge Handout_Alt Figures1.pdf

From: alison.rogers@dot.gov [mailto:alison.rogers@dot.gov]
Sent: Wednesday, April 15, 2015 2:29 PM
To: zchovanec@osagenation-NSN.gov
Cc: Reed, Karen A; Williamson, Jennifer J; Epperly, Randy T
Subject: Follow Up (Email 2 of 3): Dingess Street Bridge, Logan County, West Virginia

Email 2 of 3

Attached is the first PDF file with color figures of the alternatives under consideration for the subject project.

Please let me know if you do not receive one or more of the emails in the series of three.

Thank you!

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

Ben Resnick

From: Williamson, Jennifer J <Jennifer.J.Williamson@wv.gov>
Sent: Tuesday, September 22, 2015 4:18 PM
To: Ben Resnick
Subject: FW: Follow Up (Email 3 of 3): Dingess Street Bridge, Logan County, West Virginia
Attachments: Final Dingess Street Bridge Handout_Alt Figures2.pdf

No problem. Let me know if this is not the one you need.

From: Williamson, Jennifer J
Sent: Monday, September 21, 2015 8:49 AM
To: b.resnick@gaiconsultants.com
Subject: FW: Follow Up (Email 3 of 3): Dingess Street Bridge, Logan County, West Virginia

From: alison.rogers@dot.gov [<mailto:alison.rogers@dot.gov>]
Sent: Wednesday, April 15, 2015 2:28 PM
To: zchovanec@osagenation-NSN.gov
Cc: Reed, Karen A; Williamson, Jennifer J; Epperly, Randy T
Subject: Follow Up (Email 3 of 3): Dingess Street Bridge, Logan County, West Virginia

Email 3 of 3

Attached is the second and final PDF file of the color figures of the alternatives under consideration for the subject project.

Again, let me know if you do not receive one or more of the email in the series of three.

Thank you!

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

From: alison.rogers@dot.gov
To: [Epperly, Randy T](#); [Williamson, Jennifer J](#)
Subject: FW: PA for Dingess Street Bridge
Date: Monday, June 08, 2015 9:25:42 AM

Good morning,

I wanted to forward the response below for your project file; this is the first email of two that I received from Dr. Hunter.

I talked with Jay last week about item #2 and he suggested we eliminate any references to photography. I have revised the April 15, 2015 version of the draft document in response to these comments.

Thank you,
Alison

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

From: Andrea Hunter [<mailto:ahunter@osagenation-nsn.gov>]
Sent: Thursday, May 28, 2015 4:49 PM
To: Rogers, Alison (FHWA)
Subject: PA for Dingess Street Bridge

Ms. Rogers,

The Osage Nation would like to make the following request for changes to the PA for the Dingess Street Bridge Project:

- 1) Osage Nation be an Invited Signatory\
- 2) Page 3, Stipulations I.C.5.: No photographs of human remains

Thank you for the opportunity to provide comment on the programmatic agreement.

Sincerely,

Dr. Andrea A. Hunter
Director/THPO
Osage Nation Historic Preservation Office
627 Grandview Avenue
Pawhuska, OK 74056

Office Phone: (918) 287-5328
Office Fax: (918) 287-5376

From: alison.rogers@dot.gov
To: [Epperly, Randy T](#); [Williamson, Jennifer J](#)
Subject: FW: Minor request
Date: Monday, June 08, 2015 9:27:01 AM

Randy and Jennifer,

This is second of two emails I received from Dr. Hunter. If you could revised the list of Tribes in Appendix B to reflect her request below and send it back to me, I would really appreciate it.

Thank you,
Alison

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

From: Andrea Hunter [<mailto:ahunter@osagenation-nsn.gov>]
Sent: Thursday, May 28, 2015 4:58 PM
To: Rogers, Alison (FHWA)
Subject: Minor request

In addition, the Osage Nation would like to request that the Tribe be included in the title of the PA and in Appendix A please remove the P.O. box number from the contact address.

Thank you,

Dr. Andrea A. Hunter
Director/THPO
Osage Nation Historic Preservation Office
627 Grandview Avenue
Pawhuska, OK 74056

Office Phone: (918) 287-5328
Office Fax: (918) 287-5376

Ben Resnick

From: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Sent: Thursday, October 08, 2015 12:27 PM
To: Ben Resnick
Cc: Williamson, Jennifer J
Subject: FW: Professional Resumes: Dingess Street Bridge, Logan County, West Virginia

Below is the Osage concurrence with the resumes.

-----Original Message-----

From: alison.rogers@dot.gov [mailto:alison.rogers@dot.gov]
Sent: Thursday, October 08, 2015 12:20 PM
To: ahunter@osagenation-nsn.gov
Cc: Epperly, Randy T
Subject: RE: Professional Resumes: Dingess Street Bridge, Logan County, West Virginia

Thank you for the quick turn!

I also wanted to let you know that Randy Epperly, WVDOH's environmental project manager, will be in contact with you regarding updates on the pending core boring/Phase I schedule. Randy will have the latest schedule information for this task and I thought it would be more expedient if he coordinated this with you directly. If you have any concerns, please let me know.

From: Andrea Hunter [ahunter@osagenation-nsn.gov]
Sent: Thursday, October 08, 2015 11:55 AM
To: Rogers, Alison (FHWA)
Subject: RE: Professional Resumes: Dingess Street Bridge, Logan County, West Virginia

Thank you Ms. Rogers for sending the CVs of the archaeologists and physical anthropologist. The Osage Nation concurs that they are qualified professionals.

Thank you for consulting with the Osage Nation.

Sincerely,

Dr. Andrea A. Hunter
Director/THPO
Osage Nation Historic Preservation Office
627 Grandview Avenue
Pawhuska, OK 74056

Office Phone: (918) 287-5328
Office Fax: (918) 287-5376

-----Original Message-----

From: alison.rogers@dot.gov [mailto:alison.rogers@dot.gov]
Sent: Thursday, October 08, 2015 10:42 AM

To: Andrea Hunter

Cc: Randy.T.Epperly@wv.gov; Ben.L.Hark@wv.gov; Jason.Workman@dot.gov; Yuvonne.Smith@dot.gov

Subject: Professional Resumes: Dingess Street Bridge, Logan County, West Virginia

Dr. Hunter,

WVDOH is preparing to initiate the core boring/Phase I Archeological Studies for the Dingess Street Bridge project and attached are PDF copies of the resumes of the professional archeologists who will be conducting the monitoring and Phase I work. Also attached is a PDF copy of the physical anthropologist who will be contacted in the event of the discovery of human remains.

We respectfully request your concurrence on or before next Thursday, October 15, 2015.

The core boring activities are tentatively scheduled to begin the week of November 2, 2015; however, there are a couple of outstanding issues that could delay this work further into November. We will be in close contact with you during October to be sure you are aware of the schedule.

If you have any questions, please let me know.

Thank you very much!

Alison

Ben Resnick

From: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Sent: Friday, October 09, 2015 10:50 AM
To: Ben Resnick
Subject: Fw: Professional Resumes: Dingess Street Bridge, Logan County, West Virginia

Attached is Seneca concurrence regarding the resumes.

From: alison.rogers@dot.gov <alison.rogers@dot.gov>
Sent: Friday, October 9, 2015 9:47:30 AM
To: jay.toth@sni.org
Cc: Epperly, Randy T
Subject: RE: Professional Resumes: Dingess Street Bridge, Logan County, West Virginia

Thank you Jay!

Randy Epperly with WVDOH will be communicating with you directly about the core boring schedule, since he will have the most up to date information.

WVDOH is also working to schedule the meeting with local law enforcement personnel. I'll follow up with you about that meeting as well.

I LOVE this programmatic agreement and I am so happy we did this! Thanks so much for your input and assistance!

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

-----Original Message-----

From: Jay Toth [<mailto:jay.toth@sni.org>]
Sent: Thursday, October 08, 2015 1:11 PM
To: Rogers, Alison (FHWA)
Subject: RE: Professional Resumes: Dingess Street Bridge, Logan County, West Virginia
Importance: High

Alison,

*SNI-THPO concurs and clear to proceed with the core boring/archeological monitoring.

Thank you for being diligent in your communications with Seneca Nation THPO.

Its makes the project much easier to handle here.

JAY toth, MA, MS

Seneca Nation
Tribal Archeologist
90 OHI:YO WAY
Salamanca,NY 14779

(716)-945-1790
Ext. 3582

-----Original Message-----

From: alison.rogers@dot.gov [<mailto:alison.rogers@dot.gov>]

Sent: Thursday, October 08, 2015 11:41 AM

To: Jay Toth

Cc: Randy.T.Epperly@wv.gov; Ben.L.Hark@wv.gov; Jason.Workman@dot.gov; Yuvonne.Smith@dot.gov

Subject: Professional Resumes: Dingess Street Bridge, Logan County, West Virginia

Importance: High

Jay,

WVDOH is preparing to initiate the core boring/Phase I Archeological Studies for the Dingess Street Bridge project and attached are PDF copies of the resumes of the professional archeologists who will be conducting the monitoring and Phase I work. Also attached is a PDF copy of the physical anthropologist who will be contacted in the event of the discovery of human remains.

We respectfully request your concurrence on or before next Thursday, October 15, 2015.

The core boring activities are tentatively scheduled to begin the week of November 2, 2015; however, there are a couple of outstanding issues that could delay this work further into November. We will be in close contact with you during October to be sure you are aware of the schedule.

If you have any questions, please let me know.

Thank you very much!

Alison

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WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

January 25, 2016

Mr. Scott Abrams, Tribal
Historic Preservation Officer
Seneca Nation of New York
90 OHI:WAY
Salamanca, NY 14779

Dear Mr. Abrams:

State Project: S323-10-21.79 00
Federal Project: NHPP-0010(234)D
Dingess Street Bridge Replacement Project
Phase I Archaeology Report
Logan County

Enclosed for your review is the Phase I Archaeology Report for the Dingess Street Bridge Replacement Project in Logan County.

The project area was visited in November and December 2015. Fieldwork consisted of archaeological monitoring of 17 terrestrial geotechnical borings, as well as monitoring of mechanical stripping and shovel probe excavation within two traffic islands in the eastern portion of the project area. No intact cultural materials, sites, features, or human remains were encountered during archaeological monitoring of the geotechnical borings or the Phase I testing of the traffic islands. The survey did not identify any new resources.

However, due to the high potential for cultural deposits within portions of the project APE, archaeological monitoring will be conducted for all project-related ground disturbing activities within the project right of way, per the project's Programmatic Agreement. Results of future archaeological monitoring efforts will be presented to the Seneca Nation under separate cover.

Please let us know of any comments or concerns within 30 days. Should you have any questions, please contact Randy Epperly at (304) 558-9385.

Very truly yours,

Ben L. Hark
Environmental Section Head
Engineering Division

BH:w

Attachments

bcc: DDE



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

January 26, 2016

Ms. Andrea Hunter, Tribal
Historic Preservation Officer
Osage Nation
627 Grandview Avenue
Pawhuska, OK 74056

Dear Ms. Hunter:

State Project: S323-10-21.79 00
Federal Project: NHPP-0010(234)D
Dingess Street Bridge Replacement Project
Phase I Archaeology Report
Logan County

Enclosed for your review is the Phase I Archaeology Report for the Dingess Street Bridge Replacement Project in Logan County.

The project area was visited in November and December 2015. Fieldwork consisted of archaeological monitoring of 17 terrestrial geotechnical borings, as well as monitoring of mechanical stripping and shovel probe excavation within two traffic islands in the eastern portion of the project area. No intact cultural materials, sites, features, or human remains were encountered during archaeological monitoring of the geotechnical borings or the Phase I testing of the traffic islands. The survey did not identify any new resources.

However, due to the high potential for cultural deposits within portions of the project APE, archaeological monitoring will be conducted for all project-related ground disturbing activities within the project right of way, per the project's Programmatic Agreement. Results of future archaeological monitoring efforts will be presented to the Osage Nation under separate cover.

Please let us know of any comments or concerns within 30 days. Should you have any questions, please contact Randy Epperly at (304) 558-9385.

Very truly yours,

Ben L. Hark
Environmental Section Head
Engineering Division

BH:w

Attachments

bcc: DDE

Ben Resnick

From: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Sent: Thursday, February 25, 2016 4:49 PM
To: Ben Resnick; Williamson, Jennifer J
Subject: FW: Dingess Street Bridge, Logan, WV

Ben,
Use this e-mail as Seneca Nation concurrence with the Phase 1 report. We still need concurrence from the Osage Nation for the EA.

From: Jay Toth [mailto:jay.toth@sni.org]
Sent: Thursday, February 25, 2016 2:42 PM
To: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Cc: 'alison.rogers@dot.gov' <alison.rogers@dot.gov>
Subject: RE: Dingess Street Bridge, Logan, WV

SNI_THPO concurs with the archeological Phase 1 report of “no effect” regarding the Dingess Street Bridge in Logan.

JAY toth, MA, MS

Seneca Nation
Tribal Archeologist
90 OHI:YO WAY
Salamanca, NY 14779

(716)-945-1790
Ext. 3582

From: Epperly, Randy T [mailto:Randy.T.Epperly@wv.gov]
Sent: Thursday, February 25, 2016 2:40 PM
To: Jay Toth
Cc: 'alison.rogers@dot.gov'
Subject: Dingess Street Bridge, Logan, WV

Jay,

Good Afternoon. Management has been asking for an update of the project schedule for Dingess Street Bridge in Logan. Do you have an anticipated timeline for us to receive your comments or concurrence on the Phase 1 Archaeology Report? Feel free to contact myself or Alison Rogers if you have any questions or comments. Thank you.

Randy Epperly
WV Division of Highways
Engineering Division
Environmental Section
304-558-9385

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TRIBAL HISTORIC PRESERVATION OFFICE

Date: March 10, 2016

File: 1516-827WV-10

RE: FWHA Logan County Dingess Street Bridge Replacement; State Project S323-10-21.79, Federal Project NHHP-0010(234)D

West Virginia Division
Allison Rogers
700 Washington Street, East
Charleston, WV 25301

Dear Ms. Rogers,

The Osage Nation Historic Preservation Office has evaluated your submission regarding the FWHA Logan County Dingess Street Bridge Replacement; State Project S323-10-21.79, Federal Project NHHP-0010(234)D and determined that the proposed project **most likely will not adversely affect any sacred properties and/or properties of cultural significance to the Osage Nation.** For direct effect, the finding of this NHPA Section 106 review is a determination of "No Properties" eligible or potentially eligible for the National Register of Historic Places.

In accordance with the National Historic Preservation Act, (NHPA) [54 U.S.C. § 300101 et seq.] 1966, undertakings subject to the review process are referred to in 54 U.S.C. § 302706 (a), which clarifies that historic properties may have religious and cultural significance to Indian tribes. Additionally, Section 106 of NHPA requires Federal agencies to consider the effects of their actions on historic properties (36 CFR Part 800) as does the National Environmental Policy Act (43 U.S.C. 4321 and 4331-35 and 40 CFR 1501.7(a) of 1969). **The Osage Nation concurs that the Federal Highway Administration fulfilled NHPA compliance by consulting with the Osage Nation Historic Preservation Office in regard to the proposed project referenced as FWHA Logan County Dingess Street Bridge Replacement; State Project S323-10-21.79, Federal Project NHHP-0010(234)D.**

The Osage Nation has vital interests in protecting its historic and ancestral cultural resources. We do not anticipate that this project will adversely impact any cultural resources or human remains protected under the NHPA, NEPA, the Native American Graves Protection and Repatriation Act, or Osage law. **If, however, artifacts or human remains are discovered during project construction, we ask that work cease immediately and the Osage Nation Historic Preservation Office be contacted.**

Should you have any questions or need any additional information please feel free to contact me at the number listed below. Thank you for consulting with the Osage Nation on this matter.

A handwritten signature in blue ink that reads "Andrea A. Hunter".

Andrea A. Hunter, Ph.D.
Director, Tribal Historic Preservation Officer

Ben Resnick

From: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Sent: Thursday, March 10, 2016 11:22 AM
To: Ben Resnick
Cc: Williamson, Jennifer J; Hark, Ben L; Mullins, Sondra L
Subject: FW: Dingess Street Bridge Aesthetics Plan

FYI

From: Andrea Hunter [mailto:ahunter@osagenation-nsn.gov]
Sent: Thursday, March 10, 2016 11:08 AM
To: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Cc: 'alison.rogers@dot.gov' <alison.rogers@dot.gov>
Subject: RE: Dingess Street Bridge Aesthetics Plan

I have reviewed the Dingess Street Bridge design and photographs as well. I think the design is sharp, not overwhelming, and provides that sense of antiquity but in a new form. Very nice.

Dr. Andrea A. Hunter
Director/THPO
Osage Nation Historic Preservation Office
627 Grandview Avenue
Pawhuska, OK 74056

Office Phone: (918) 287-5328
Office Fax: (918) 287-5376

From: Epperly, Randy T [mailto:Randy.T.Epperly@wv.gov]
Sent: Tuesday, February 02, 2016 3:28 PM
To: Andrea Hunter
Cc: 'alison.rogers@dot.gov'
Subject: Dingess Street Bridge Aesthetics Plan

Dr. Hunter,

Alison Rogers with FHWA asked that I send you the proposed aesthetic design for the Dingess Street Bridge in Logan, WV. We are proposing to use the skydome stamp on the inside and outside of the parapet walls. The piers and abutments are not easily seen due to the layout of the area and bridge, therefore we agreed the parapets are the best location for the design. I have attached pictures of the Center Street Bridge in New York with the skydome design. I have also attached the aesthetics details from New York DOT for that project. The biggest difference is our project will have shorter parapet walls. The parapets will be 2 foot tall concrete walls with railing above that, the NY bridge parapet walls are approximately 2.5 feet. The skydome design will be located on the 2 foot concrete walls, so it will be slightly smaller than the bridge in New York. We hope to soon have a rendering of the proposed bridge showing the skydome design. If you have any questions or comments, please do not hesitate to contact Alison Rogers or myself.

Thanks.

Randy Epperly
WV Division of Highways
Engineering Division

Environmental Section
304-558-9385

Public Coordination



WEST VIRGINIA
DEPARTMENT OF TRANSPORTATION
1900 Kanawha Boulevard East • Building Five • Room 109
Charleston, West Virginia 25305-0440 • (304) 558-0444

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Cabinet Secretary

April 7, 2014

The Logan Banner
Post Office Box 720
Logan, West Virginia 25601

To whom it may concern:

Please publish the enclosed notice of an Informational Workshop Public Meeting on Dingess Street Bridge Replacement Project in Logan County as a legal ad once upon receipt and again on May 14, 2014.

Upon completion of this advertisement, please render invoice as follows:

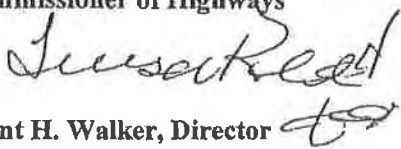
- (1) **Invoice - Original and one copy, showing date or dates published, number of words and the rate per word on the original and each copy. You must show Federal Employment Identification Number.**
- (2) **Certificate of Publication - Original and one copy with a newspaper clipping attached to the original and the copy. All certificates must be fully executed.**

The above steps must be complied with before your invoice can be paid.

Please submit invoice promptly to the West Virginia Department of Transportation, Office of Communications, Building 5, Room A-137, 1900 Kanawha Boulevard, East, Charleston, West Virginia 25305-0430, Attention Brent H. Walker. It is needed as evidence of publication.

Sincerely,

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

By: 
Brent H. Walker, Director
Office of Communications

PAM:Wt

Enclosure

NOTICE
OF
INFORMATIONAL WORKSHOP PUBLIC MEETING

STATE PROJECT S323-10-21.79
FEDERAL PROJECT NHPP-0010(234)D

DINGESS STREET BRIDGE REPLACEMENT PROJECT
(AKA REVEREND GLENN WHITE JR. BRIDGE)
LOGAN COUNTY

The West Virginia Division of Highways (WVDOH) will hold an Informational Workshop Public Meeting on Thursday, May 15, 2014, at the Logan County High School, located at 1 Wildcat Way, Logan, Logan County, West Virginia on the proposed Dingess Street Bridge Replacement Project. The current bridge is located on WV 10 and crosses over the Guyandotte River into the town of Logan. The purpose of this project is to identify and evaluate options for the bridge replacement project. This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. This project will be processed as an Environmental Assessment.

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

Those wishing to file written comments may send them to Mr. RJ Scites, P.E., Director, Engineering Division, West Virginia Division of Highways, Capitol Complex, Building 5, 1900 Kanawha Boulevard East Room 317, Charleston, West Virginia 25305-0430 on or before Monday, June 16, 2014. Visit the WVDOH Website at <http://go.wv.gov/dotcomment> for project information and the opportunity to comment on the project.

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

Informational Workshop Public Meeting
Dingess Street Bridge Replacement Project
(aka Reverend Glenn White Jr. Bridge)
Logan County, WV



West Virginia Department of Transportation
Division of Highways in cooperation with the Federal
Highway Administration

State Project S323-10-21.79
Federal Project NHPP-0010(234)D



Logan County High School
1 Wildcat Way
Logan, WV
Thursday, May, 15, 2014
4:00pm to 7:00pm

Dingess Street Bridge Project
STATE PROJECT S323-10-21.79
FEDERAL PROJECT NHPP-0010(234)D

WORKSHOP PURPOSE

The purpose of this Informational Workshop Public Meeting is to provide information on the proposed Dingess Street Bridge Project located on WV 10 in Logan, and how you can provide your comments. The workshop is intended to be informal to maximize the interaction between the citizens and project team.

We encourage you to examine the project maps and displays, discuss the project with the members of our project team who are here today, and complete the enclosed comment sheet.

WORKSHOP FORMAT

The WVDOH procedures for public workshops are established to ensure meaningful citizen input in the development for proposed projects, in compliance with all applicable regulations and requirements. This informational workshop public meeting is from 4:00pm to 7:00pm and there will be NO FORMAL PRESENTATION.

Registration

If you have not already printed your name and address on the registration sheet, please remember to do so before you leave. Additional copies of this handout and the comment sheet are available at the registration table. The WVDOH welcomes your comments on the project; therefore, please feel free to write comments as you visit other displays around the room. You can drop the completed sheet in the Comment Box; return it to any WVDOH representative at the meeting, or mail it to the WVDOH at the address below or on the WVDOH Website at <http://go.wv.gov/dotcomment>, under Engineering Projects/ Dingess Street Bridge.

Environmental Studies

Representatives from the WVDOH are here today to discuss the environmental study process. Maps depicting the proposed project location are available for viewing. This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) and Section 106 of the National Preservation Act. This project will be processed as an Environmental Assessment (EA).

Engineering

Representatives from the WVDOH and engineering consulting firm CDM Smith are available to discuss the location and preliminary design of the project area. These representatives also have information regarding the area studied for the project.

Right-of-Way

WVDOH Right-of-Way representatives are available to answer your questions regarding any right-of-way acquisitions.

PROJECT DESCRIPTION

The Dingess Street Bridge was built in 1951 by the J.M. Francesca & Company from Fayetteville, West Virginia. It is a four span continuous steel beam configuration, with a total bridge length of 324 feet long and 68 feet wide. It consists of four 11 foot wide travel lanes with a 6 foot wide sidewalk adjacent to the travel lanes and has an average daily traffic of 13,300 vehicles. The bridge crosses over the Guyandotte River.

Each alternate was developed to accommodate the maintenance of traffic requirement of keeping two lanes open on WV 10. WV 10 is a principal arterial linking the coal field communities of Man, Buffalo Creek, Occana, and Gilbert to the City of Logan and westward to US 119. The project is bounded downstream by the CSX Railroad with a crossing structure located in close proximity to the Dingess Street Bridge. The location of the railroad constrains any alignment alternate consideration downstream.

Seven alternatives and two options (no-build & Water Street Roundabout) were studied. See plan sheets for project details.

- **Alternative #1 (Replace bridge in existing location w/roundabout)** consists of a roundabout at the Dingess Street-WV 10 intersection. The new bridge will have four 12 foot wide travel lanes and a 4 foot median with a 5 foot sidewalk on the downstream side of the existing bridge. The total length of the proposed three span bridge is approximately 305 feet long. **Total project cost is \$9,753,022.**

- **Alternative #2 (Replace bridge in existing location w/ a continuous turn lane)** consists of a five lane bridge with four 12 foot wide travel lanes and a 12 foot wide center turn lane with a 5 foot

sidewalk on the downstream side of the bridge. The total length of the proposed three span bridge is approximately 332 feet long. **Total project cost is \$7,741,894.**

- **Alternative #3 (Replace bridge upstream from the existing bridge and relocating the WV 10/Dingess Street Intersection)** configures WV 10 as a through movement and realigns Dingess Street to connect at an intersection located upstream. The new bridge consists of four 12 foot wide travel lanes and a 12 foot wide center turn lane with a 5 foot sidewalk on the downstream side of the bridge. The total length of the proposed three span bridge is approximately 398 feet long. **Total project cost is \$11,559,767.**

- **Alternative #4 (Replace bridge upstream from the existing bridge and relocate conventional intersection with WV 10)** consists of a five lane bridge. The new bridge alignment is curved to make Dingess Street the through traffic movement. The new bridge consists of four 12 foot wide travel lanes and a 12 foot wide center turn lane with a 5 foot sidewalk on the downstream side of the bridge. The total length of the proposed three span bridge is approximately 312 feet long. **Total project cost is \$9,147,557.**

- **Alternative #5 (Replace bridge upstream from existing bridge and eliminate the WV/Dingess Street Intersection)** configures WV 10 as the through movement and severs the WV 10 connection to Dingess Street. Traffic wanting to access Dingess Street and Logan's downtown area will take an alternate route. The new bridge consists of four 12 foot wide travel lanes and a 4 foot wide median with a 5 foot sidewalk on the downstream side of the bridge. Alternative #5 varies from Alternative #3 with the amount of right of way impacts. The total length of the proposed three span bridge is approximately 398 feet long. **Total project cost is \$9,092,531.**

- **Alternative #6 (Replace bridge slightly upstream from the existing bridge and realign Dingess Street)** The new bridge consists of four 12 foot wide travel lanes and a 12 foot wide center turn lane with a 5 foot sidewalk on the downstream side of the bridge. The total length of the proposed three span bridge is approximately 327 feet long. The new structure will be constructed in one phase. Half of the existing bridge will be demolished and the complete new structure will be constructed upstream. Alternative #6 does not accommodate a continuous right turn movement onto WV 10, and uses a smaller abutment than Alternative #6A on the Logan side of the new bridge. **Total project cost is \$9,366,377.**

- **Alternative #6A (Replace bridge slightly upstream from the existing bridge with a continuous right turn movement)** is the same as Alternative #6, except Alternative #6A uses a larger abutment than Alternative #6 on the Logan side of the new bridge. The total length of the proposed three span bridge is approximately 327 feet long. Total project cost is \$9,431,592.

- **No-build Option** will eventually lead to the closure of the Dingess Street Bridge. This option is not feasible.

- **Roundabout Option** this option can be used with all the alternatives (except no-build option) and includes adding a roundabout at the intersection of WV 10 and Water Street. This will help alleviate the traffic congestion in this area. Cost of this added option is \$888,206.

CURRENT PROJECT SCHEDULE

Public Information Workshop.....May 15, 2014

Public Meeting Comments Due By.....June 16, 2014

***Current Environmental Clearance/FHWA NEPA Document Approval.....Fall 2015**

***Expected Construction Start Date.....Spring 2016**

***Dates are subject to change**

COMMENTS

Please send written comments on or before Monday, June 16, 2014 to:

Mr. Raymond J. Scites, P.E., Director, Engineering Division
 West Virginia Division of Highways
 Capital Complex Building Five, Room 317
 1900 Kanawha Boulevard East
 Charleston, West Virginia 25305-0430

Project Information and Comment Sheets can be found online at our web page:

<http://go.wv.gov/dotcomment>

**Click on “Comment on Engineering Project”, then “Open”,
 And then click on “Dingess Street Bridge”.**

Date: May 15, 2014

Dingess Street Bridge Alignment Alternative Evaluation/Cost Matrix No Build Alternate and Alternate 1 through Alternate 4 - FINAL REPORT

Impact Category	No Build Alternate	Alternate 1	Alternate 2	Alternate 3	Alternate 4
Engineering					
Profile Length of Measurements	0	333	357	400	333
	0.00	0.17	0.19	0.20	0.17
Roadway Configuration (Refer to Attached Drawings)	4 (12' Lanes) - 2 Traffic Scavenger - 8' Outside Paved Shoulders	4 (12' Lanes) - 4' Raised Median - 8' Outside Paved Shoulders Sidewalk at Specified Locations	4 (12' Lanes) - 12' Flush Median - 8' Outside Paved Shoulders - Sidewalk at Specified Locations	4 (12' Lanes) - 12' Flush Median - 8' Outside Paved Shoulders - Sidewalk at Specified Locations	4 (12' Lanes) - 12' Flush Median - 8' Outside Paved Shoulders - Sidewalk at Specified Locations
Bridge Configuration (Refer to Attached Drawings)	4 (12' Lanes) - 2 Traffic Scavenger - Sidewalk on Both Sides of Existing Bridge	4 (12' Lanes) - 4' Median (2' Raised) - 8' Outside Paved Shoulder Upstream - 2' Shoulder with 5' Sidewalk Downstream	4 (12' Lanes) - 12' Center Turn Lane - 8' Outside Paved Shoulder Upstream - 2' Shoulder with 5' Sidewalk Downstream	4 (12' Lanes) - 12' Center Turn Lane - 8' Outside Paved Shoulder Upstream - 2' Shoulder with 5' Sidewalk Downstream	4 (12' Lanes) - 12' Center Turn Lane - 8' Outside Paved Shoulder Upstream - 2' Shoulder with 5' Sidewalk Downstream
Roadway Horizontal Geometry (Minimum Radius Used)	Approximately 1142' from Existing Plans	1145.92'	1146.00'	1146.00'	1146.00'
Bridge Geometry (Length/Width)	324/88'	302/88'-3"	332/77'-3"	398/77'-3"	312/77'-3"
Financial / Costs					
Estimated Construction Costs	\$0	\$7,508,003	\$6,781,884	\$8,459,767	\$8,147,557
Estimated Utility Relocation Costs	\$0	\$895,000	\$600,000	\$600,000	\$600,000
Estimated Right of Way Acquisition Costs	\$0	\$1,600,000	\$295,000	\$1,800,000	\$400,000
Estimated Total Project Cost	\$0	\$9,993,003	\$7,671,884	\$11,859,767	\$9,147,557
Traffic Operations					
Number of Local Roadways Severed	None	None	None	None	None
Safety Concerns / Impacts	None	None	None	None	None
Human Environment					
Adverse Visual Impacts	None	None	None	None	None
Aesthetic Impacts	None	None	None	None	None
Historic Resources (e.g. Old Mill #2)	None	None	None	None	None
Cultural Resources (e.g. Burial Sites)	None	None	None	None	None
Biological Resources (e.g. Wetlands)	None	None	None	None	None
Archaeological Resources	None	None	None	None	None
Physical Impacts					
Potential Hazard Waste Sites	None	Buried Fuel Storage Tanks at Service Station	0	0	0
Major Public Utility Conflicts / Impacts	No	Yes	Yes	Yes	Yes
Railroad Involvement	None	CR Transportation	CR Transportation	CR Transportation	CR Transportation

Date: May 15, 2014

Dingess Street Bridge Alignment Alternative Evaluation/Cost Matrix Alternates 5 through 6A and WV10/Water Street Roundabout - FINAL REPORT				
Impact Category	Alternate 5	Alternate 6	Alternate 6A	WV 10/Water Street Roundabout
Right-of-Way				
Right-of-Way Length of Improvements	Feet	4,000	4,777	4,277
	Miles	0.073	0.088	0.078
Right-of-Way Configuration (Refer to Attached Drawings)	4 (12' Lanes) - 4' Raised Median - 8' Outside Faced Shoulder - Sidewalk at Specific Locations	4 (12' Lanes) - 12' Flush Median - 8' Outside Faced Shoulder - Sidewalk at Specific Locations	4 (12' Lanes) - 12' Flush Median - 8' Outside Faced Shoulder - Sidewalk at Specific Locations	160' Incurbed Curb - 20' Circulatory Roadway - 5' Apron
Bridge Configuration (Refer to Attached Drawings)	4 (12' Lanes) - 4' Median (12' Flares) - 8' Outside Faced Shoulder - Upstream - 2' Shoulder with 5' Sidewalk Downstream	4 (12' Lanes) - 12' Center Turn Lane - 8' Outside Faced Shoulder - Upstream - 2' Shoulder with 5' Sidewalk Downstream	4 (12' Lanes) - 12' Center Turn Lane - 8' Outside Faced Shoulder - Upstream - 2' Shoulder with 5' Sidewalk Downstream	N/A
Horizontal Geometry (Minimum Radius) (feet)	444.0'	371.0'	371.0'	Not Applicable
Shoulder Slope (Vertical Curve)	30% / 60'-5"	32% / 77'-3"	32% / 77'-3"	Not Applicable
Estimated Costs				
Estimated Project Costs (Refer to Estimate for Details)	\$7,082,391	\$7,576,377	\$6,086,592	\$663,306
Estimated Utility Relocation Costs	\$690,000	\$680,000	\$965,000	\$225,000
Estimated Right of Way Acquisition Costs	\$438,000	\$750,000	\$750,000	\$0
Estimated Total Project Cost	\$8,009,391	\$8,966,377	\$7,801,592	\$888,306
Traffic Operations				
Number of Local Roadways Severed	1	None	None	None
Safety Considerations / Impacts	None	None	None	None
Resource Requirements				
Construction Impacts	High	Low	Low	High
Operational Impacts	Low	Low	Low	Low
Impacts of Traffic Impacts (e.g., Congestion)	Low	Low	Low	Low
Construction/Operational Impacts (e.g., Noise)	Low	Low	Low	Low
Construction Impacts (e.g., Dust)	Low	Low	Low	Low
Operational Impacts	Low	Low	Low	Low
Physical Impacts				
Potential Hazardous Waste Spills	Low	Low	Low	Low
Major (Public) Utility Conflicts / Impacts	Yes	Yes	Yes	Yes
Relational Re-orientation	CV4 Transportation	CV4 Transportation	CV4 Transportation	None

DATE:

Mr. RJ Scites, P.E.
Director, Engineering Division
West Virginia Division of Highways
State Capitol Complex, Building 5, Room 317
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430

DATE: Thursday, May 15, 2014
LOCATION: Logan County High School
SUBJECT: INFORMATIONAL WORKSHOP PUBLIC MEETING
PROJECT: Dingess Street Bridge Project
S323-10-21.79
NHPP-0010(234)D
Logan County

COMMENTS DUE BY Monday, June 16, 2014

Please consider the following comments:

(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

Project Information and Comment Sheets

Can be found online at our WVDOH Website at <http://go.wv.gov/dotcomment>.

Under Engineering Projects, Open, and then click Dingess Street Bridge.



Sign In Sheet
Dingess Street Bridge (aka Reverend Glenn White Jr. Bridge)
May 15, 2014

Name	Address (Street, P.O. Box or Email)	How Did You Hear About the Meeting?
1 Camille Evans	Chapmanville, WV	
2 Brandy Dean	Gilbert, WV	
3 Jeff Judy	Yuma, WV	
4 Kelly Stanley	Logan, WV	
5 Brian Atkinson	Keyser, WV	
6 Richard L. Ramest	Yelpix, WV	
7 James P. Bailey	COBURN, W. V.	
8 James Hundley	695 Hobben Valley Chapmanville	
9 Randolph Daulton	215 DINGESS COBURN WV 26001	
10 Chie E.K. HARPER	" "	
11 Scott Beckert	29 Diness St Logan WV 26001	
12 Mark Caldwell	120 Stratton St Logan WV	
13 Bill Stanley, Jr.	100 Buskirk Addition Logan WV	



Sign In Sheet
Dingess Street Bridge (aka Reverend Glenn White Jr. Bridge)
May 15, 2014

Name	Address (Street, P.O. Box or Email)	How Did You Hear About the Meeting?
Sue Morgan	302 River Dr, Logan	
Stan Morgan	" " " " "	
Angela Toppings	98 Dingess St. Logan	
Don Toppings	"	

Epperly, Randy T

From: Mullins, Sondra L
Sent: Friday, May 09, 2014 1:47 PM
To: Tabassum, Rubina; Epperly, Randy T; Ahmad, Dirar M; Tolaymat, Feras
Cc: Hark, Ben L
Subject: FW: Logan WV Dingess Street Bridge Project

[See comment below.](#)

From: Vernon Mullins [mailto:mullins_v@msn.com]
Sent: Friday, May 09, 2014 1:12 PM
To: Mullins, Sondra L
Subject: Logan WV Dingess Street Bridge Project

I am obligated to attend another state meeting at the designated time. My 2 cents worth; when the project to build is considered, one would hope the powers that be have enough common sense to finish the new structure BEFORE the old one is taken out of service and demolished.

Dr. Vernon N. Mullins
301 Stratton Street
Logan, WV 25601

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 7:40 AM
To: Epperly, Randy T; Tabassum, Rubina; Hark, Ben L; Ahmad, Dirar M; Tolaymat, Feras
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Saturday, May 17, 2014 9:48 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/17/2014 9:48:00 PM

First Name: James

Last Name: Buskirk

Organization:

Email: Jbuskir@gmail.com

Mailing Address: 102 Buskirk Addition

City: Logan

State: WV

Zip Code: 25601

Comments: Alternative #1 (Replace bridge in existing location w/roundabout) consists of a roundabout at the Dingess Street-WV 10 intersection. The new bridge will have four 12 foot wide travel lanes and a 4 foot median with a 5 foot sidewalk on the downstream side of the existing bridge. The total length of the proposed three span bridge is approximately 305 feet long. Total project cost is \$9,753,022.

My family has owned this property in Logan since the 19th century, with that said, Alt #1 not only is beneficial to me as a land owner it also serves the greater community. The use of a roundabout allows traffic patterns into the town as well as to bypass it. Environmentally, roundabouts are better intersections and would add to the overall character of Logan.

----- For Copy-and-Pasting into website -----

James, Buskirk,, Jbuskir@gmail.com, 102 Buskirk Addition, Logan, WV, 25601, "Alternative #1 (Replace bridge in existing location w/roundabout) consists of a roundabout at the Dingess Street-WV 10 intersection. The new bridge will have four 12 foot wide travel lanes and a 4 foot median with a 5 foot sidewalk on the downstream side of the existing bridge. The total length of the proposed three span bridge is approximately 305 feet long. Total project cost is \$9,753,022.

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To: Crookshanks, Mia D; Hughes, Sasha D; Watkins, Susan M
Subject: James D. Buskirk

Good morning:

The following email was received in the Governor's Office. Below, Mr. Buskirk expresses his "frustrations" regarding a project that is/will be occurring in Logan County.

Any assistance you can provide would be greatly appreciated. Please contact the constituent directly and forward a copy of the response.

Thank you,

Tyler Aliff
Caseworker
Constituent Services
Office of Governor Earl Ray Tomblin
1900 Kanawha Boulevard, East
Charleston, WV 25305
(304) 558-2000
Tyler.W.Aliff@wv.gov

PRIVILEGED AND CONFIDENTIAL COMMUNICATION

The information transmitted in this email is intended only for the person or entity to whom it is addressed and may contain confidential and/or privileged material. Any use of this information other than by the intended recipient is prohibited. If you receive this message in error, please send a reply email to the sender and delete the material from any and all computers.

From: Governor [<mailto:support@wvinteractive.com>]
Sent: Saturday, May 17, 2014 10:45 PM
To: Governor
Subject: Governor Contact Alert - James D. Buskirk

[Governor](#)

James D. Buskirk has been added

[Modify my alert settings](#) | [View James D. Buskirk](#) | [View Contact](#)

YourName: James D. Buskirk

EmailAddress: jbuskir@gmail.com

Comments: In reference to the West Virginia Department of Transportation Division of Highways in cooperation with the Federal Highway Administration, State Project S323-10-21.79 Federal Project NHPP-0010(234)D (Dingess Street Bridge Replacement Project (aka Reverend Glenn White Jr. Bridge) Logan County, WV), I feel that my families and my interests are not being considered. We have owned property, Buskirk Addition, in Logan since the late 1800's. This project may threaten our livelihood. After review the proposal in great depth, Alternative #1 would serve both private and community interests. I have commented on the WVDOT website, but feel this is only propaganda giving citizens a false sense of democracy. Furthermore, our family would be unable to financially compete with the interests of big business. I have served this nation for the past 15 years and fully understand the real implications of legislation. This project has the potential to negatively affect my family.

How can one voice be heard?

Organization:

Address1: 1693 Tampa Dr.

Address2:

City: Honolulu

State: HI

ZipCode: 96819

Phone: 3043084928

Subject: State Project S323-10-21.79 Federal Project NHPP-0010(234)D

Completed: No

Last Modified 5/17/2014 10:41 PM by (unknown)

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 2:52 PM
To: Epperly, Randy T; Tabassum, Rubina; Ahmad, Dirar M; Hark, Ben L; Tolaymat, Feras
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:46 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:46:08 PM

First Name: James

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City:

State: WV

Zip Code: 25601

Comments: Studies have shown that roundabouts are safer than traditional stop sign or signal-controlled intersections.

Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). Studies by the IIHS and Federal Highway Administration have shown that roundabouts typically achieve:

A 37 percent reduction in overall collisions
A 75 percent reduction in injury collisions
A 90 percent reduction in fatality collisions
A 40 percent reduction in pedestrian collisions

----- For Copy-and-Pasting into website -----

James, Buskirk,,,, WV, 25601, "Studies have shown that roundabouts are safer than traditional stop sign or signal-controlled intersections.

Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). Studies by the IIHS and Federal Highway Administration have shown that roundabouts typically achieve:

- A 37 percent reduction in overall collisions
- A 75 percent reduction in injury collisions
- A 90 percent reduction in fatality collisions
- A 40 percent reduction in pedestrian collisions "

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 2:53 PM
To: Epperly, Randy T; Tolaymat, Feras; Ahmad, Dirar M; Hark, Ben L; Tabassum, Rubina
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:47 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:47:13 PM

First Name: Kelly

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City:

State: WV

Zip Code:

Comments: Operational Performance - When operating within their capacity, roundabouts typically have lower overall delay than signalized and all-way stop-controlled intersections. The delay reduction is often most significant during non-peak traffic periods. These performance benefits can often result in reduced lane requirements between intersections. When used at the terminals of freeway interchanges, roundabouts can often reduce lane requirements for bridges over or under the freeway, thus substantially reducing construction costs. However, as yield-controlled intersections, roundabouts do not provide priority to specific users such as trains, transit, or emergency vehicles.

Environmental Factors - Roundabouts often provide environmental benefits by reducing vehicle delay and the number and duration of stops compared with signalized or all-way stop-controlled alternatives. Even when there are heavy volumes, vehicles continue to advance slowly in moving queues rather than coming to a complete stop. This can reduce noise and air quality impacts and fuel consumption significantly by reducing the number of acceleration/deceleration cycles and the time spent idling.

----- For Copy-and-Pasting into website -----

Kelly, Buskirk, WV, "Operational Performance - When operating within their capacity, roundabouts typically have lower overall delay than signalized and all-way stop-controlled intersections. The delay reduction is often most significant during non-peak traffic periods. These performance benefits can often result in reduced lane requirements between intersections. When used at the terminals of freeway interchanges, roundabouts can often reduce lane requirements for bridges over or under the freeway, thus substantially reducing construction costs. However, as yield-controlled intersections, roundabouts do not provide priority to specific users such as trains, transit, or emergency vehicles.

Environmental Factors - Roundabouts often provide environmental benefits by reducing vehicle delay and the number and duration of stops compared with signalized or all-way stop-controlled alternatives. Even when there are heavy volumes, vehicles continue to advance slowly in moving queues rather than coming to a complete stop. This can reduce noise and air quality impacts and fuel consumption significantly by reducing the number of acceleration/deceleration cycles and the time spent idling.

"

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 2:53 PM
To: Epperly, Randy T; Tolaymat, Feras; Hark, Ben L; Ahmad, Dirar M; Tabassum, Rubina
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:48 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:47:58 PM

First Name: Martha

Last Name: Cody

Organization:

Email:

Mailing Address:

City: Logan

State: WV

Zip Code: 25601

Comments: Ongoing Operations and Maintenance - A roundabout typically has lower operating and maintenance costs than a traffic signal due to the lack of technical hardware, signal timing equipment, and electricity needs. Roundabouts also provide substantial cost savings to society due to the reduction in crashes, particularly fatal and injury crashes, over their service life. As a result, the overall life cycle costs of a roundabout can be significantly less than that of a signalized intersection.

----- For Copy-and-Pasting into website -----

Martha,Cody,,,,Logan,WV,25601,"Ongoing Operations and Maintenance - A roundabout typically has lower operating and maintenance costs than a traffic signal due to the lack of technical hardware, signal timing equipment, and electricity needs. Roundabouts also provide substantial cost savings to society due to the reduction in crashes, particularly fatal and injury crashes, over their service life. As a result, the overall life cycle costs of a roundabout can be significantly less than that of a signalized intersection."

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 2:54 PM
To: Epperly, Randy T; Tolaymat, Feras; Ahmad, Dirar M; Tabassum, Rubina; Hark, Ben L
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:49 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:48:45 PM

First Name: Barbara

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City: Logan

State: WV

Zip Code: 25601

Comments: Pedestrian Safety - Due to the reduction of vehicle speeds in and around the intersection, roundabouts can improve pedestrian crossing opportunities. Additionally, the splitter island refuge area provides the ability for pedestrians to focus on one traffic stream at a time while crossing. However, pedestrians with visual impairments may not receive the same level of information at a roundabout as at a typical signalized intersection, and they may require additional treatments, such as pedestrian signalization. Specific design treatments for enhancing accessibility for visually impaired pedestrians are receiving continued study

----- For Copy-and-Pasting into website -----

Barbara, Buskirk, Logan, WV, 25601, "Pedestrian Safety - Due to the reduction of vehicle speeds in and around the intersection, roundabouts can improve pedestrian crossing opportunities. Additionally, the splitter island refuge area provides the ability for pedestrians to focus on one traffic stream at a time while crossing. However, pedestrians with visual impairments may not receive the same level of information at a roundabout as at a typical signalized intersection,

and they may require additional treatments, such as pedestrian signalization. Specific design treatments for enhancing accessibility for visually impaired pedestrians are receiving continued study"

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 2:54 PM
To: Epperly, Randy T; Ahmad, Dirar M; Tolaymat, Feras; Hark, Ben L; Tabassum, Rubina
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:50 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:49:58 PM

First Name: Natalie

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City: Logan

State: WV

Zip Code:

Comments: The cost difference between building a roundabout and a traffic signal is comparable. A roundabout may need more property within the actual intersection, but takes up less space on the streets approaching the roundabout. Roundabouts usually require less overall property to build than a signal with turn lanes because traffic doesn't have to line up and wait for a green light. In addition to reducing congestion and increasing safety, roundabouts eliminate hardware, maintenance and electrical costs associated with traffic signals, which can amount to approximately \$5,000 per year. However, there are typically more overhead lights and additional maintenance with the central island landscaping or grass mowing at a roundabout. Many communities are also favorable to the aesthetics of a well-designed and landscaped roundabout. There is typically little difference in the overall cost and maintenance between a signalized intersection and a roundabout.

----- For Copy-and-Pasting into website -----

Natalie, Buskirk,,, Logan, WV,, "The cost difference between building a roundabout and a traffic signal is comparable. A roundabout may need more property within the actual intersection, but takes up less space on the streets approaching

the roundabout. Roundabouts usually require less overall property to build than a signal with turn lanes because traffic doesn't have to line up and wait for a green light. In addition to reducing congestion and increasing safety, roundabouts eliminate hardware, maintenance and electrical costs associated with traffic signals, which can amount to approximately \$5,000 per year. However, there are typically more overhead lights and additional maintenance with the central island landscaping or grass mowing at a roundabout. Many communities are also favorable to the aesthetics of a well-designed and landscaped roundabout. There is typically little difference in the overall cost and maintenance between a signalized intersection and a roundabout."

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 2:55 PM
To: Epperly, Randy T; Ahmad, Dirar M; Tabassum, Rubina; Tolaymat, Feras; Hark, Ben L
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:51 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:50:37 PM

First Name: Jim

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City: Logan

State: WV

Zip Code: 25601

Comments: Contrary to many peoples' perceptions, roundabouts actually move traffic through an intersection faster, and with less congestion on approaching roads. Roundabouts promote a continuous flow of traffic. Unlike intersections with traffic signals, you don't have to wait for a green light at a roundabout to get through the intersection. Traffic is not required to stop - only yield - so the intersection can handle more traffic in the same amount of time.

Roundabout studies by Kansas State University have measured traffic flow at intersections before and after conversion to roundabouts. In each case, installing a roundabout led to a 20 percent reduction in delays. The proportion of vehicles that had to stop - just long enough for a gap in traffic - was also reduced.

----- For Copy-and-Pasting into website -----

Jim, Buskirk,,,, Logan, WV, 25601, "Contrary to many peoples' perceptions, roundabouts actually move traffic through an intersection faster, and with less congestion on approaching roads. Roundabouts promote a continuous flow of traffic.

Unlike intersections with traffic signals, you don't have to wait for a green light at a roundabout to get through the intersection. Traffic is not required to stop - only yield - so the intersection can handle more traffic in the same amount of time.

Roundabout studies by Kansas State University have measured traffic flow at intersections before and after conversion to roundabouts. In each case, installing a roundabout led to a 20 percent reduction in delays. The proportion of vehicles that had to stop - just long enough for a gap in traffic - was also reduced.

"

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 2:56 PM
To: Epperly, Randy T; Ahmad, Dirar M; Hark, Ben L; Tabassum, Rubina; Tolaymat, Feras
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:53 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:53:00 PM

First Name: James

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City:

State: WV

Zip Code: 25601

Comments: ALT #1: People resist change, but once the public gets used to roundabouts, it really is a nice feature.

----- For Copy-and-Pasting into website -----

James, Buskirk,,,,, WV, 25601, "ALT #1: People resist change, but once the public gets used to roundabouts, it really is a nice feature."

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 3:00 PM
To: Ahmad, Dirar M; Epperly, Randy T; Tolaymat, Feras; Tabassum, Rubina; Hark, Ben L
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:58 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:57:42 PM

First Name: Martha

Last Name: Cody

Organization:

Email:

Mailing Address:

City:

State: WV

Zip Code: 25601

Comments: Roundabouts are designed to accommodate trucks and other large vehicles. Trucks require more room to turn and may use the mountable truck apron, the raised pavement around the centralized island, for additional space.

----- For Copy-and-Pasting into website -----

Martha,Cody,,,,,WV,25601,"Roundabouts are designed to accommodate trucks and other large vehicles. Trucks require more room to turn and may use the mountable truck apron, the raised pavement around the centralized island, for additional space. "

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 3:06 PM
To: Epperly, Randy T; Ahmad, Dirar M; Tolaymat, Feras; Hark, Ben L; Tabassum, Rubina
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: [Announcement No Replies@wv.gov](mailto:Announcement_No_Replies@wv.gov) [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 2:59 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 2:59:07 PM

First Name: Kelly

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City:

State: WV

Zip Code: 25601

Comments: Roundabouts create an area for communities to provide green space and landscape architecture.

----- For Copy-and-Pasting into website -----

Kelly, Buskirk,,,,, WV, 25601, "Roundabouts create an area for communities to provide green space and landscape architecture. "

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 3:07 PM
To: Epperly, Randy T; Ahmad, Dirar M; Tolaymat, Feras; Hark, Ben L; Tabassum, Rubina
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: [Announcement No Replies@wv.gov](mailto:Announcement_No_Replies@wv.gov) [[mailto:Announcement No Replies@wv.gov](mailto:Announcement_No_Replies@wv.gov)]
Sent: Monday, May 19, 2014 3:01 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 3:00:43 PM

First Name: Jim

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City: Logan

State: WV

Zip Code: 25601

Comments: Studies done in the U.S., Europe, and Australia have found that roundabouts have better safety performance over types of intersections. Surveys have also shown that the damage incurred in roundabout crashes was significantly reduced. The Insurance Institute for Highway Safety published A Study of Crash Reductions Following Installation of Roundabouts in the United States, in May 2000, illustrating the reductions of crashes after the introduction of a roundabout.

----- For Copy-and-Pasting into website -----

Jim, Buskirk,,,, Logan, WV, 25601, "Studies done in the U.S., Europe, and Australia have found that roundabouts have better safety performance over types of intersections. Surveys have also shown that the damage incurred in roundabout crashes was significantly reduced. The Insurance Institute for Highway Safety published A Study of Crash Reductions Following Installation of Roundabouts in the United States, in May 2000, illustrating the reductions of crashes after the introduction of a roundabout. "

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 3:17 PM
To: Epperly, Randy T; Ahmad, Dirar M; Tolaymat, Feras; Tabassum, Rubina; Hark, Ben L
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 3:04 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 3:04:12 PM

First Name: James

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City: Logan

State: WV

Zip Code: 25601

Comments: U.S. Department of Transportation Federal Highway Administration, The Highway Safety Manual (HSM) indicates that:

By converting from a two-way stop control mechanism to a roundabout, a location can experience an 82 percent reduction in severe (injury/fatal) crashes and a 44 percent reduction in overall crashes.

By converting from a signalized intersection to a roundabout, a location can experience a 78 percent reduction in severe (injury/fatal) crashes and a 48 percent reduction in overall crashes.

----- For Copy-and-Pasting into website -----

James, Buskirk, Logan, WV, 25601, "U.S. Department of Transportation Federal Highway Administration, The Highway Safety Manual (HSM) indicates that:

By converting from a two-way stop control mechanism to a roundabout, a location can experience an 82 percent reduction in severe (injury/fatal) crashes and a 44 percent reduction in overall crashes.

By converting from a signalized intersection to a roundabout, a location can experience a 78 percent reduction in severe (injury/fatal) crashes and a 48 percent reduction in overall crashes.

"

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 3:18 PM
To: Epperly, Randy T; Tolaymat, Feras; Ahmad, Dirar M; Hark, Ben L; Tabassum, Rubina
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: [Announcement No Replies@wv.gov](mailto:Announcement_No_Replies@wv.gov) [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 3:10 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 3:09:49 PM

First Name: Natalie

Last Name: Murphy

Organization:

Email:

Mailing Address:

City:

State: WV

Zip Code:

Comments: Drivers may be skeptical of or even opposed to roundabouts when they are proposed. However, several Institute studies show that opinions quickly change when drivers become familiar with them. A 2002 Institute study in three communities where single-lane roundabouts replaced stop sign-controlled intersections found 31 percent of drivers supported the roundabouts before construction, compared with 63 percent shortly after. Another study surveyed drivers in three additional communities where a one- or two-lane roundabout replaced stop signs or traffic signals. Overall, 36 percent of drivers supported the roundabouts before construction compared with 50 percent shortly after. Follow-up surveys conducted in these six communities after roundabouts had been in place for more than one year found the level of public support increased to about 70 percent on average.

The additional travel lanes in multilane roundabouts increase the complexity of the driving task. Still, a study of a pair of two-lane roundabout conversions near Bellingham, Wash., found that the proportion of drivers who favored the roundabouts increased from 34 percent before construction to 51 percent six months after and 70 percent more than one year after

----- For Copy-and-Pasting into website -----

Natalie, Murphy, WV, "Drivers may be skeptical of or even opposed to roundabouts when they are proposed. However, several Institute studies show that opinions quickly change when drivers become familiar with them. A 2002 Institute study in three communities where single-lane roundabouts replaced stop sign-controlled intersections found 31 percent of drivers supported the roundabouts before construction, compared with 63 percent shortly after. Another study surveyed drivers in three additional communities where a one- or two-lane roundabout replaced stop signs or traffic signals. Overall, 36 percent of drivers supported the roundabouts before construction compared with 50 percent shortly after. Follow-up surveys conducted in these six communities after roundabouts had been in place for more than one year found the level of public support increased to about 70 percent on average.

The additional travel lanes in multilane roundabouts increase the complexity of the driving task. Still, a study of a pair of two-lane roundabout conversions near Bellingham, Wash., found that the proportion of drivers who favored the roundabouts increased from 34 percent before construction to 51 percent six months after and 70 percent more than one year after "

Epperly, Randy T

From: Mullins, Sondra L
Sent: Monday, May 19, 2014 3:18 PM
To: Hark, Ben L; Epperly, Randy T; Ahmad, Dirar M; Tabassum, Rubina; Epperly, Randy T
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: [Announcement No Replies@wv.gov](mailto:Announcement_No_Replies@wv.gov) [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 3:12 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 3:11:41 PM

First Name: Lou

Last Name: Arnold

Organization:

Email:

Mailing Address:

City: Man

State: WV

Zip Code:

Comments: Several studies conducted by IIHS and others have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts. Most research has focused primarily on conversions of traditional intersections to single-lane roundabouts. A study of three intersections in Kansas, Maryland and Nevada where roundabouts replaced stop signs found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent. A study of three locations in New Hampshire, New York and Washington state where roundabouts replaced traffic signals or stop signs found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops. A study of 11 intersections in Kansas found a 65 percent average reduction in delays and a 52 percent average reduction in vehicle stops after roundabouts were installed.

----- For Copy-and-Pasting into website -----

Lou ,Arnold,,,,Man,WV,,"Several studies conducted by IIHS and others have reported significant improvements in traffic flow following conversion of traditional intersections to roundabouts. Most research has focused primarily on

conversions of traditional intersections to single-lane roundabouts. A study of three intersections in Kansas, Maryland and Nevada where roundabouts replaced stop signs found that vehicle delays were reduced 13-23 percent and the proportion of vehicles that stopped was reduced 14-37 percent. A study of three locations in New Hampshire, New York and Washington state where roundabouts replaced traffic signals or stop signs found an 89 percent average reduction in vehicle delays and a 56 percent average reduction in vehicle stops. A study of 11 intersections in Kansas found a 65 percent average reduction in delays and a 52 percent average reduction in vehicle stops after roundabouts were installed."

Epperly, Randy T

From: Mullins, Sondra L
Sent: Tuesday, May 20, 2014 7:41 AM
To: Epperly, Randy T; Tabassum, Rubina; Ahmad, Dirar M; Hark, Ben L; Tolaymat, Feras
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 6:24 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 6:23:52 PM

First Name: Jim

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City: Logan

State: WV

Zip Code: 25601

Comments: Access to jobs, services, and transportation options are already limited in Logan. In order to build on the towns inherent natural and working landscapes, local institutions, existing infrastructure, historic and cultural resources, and human capital, it has to be assessable to people. Relocating the Dingess Street Bridge further upriver will only encourage vehicle traffic to bypass Logan.

----- For Copy-and-Pasting into website -----

Jim, Buskirk,,,, Logan, WV, 25601, "Access to jobs, services, and transportation options are already limited in Logan. In order to build on the towns inherent natural and working landscapes, local institutions, existing infrastructure, historic and cultural resources, and human capital, it has to be assessable to people. Relocating the Dingess Street Bridge further upriver will only encourage vehicle traffic to bypass Logan. "

The state has the power to take private property for public use. However, I strongly urge the WVDOH to adopt Alternative #1 in order to lessen the impacts to private interests."

Epperly, Randy T

From: Mullins, Sondra L
Sent: Tuesday, May 20, 2014 7:41 AM
To: Hark, Ben L; Epperly, Randy T; Ahmad, Dirar M; Tolaymat, Feras; Tabassum, Rubina
Subject: FW: Dingess Street Bridge comment

-----Original Message-----

From: Announcement_No_Replies@wv.gov [mailto:Announcement_No_Replies@wv.gov]
Sent: Monday, May 19, 2014 8:24 PM
To: Mullins, Sondra L
Subject: Dingess Street Bridge comment

Message Sent: 5/19/2014 8:23:59 PM

First Name: Jim

Last Name: Buskirk

Organization:

Email:

Mailing Address:

City: Logan

State: WV

Zip Code: 25601

Comments: As someone who the proposed Dingess Street Bridge Project located on WV 10 in Logan directly affects, I would support Alternative #1 (Replace bridge in existing location w/roundabout) consists of a roundabout at the Dingess Street-WV 10 intersection.

The state has the power to take private property for public use. However, I strongly urge the WVDOH to adopt Alternative #1 in order to lessen the impacts to private interests.

----- For Copy-and-Pasting into website -----

Jim, Buskirk,,,, Logan, WV, 25601, "As someone who the proposed Dingess Street Bridge Project located on WV 10 in Logan directly affects, I would support Alternative #1 (Replace bridge in existing location w/roundabout) consists of a roundabout at the Dingess Street-WV 10 intersection.

*Jana Godby Spano
PO Box 634
Logan, WV 25601
304-752-8634*



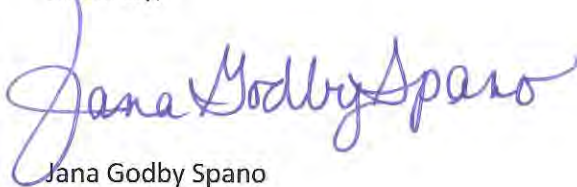
May 22, 2014

Mr. Scites,

My name is Jana Spano and I am writing in response to the purposed bridge construction on Dingess St. in Logan. I live in Buskirk Addition at the entrance to Logan Regional Medical Center. I also own the house adjacent to mine which is a rental property. My garage is visible in the picture on the cover of the handout that was given at the public meeting on May 15, 2014. I was unaware of the meeting but was out of town on that date. As you can see, the only parking to my houses is by the road as you enter the hospital. I am very concerned about property access during the bridge construction. If the road is blocked, my family and my tenants will have no parking. Do you have any plans to purchase my properties? No one has contacted me. In the past, surveying was done and lines drawn very near my property line. If my parking is affected or taken, my property values will be diminished. I MUST park by the road and walk up to my house since no other parking is available. I want you to be aware that even if my houses are not affected that access and parking most likely will be.

I would appreciate it if you would contact me at some point in the near future to discuss my issues or direct me to someone that can give me some information. My phone numbers are 304-752-8634 (home), 304-784-2599 (cell), or 304-792-2084 (work). I am deeply concerned and would like to speak to someone directly.

Sincerely,


Jana Godby Spano

John Mores

From: Epperly, Randy T [Randy.T.Epperly@wv.gov]
Sent: Tuesday, May 27, 2014 2:51 PM
To: Ben Resnick; John Mores
Subject: FW: Logan Bridge Replacement

Below is a comment from Dingess Street Bridge and our response.

From: Hark, Ben L
Sent: Tuesday, May 27, 2014 2:50 PM
To: Ahmad, Dirar M
Cc: Scites, Raymond J; Tabassum, Rubina; Tolaymat, Feras; Epperly, Randy T; Mullins, Sondra L
Subject: Logan Bridge Replacement

Dirar,

I just spoke with Ms. Spano about her concerns with access to her properties from the Dingess Street Bridge replacement project. She indicated she is a willing seller if R/W is needed from her. I explained this is early in project development & the decision on a preferred alternative will probably not occur until after the next public meeting later this Fall or early 2015 following approval of the EA. I also told her she will receive notification of the next public meeting. She seemed pleased with this information.

Ben

From: Hark, Ben L
Sent: Thursday, May 22, 2014 7:37 AM
To: Ahmad, Dirar M
Cc: Mullins, Sondra L
Subject: FW: Logan Bridge Replacement

Dirar,

DDR probably should contact Ms Spano. See below.

Ben

From: Scites, Raymond J
Sent: Wednesday, May 21, 2014 2:21 PM
To: Hark, Ben L
Subject: FW: Logan Bridge Replacement

Could you have someone contact this citizen.

From: jana spano [<mailto:jlqswv@yahoo.com>]
Sent: Wednesday, May 21, 2014 1:30 PM
To: Scites, Raymond J
Subject: Logan Bridge Replacement

Mr. Scites,

My name is Jana Spano. I own two properties at the entrance to Logan Regional Medical Center. I was informed today about the public meeting that was conducted last week. I was out of town so I would have been unable to attend. I am very concerned about how this construction will affect my property and parking. I own two houses at the entrance to the hospital. I live in one house and the house next to me is a rental property. I found the handout on-line that was distributed at the meeting. You can see my garage in the picture at the entrance to the hospital that is on the cover of the handout. This is the only parking that I have for my two houses. I cannot give up my parking or be blocked with no way to enter my houses during this construction. Survey lines were made quite awhile back very close to my property. No one has contacted me concerning how this would impact me. Are you planning to buy out my houses? If not, how will we have access and parking? I would appreciate you getting back to me. My cell phone number is 304-784-2599. The best time to contact me would be after 3:30. Should I also send a comment in the form of a letter to the address that was listed on the handout? I hope you understand that I must protect my property access. Please inform me of what steps that I need to take. Thank you.

Jana Godby Spano



West Virginia Department of Transportation Correspondence (AC) Report Form

Please Select One: Final **Agency/District/Division:** DD

Senator/Delegate/Representative: Click here to enter text.

CITIZEN

Name: James D. Buskirk

Phone: 304-308-4928

Address: 1693 Tampa Drive, Honolulu, HI

E-mail: Click here to enter text.

ROAD

County: Logan

Name: Dingess Street Bridge

Type: N/A

Number: S323-10-21.79

CITIZEN'S CONCERN(S)

In reference to the West Virginia Department of Transportation Division of Highways in cooperation with the Federal Highway Administration, State Project S323-10-21.79 Federal Project NHPP-0010(234)D (Dingess Street Bridge Replacement Project (aka Reverend Glenn White Jr. Bridge) Logan County, WV), I feel that my families and my interests are not being considered. We have owned property, Buskirk Addition, in Logan since the late 1800's. This project may threaten our livelihood. After review the proposal in great depth, Alternative #1 would serve both private and community interests. I have commented on the WVDOT website, but feel this is only propoganda giving citizens a false sense of democracy. Furthermore, our family would be unable to financially compete with the interests of big business. I have served this nation for the past 15 years and fully understand the real implications of legislation. This project has the potential to negatively affect my family. How can one voice be heard?

CONTACT

By/Title: Ben Hark/Environmental
Section Head, Engineering Division

Form: Telephone

Date: 5/28/2014

DOT RESPONSE(S)

I spoke with Mr. Buskirk on May 27, 2014 who is in the Service in Hawaii and explained that no decision has been made on a preferred alternate. There will be a second public meeting in the Fall of 2014 or early 2015 and a preferred alternate will not be identified until after the second public meeting. I explained if property from him is needed for the project that compensation will be based on fair market value. I also told Mr. Buskirk that his name is on our contact list to be notified of future public meetings. Mr. Buskirk appreciated the call and information.

From: [Williamson, Jennifer J](#)
To: [Epperly, Randy T](#); [Ben Resnick](#)
Subject: FW: CWVA consultation
Date: Wednesday, June 24, 2015 8:00:07 AM

From: Williamson, Jennifer J
Sent: Monday, June 09, 2014 9:26 AM
To: 'ggozdzik@horizoncrm.com'; Bob Maslowski (bobwinecellar@yahoo.com)
Cc: alison.rogers@dot.gov; Reed, Karen A; Epperly, Randy T
Subject: RE: CWVA consultation

Ms. Gozdzik/Mr. Maslowski,

Please address any future correspondence regarding the CWVA's intent to participate in the Section 106 consultation process to Ms. Alison Rogers at the Federal Highway Administration. Her email address is alison.rogers@dot.gov.

Thank you,
Jennifer Williamson

From: Gloria Gozdzik [<mailto:ggozdzik@horizoncrm.com>]
Sent: Friday, May 30, 2014 1:59 PM
To: Williamson, Jennifer J
Cc: 'Bob Maslowski'; 'Darla Spencer'; manslinger@crai-ky.com; 'Nicholas Freidin'; 'Pullins Stevan'; Isaac Emrick
Subject: CWVA consultation

Dear Ms. Williamson; as president of the Council for West Virginia Archaeology we request that the Council be a consulting party on the Cultural Affiliation Project that DOH is working on. Please let me know if there is anything we can do to help you with this project.

Gloria Gozdzik, Ph.D.

Horizon Research Consultants, Inc.
1534 Point marion Road
Morgantown West Virginia, 26508
304-599-5799

From: [Williamson, Jennifer J](#)
To: [Epperly, Randy T](#); [Ben Resnick](#)
Subject: FW: consultation on 106 projects
Date: Wednesday, June 24, 2015 8:01:11 AM
Attachments: [Council for WV Arch. letter 4-11-14.pdf](#)

From: alison.rogers@dot.gov [mailto:alison.rogers@dot.gov]
Sent: Monday, July 21, 2014 10:07 AM
To: ggozdzik@horizoncrm.com
Cc: bobwinecellar@yahoo.com; Williamson, Jennifer J; Reed, Karen A; Epperly, Randy T; Hark, Ben L; Mullins, Sondra L; Jason.Workman@dot.gov
Subject: RE: consultation on 106 projects

Gloria,

Thank you for your interest, but I wanted to let you know that the WVDOH and FHWA are not preparing a Cultural Affiliation Project. We are working on a project to replace the existing Dingess Street Bridge that carries WV Route 10 over the Guyandotte River in Logan, West Virginia. The attached PDF file is a copy of the letter that WVDOH sent to the Council for West Virginia Archaeology inviting your organization to participate in the National Historic Preservation Act Section 106 process for the Dingess Street Bridge Replacement Project. If you could clarify your request, then I can review and respond, as appropriate.

Thank you very much,
Alison

Alison Rogers
Environmental Program Manager
FHWA – WV Division
700 Washington Street, East
Charleston, WV 25301
Phone: 304-347-5436
alison.rogers@dot.gov

From: Gloria Gozdzik [mailto:ggozdzik@horizoncrm.com]
Sent: Monday, June 09, 2014 1:23 PM
To: Rogers, Alison (FHWA)
Cc: 'Robert Maslowski'
Subject: consultation on 106 projects

Dear Ms. Rogers; As president of the Council for West Virginia Archaeology we request that the Council be a consulting party on the Cultural Affiliation Project that DOH is working on. Please let me know if there is anything we can do to help you with this project.

Gloria Gozdzik, Ph.D.

Horizon Research Consultants, Inc.

1534 Point marion Road
Morgantown West Virginia, 26508
304-599-5799

Agency Coordination



RECEIVED

NOV 03 2011

ENGINEERING DIVISION
WV DOH

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

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

November 1, 2011

Mr. Ben L. Hark, Environmental Section Head
WV Department of Transportation
Division of Highways
Building Five, Room 110
1900 Kanawha Blvd., East
Charleston, WV 25305-0430

Re: Statewide Historic Bridge Survey
S699-HIS/BR-1.00
BR-2004(029) E

Dear Mr. Hark:

We have received the preliminary eligibility results for the several bridge types for the Statewide Historic Bridge Survey. They include the following:

- Steel Arch-Through
- Steel Stringer/Multi-beam or Girder – Welded
- Steel Stringer/Multi-beam or Girder – Welded (continuous)
- Steel Stringer/Multi-beam or Girder – Riveted
- Steel Stringer/Multi-beam or Girder – Riveted (continuous)
- Steel Girder and Floorbeam System
- Steel Girder and Floorbeam System – Riveted

Concrete arches (Uncommon design elements characteristic of Daniel Luten; design elements characteristic of Daniel Luten; bridges commonly built by Luten Bridge Company franchises; and non-Luten concrete arches)

- Steel Stringer/Multi-beam or Girder
- Steel Stringer/Multi-beam or Girder Continuous
- Steel Girder and Floorbeam System Continuous
- Steel Girder and Floorbeam System Riveted Continuous

Four bridge inventory forms did not include evaluations. They include bridges with the following BARS numbers: 10A233, 10A234, 20A584, and 20A585. It is our understanding that they will be evaluated with the Earl M. Vickers Bridge (#10A020) which will be submitted at a later date for our review.

Further, we do not currently agree with the “not eligible” determination for the Eskdale Deck Arch Bridge in Kanawha County (BARS #20A746) or the Spohr’s Crossroads Bridge in Morgan County

(BARS #33A021). We request the opportunity to discuss the eligibility of these two bridges prior to issuing our determination of eligibility under Criterion C.

With regard to the remaining bridges included with the above-mentioned submissions, we have completed our review and agree with the National Register eligibility determination for each documented bridge under Criterion C: Engineering. Please know that we did not review the bridges for their eligibility under Criterion A. We understand that eligibility determinations under Criterion A are occurring separately.

Should you have any questions regarding our review, please let us know. We can be reached at 304.558.0240.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan M. Pierce". The signature is written in a cursive style with a large, prominent initial "S".

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/EMR



United States Department of the Interior

FISH AND WILDLIFE SERVICE
West Virginia Field Office
694 Beverly Pike
Elkins, West Virginia 26241



March 18, 2014

Mr. Ben Hark
West Virginia Department of Transportation
Division of Highways
1900 Kanawha Boulevard East
Charleston, West Virginia 25305

Re: West Virginia Division of Highways, Northern Long Eared Bat in the Memorandum of Understanding, West Virginia

Dear Mr. Hark:

This responds to your request of March 7, 2014, for information regarding use of the Memorandum of Understanding (MOU) between West Virginia Division of Highways and the U.S. Fish and Wildlife Service (Service) as it pertains to the northern long eared bat (*Myotis septentrionalis*).

On October 2, 2013, in the *Federal Register* (78 FR 61045 -61080) the Service proposed the northern long eared bat for listing under the ESA. A final listing determination is anticipated within one year of the proposal.

In your March 7, 2014, request you proposed covering the northern long eared bat under the current MOU using protocols in place for the federally listed Indiana bat (*Myotis sodalis*) until further guidance is available on the northern long eared bat. The Service concurs that the current MOU and associated Indiana bat protocols will be sufficient to cover the northern long eared bat until further information is available.

If you have any questions regarding this letter, please contact Liz Stout of my staff at (304) 636-6586 Ext. 15, Elizabeth_Stout@fws.gov, or at the letterhead address.

Sincerely,

John E. Schmidt
Field Supervisor

**MEMORANDUM OF UNDERSTANDING
BETWEEN
THE FEDERAL HIGHWAY ADMINISTRATION,
THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, AND
THE U.S. FISH AND WILDLIFE SERVICE**

1.0 PURPOSE & SCOPE

This is a Memorandum of Understanding (MOU) between the Federal Highway Administration (FHWA), the West Virginia Department of Transportation (WVDOT) and the U.S. Fish and Wildlife Service (USFWS). All parties are committed to achieving timely planning, development, design and implementation of adequate, safe, environmentally sound and economical transportation improvements while assuring the protection of Federally-listed endangered and threatened, and proposed and candidate species, and eagles, in accordance with the goals and requirements of the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d, 54 Stat. 250), and the National Environmental Policy Act (NEPA) (42 U.S.C. 4321-4347). References to habitat in this MOU and attached appendices include critical habitat as defined in the ESA.

2.0 BACKGROUND

The ESA (section 7 (a) (2)) requires that each Federal agency consult with the USFWS to insure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of critical habitat. In addition, Federal agencies shall utilize their authorities in order to conserve listed species that are protected under the ESA (section 7 (a) (1)). The BGEPA prohibits anyone without a permit, including Federal and State agencies, from taking eagles, including their nests and eggs, or disturbing eagles. The ESA and BGEPA and their associated policies, regulations, and guidelines set forth procedures by which Federal agencies, their designated representatives, and the USFWS shall work together to achieve these objectives.

NEPA requires Federal agencies to conduct environmental reviews to consider the potential impacts on the environment from implementation of their proposed actions. The NEPA statute and regulations set forth a process to evaluate potential impacts as well as requirements for documentation of decisions resulting from that process. These include determination of the proposed project's potential environmental impacts; coordination with relevant agencies; and documentation of the analysis and decisions through an environmental impact statement, an environmental assessment, or a categorical exclusion supported by the administrative record.

This MOU between FHWA, WVDOT, and USFWS is intended to become an ongoing agreement among the parties to facilitate the conservation of these species and expedite the informal consultation process as required by the ESA and the BGEPA. The USFWS reserves the right to comment separately on any project pursuant to the Clean Water Act, NEPA, the Fish and Wildlife Coordination Act, or other statutes, laws and regulations. This MOU shall replace the

existing Blanket Letter Agreement between WVDOT and USFWS, which was signed March 15, 2005, and renewed on May 17, 2007. All parties recognize that the original "No Effect"/May Affect, Not Likely to Adversely Affect" Blanket Agreement Approval has been an effective streamlining tool and wish to solidify the process with the signing of this MOU.

This MOU is limited to minor projects and maintenance activities routinely completed by WVDOT to ensure access and safety for the traveling public. Projects that do not fall under the "minor projects" definition are not covered under the MOU. For the purpose of this MOU "minor projects" are defined as all WVDOT projects that meet the standards for Categorical Exclusion or Programmatic Categorical Exclusion as set forth by NEPA. Examples of such projects include but are not limited to: pavement resurfacing; culvert replacement, extension or repair; bank stabilization; road realignment; safety improvement measures; guardrail placement or elimination; walking trails; bike paths; city improvement projects; bridge replacement or repair; landscaping; drainage modifications; and utility placement along existing rights-of-way. In order to screen these projects for potential impacts to Federally-listed, proposed and candidate species, and eagles, WVDOT in coordination with USFWS and WVDNR developed a checklist and collection of Geographic Information System (GIS) layers that identify areas where these species may occur, as shown in Appendices A, B, and C.

Information on known locations of listed species and the potential range of listed species and their habitats were used in establishing the GIS layers. When appropriate, these layers also incorporate buffer zones around known or suspected species occurrence areas. To the extent possible, these buffer zones were based on information from established recovery plans (e.g., Cheat Mountain salamander), guidance documents (e.g., Bald Eagle Management Guidelines) or other appropriate sources.

3.0 WVDOT RESPONSIBILITIES UNDER THIS MOU

WVDOT shall undertake the following activities:

3.1 The WVDOT or its authorized agent will screen all proposed minor project actions covered under this MOU using the GIS layers (Appendices B and C) and associated screening tool checklist (Appendix A).

- A. The WVDOT will determine that the project will have "no effect" on Federally-listed, proposed and candidate species, and eagles when the proposed action:
- does not occur within any of the identified environmentally sensitive areas; AND
 - does not require an individual Clean Water Act section 404 permit (issued through the U.S. Army Corps of Engineers); AND
 - will have less than 17 acres (6.88 hectares) of timbering/clearing necessary for each project in its entirety.

No further coordination with USFWS will be required. A copy of the completed checklist (Appendix A) for the proposed action will be attached to the environmental document.

B. The WVDOT will document the proposed action has a minimum discountable affect on Federally-proposed and candidate species, and on eagles, and will determine that the project "may affect, but is not likely to adversely affect" Federally-listed species, when the proposed action:

- occurs within any of the identified environmentally sensitive areas AND
- can implement all the identified specialized measures as identified in Appendix C; AND
- does not require an individual Clean Water Act section 404 permit (issued through the U.S. Army Corps of Engineers); AND
- will have less than 17 acres (6.88 hectares) of timbering/clearing necessary for each proposed action in its entirety.

The WVDOT will send a notification (Appendix H) to USFWS that will include a copy of the completed checklist (Appendix A) for the proposed action, and a copy of the specialized measure(s) that will be implemented. A copy of the specialized measures will also be attached to any environmental and contracting documents prepared for the project. No further coordination with the USFWS will be required for those projects that will implement all specialized measures to avoid impacts to potentially affected species.

C. For projects that do not meet the "no effect" or the "may affect, not likely to adversely affect" criteria as defined above, WVDOT shall consult with the USFWS by submitting the package of information as outlined in Appendix I.

D. WVDOT will refer to and use Appendices D through G which contain requirements, special provisions and specialized Best Management Practices (BMPs) to reduce potential effects of construction projects on species protected under ESA and BGEPA as determined using Appendix A.

E. In the event that any species protected under the ESA or BGEPA is found during a stream or habitat assessment, all impacts and work shall stop, and the USFWS and other appropriate agencies shall be notified immediately.

F. The buffer zones and potential impact areas delineated in the referenced GIS layers were specifically designed to address small-scale proposed projects with limited additional rights-of-way that are the subject of this MOU. As a result, these buffer zones and impact areas are not appropriate to use when screening new construction and other larger-scale projects. Larger-scale proposed projects are still required to be submitted to the USFWS for individual project review. However, WVDOT may utilize the screening tool on larger projects to gain an initial perspective of whether the project will have ESA and/or BGEPA species issues. On such larger projects the GIS layers will only be used as a prescreening tool to help with early coordination with the USFWS. WVDOT desires to further develop the GIS screening tool to improve its future use and effectiveness on large scale projects.

G. Annually, by August 31, WVDOT will provide a summary or table listing each project that was cleared through this MOU, including the county in which it occurred. The

annual lists will be broken down into “no effect” and “may affect/not likely to adversely affect” projects.

4.0 USFWS RESPONSIBILITIES UNDER THIS MOU

USFWS shall undertake the following activities:

USFWS will inform all parties of any changes to the relevant policy, listing status, species information, and species protected under ESA and BGEPA. USFWS will also review submittals, as described under Section 3.1 C, above, and will participate in any update or changes to the Appendices in this MOU.

If a project meets the criteria listed under Section 3.1 A of this MOU, USFWS concurs that such projects will have “no effect” on Federally-listed species; therefore, no Biological Assessment or further section 7 consultation pursuant to the ESA is required. If a project meets the criteria listed under Section 3.1 B with implementation of the specialized measures found in Appendices D through G, USFWS concurs that these projects “may affect, but are not likely to adversely affect” Federally-listed species.

5.0 FHWA RESPONSIBILITIES UNDER THIS MOU

FHWA shall undertake the following activities:

FHWA will work cooperatively with all parties to ensure that the goals of WVDOT are met and proposed actions are in compliance with the ESA and BGEPA. FHWA agrees that WVDOT may perform informal consultation with USFWS on behalf of the FHWA. However, FHWA reserves the right to consult directly with any party to this agreement when FHWA deems such consultation appropriate.

6.0 EMERGENCY PROJECTS

For the purposes of this agreement an emergency project is defined as a situation when a transportation corridor area is cut off from normal emergency services after the collapse of a WVDOT structure, washout of roads, emergency closures of structures, etc.

6.1 WVDOT Emergency Consultation Procedures

WVDOT will work to rectify emergency situations as quickly as possible for the safety and welfare of the citizens of West Virginia. Before any work on an emergency project begins, WVDOT will screen these projects for any ESA/BGEPA issues per the procedures outlined in Sections 3.1 A and 3.1 B of this MOU. If the project requires further consultation with USFWS, WVDOT environmental personnel will immediately contact USFWS and verbally consult on the project to ensure that the work can begin as quickly as possible. Consultation will only occur on proposed projects that do NOT meet the criteria under Section 3.1 A or Section 3.1 B. WVDOT will subsequently send USFWS a notification of what was agreed to verbally and any documentation on the project’s construction/reconstruction activities. Any minimization and/or avoidance measures implemented in compliance with ESA or BGEPA pertaining to the emergency project will be included in the correspondence.

6.2 USFWS Procedures

USFWS will consult with WVDOT to address any emergency project issues when a project falls within the species zones outlined in this MOU. USFWS will review documentation submitted regarding emergency projects and any minimization and avoidance measures implemented, and inform WVDOT of any further action, information or documentation required.

6.3 FHWA Procedures

FHWA will assist both WVDOT and USFWS in any aspect of the emergency consultation procedures in order to facilitate implementation of emergency projects that potentially affect ESA Federally-listed, proposed, and candidate species, and/or species protected under BGEPA.

7.0 IT IS MUTUALLY UNDERSTOOD AND AGREED BY AND BETWEEN THE PARTIES THAT:

7.1. Modifications

As new information becomes available regarding the listing status of a species, new range and distribution data, changes in recovery plans or changes in relevant policy, procedures or guidelines, then modifications to this MOU will be made in the form of updates to the Appendices. Updates or changes to the Appendices will not require new signatures of the parties but will be adopted by letters to the respective agency heads from the initiating agency.

7.2. Monitoring

WVDOT will track the usage of the MOU including the following information: Project Name, Project Number, County, Type of Project (i.e. bank stabilization, culvert replacement, bridge repair, etc.), and map coordinates in decimal degrees. This information will be kept in an approved electronic format and provided to USFWS annually by August 31.

7.3. Annual Meeting

All parties agree to participate in an annual meeting or conference call to be held during the month of August. This meeting will be used to discuss any changes in listing status, range, distribution, recovery plans, relevant policy, and issues or changes that need to be made to this MOU.

7.4. Termination

This MOU will be terminated if any one party withdraws by notification of termination in writing to all parties. The termination will take place 30 days after the date of the notification letter. The notification letter must be sent certified mail to the following personnel:

A. Field Office Supervisor

United States Department of the Interior
U.S. Fish and Wildlife Service
West Virginia Field Office
694 Beverly Pike
Elkins, WV 26241

B. Division Administrator

Federal Highway Administration
West Virginia Division
700 Washington Street East, Suite 200
Charleston, WV 25301

C. Secretary of Transportation

West Virginia Department of Transportation
Division of Highways
1900 Kanawha Blvd. East, Bldg. 5
Charleston, WV 25305

Appendices

NOTE: References to habitat include critical habitat as defined in the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*)

Appendix A

WVDOT MINOR PROPOSED PROJECTS ESA/BGEPA CHECKLIST

Use the Environmentally Sensitive GIS Layers to answer these questions for each proposed project*

	Yes	No	Special Cond.
1. Requires clearing of 17 acres or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	--
2. Requires an individual Clean Water Act section 404 permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	--
3. Located within Zone 1?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A
4. Located within Zone 2 AND requires removal of trees >5" DBH?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B-1
5. Located within Zone 3 AND requires removal of more than 1/2 acre of forested habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B-2
6. Located within Zone 4?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B-3
7. Located within Zone 5 or 7?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C
8. Located in Zone 6?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C or E
9. Located within Zone 8?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	App E
10. Located within Zone 9?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	App D
11. Located within Zone 10?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F
12. Located within Zone 11?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	E
13. Located within Zone 12 AND requires removal of more than 1/2 acre of trees from 4/1 to 11/15?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C
14. Located within Zone A **	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

If you answered YES to either question 1,2 or 13, then the project is not covered under the procedures established in this MOU. Individual consultation with the USFWS is required. Please complete this entire checklist and then prepare a submittal package as outlined in Appendix I.

If you answered NO to all questions except 14, then the project is a "no effect" and no further consultation with USFWS is required. Please check the following box.

- According to the procedures established in this MOU, the WVDOT has determined that this proposed project will have "no effect" on Federally-listed endangered or threatened species, or proposed or candidate species, eagles, or habitat for the species, including designated critical habitat.. Therefore no biological assessment or further section 7 consultation under the Endangered Species Act is required with the U.S. Fish and Wildlife Service (USFWS). Should project plans change, or if additional information on listed and proposed species becomes available, this determination may be reconsidered.

If you answered "NO" to questions 1 and 2 but "YES" to any question 3-13, please refer to special conditions or appendices listed for each question to which you answered "yes".

- If you can implement ALL the special conditions for affected species, as found in Appendices D thru G, then the project is determined to be a "may affect, not likely to adversely affect." Prepare a notification package as outlined in Appendix H and send it to the USFWS. No additional reply is needed from the USFWS. A copy of all the special conditions that will be implemented shall also be attached to any environmental and contracting documents prepared for the project.

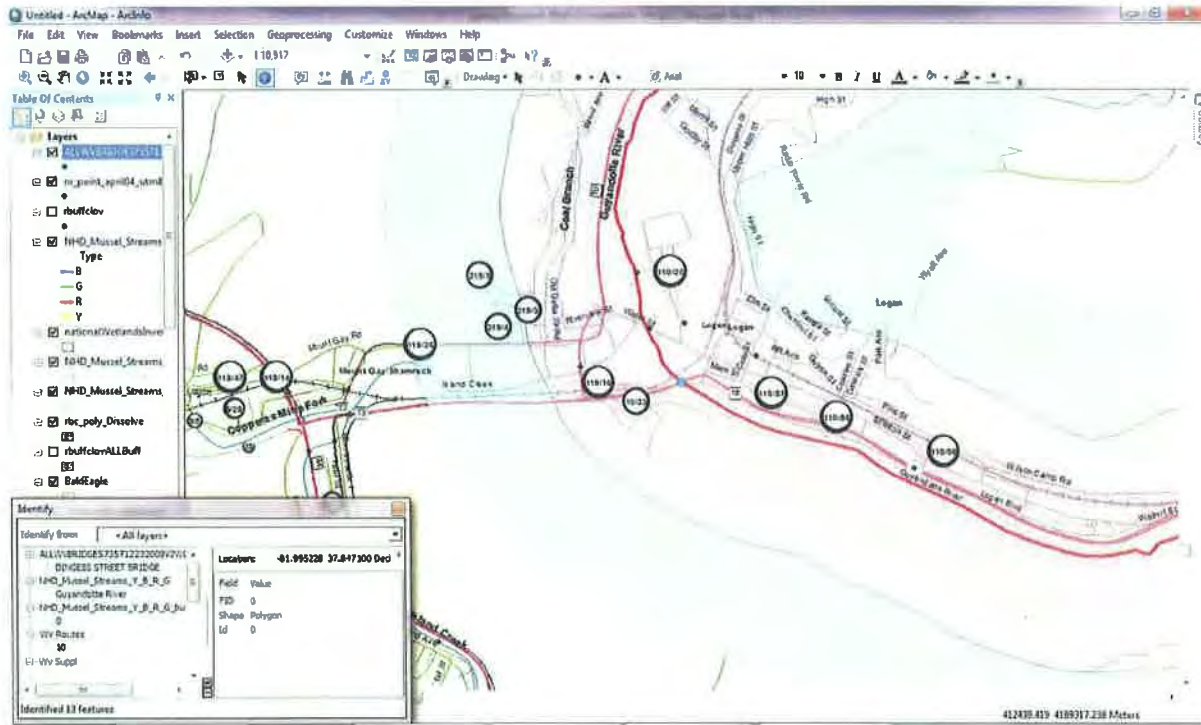
- If you cannot implement ALL the special conditions, as found in Appendices D thru G, then further consultation with USFWS is required. Prepare a project review package as outlined in Appendix I and send it to the USFWS for their review and response.

Comments: Dimness Street Bridge
S323-10-21-79
NHPP-0010(234)D
Logan County

Reviewed by: Jacinto Date: 1/9/13

*This form may only be used on "minor proposed projects" that are defined and included in the MOU between FHWA, WVDOT, USFWS, and WVDNR.

**Additional Zones not included in this MOU exist. These zones, however, do not pertain to endangered or threatened species and were not included in this MOU. They are included in this checklist for ease of overall project review. For example, Zone A refers to state listed mussel streams.



1/9/2013

Dingess Street Bridge
 S323-10-21.79
 NHPP-0010(234)D
 Logan County

No RTE Species Found

Crosses mussel stream – Guyandotte River



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

April 3, 2014

Mr. John Schmidt, Supervisor
U.S. Fish and Wildlife Service
West Virginia Field Office
694 Beverly Pike
Elkins, West Virginia 26241

Dear Mr. Schmidt:

State Project S323-10-21.79
Federal Project NHPP-0010(234)D
Dingess Street Bridge Replacement
Logan County

Please be advised the West Virginia Division of Highways has initiated NEPA studies for the above referenced project. At this time it is anticipated that the level of documentation will be an Environmental Assessment. As we begin this process, we request your early input as to any concerns your agency may have regarding this project.

The project consists of replacing the existing Dingess Street Bridge (also known as the Reverend Glenn White Jr. Bridge) located on WV Route 10 in the town of Logan and spanning the Guyandotte River. A public informational workshop has been scheduled for May 15, 2014 at Logan County High School gymnasium in Logan, WV from 4:00 p.m. to 7:00 p.m.

Attached please find an ArcView map and TOPO map showing the project location. After screening the project through our GIS Species Layers no federally listed species were found. The project crosses a state listed mussel stream, Guyandotte River. This project will have less than 17 acres of clearing so the Northern Long Eared Bat and Indiana bat are not likely to be impacted by this project. If you have any comments or additional species that need to be considered please let us know.

Please provide us concurrence that our species list is correct. Should you require additional information, please contact Traci Cummings of our Environmental Section at (304) 558-9678.

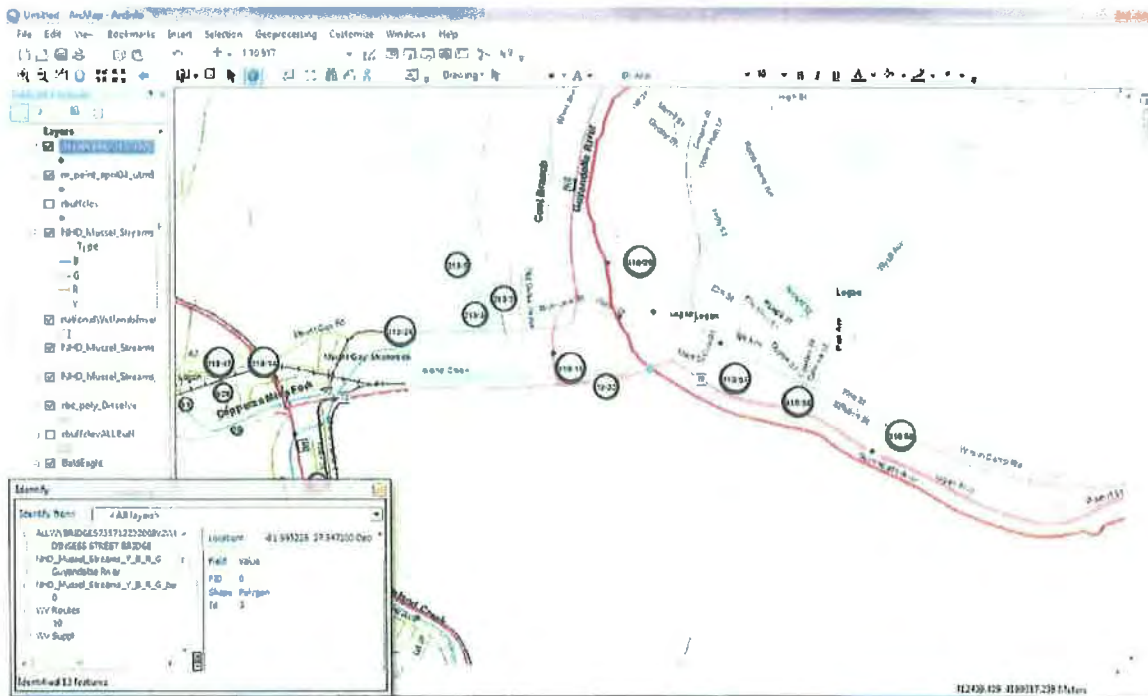
Very truly yours,

A handwritten signature in black ink that reads "Ben L. Hark".

Ben L. Hark
Environmental Section Head
Engineering Division

BH:k

Attachments
bcc: DDE(TC, RE)

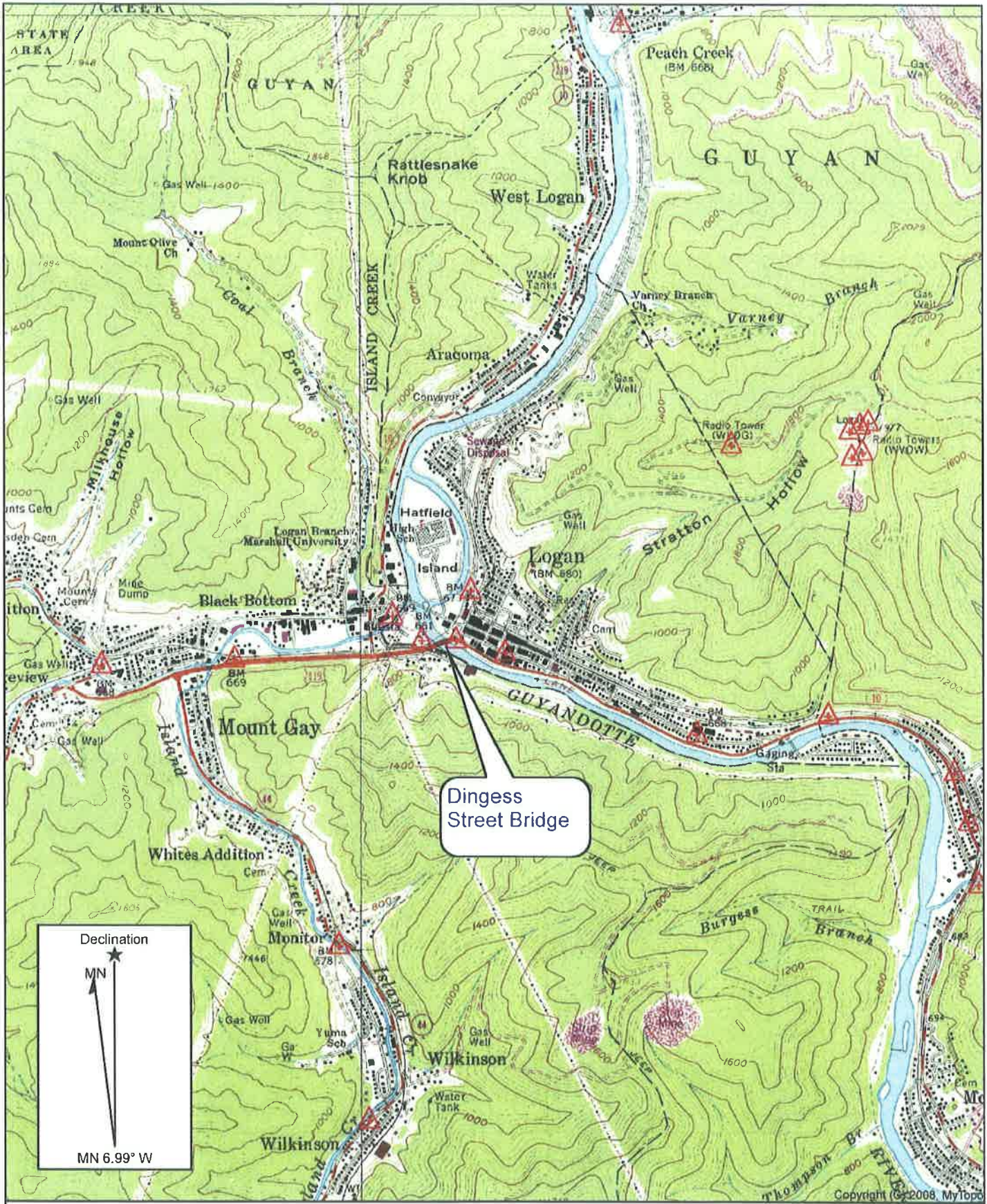


1/9/2013

Dingess Street Bridge
 S323-10-21.79
 NHPP-0010(234)D
 Logan County

No RTE Species Found

Crosses mussel stream – Guyandotte River

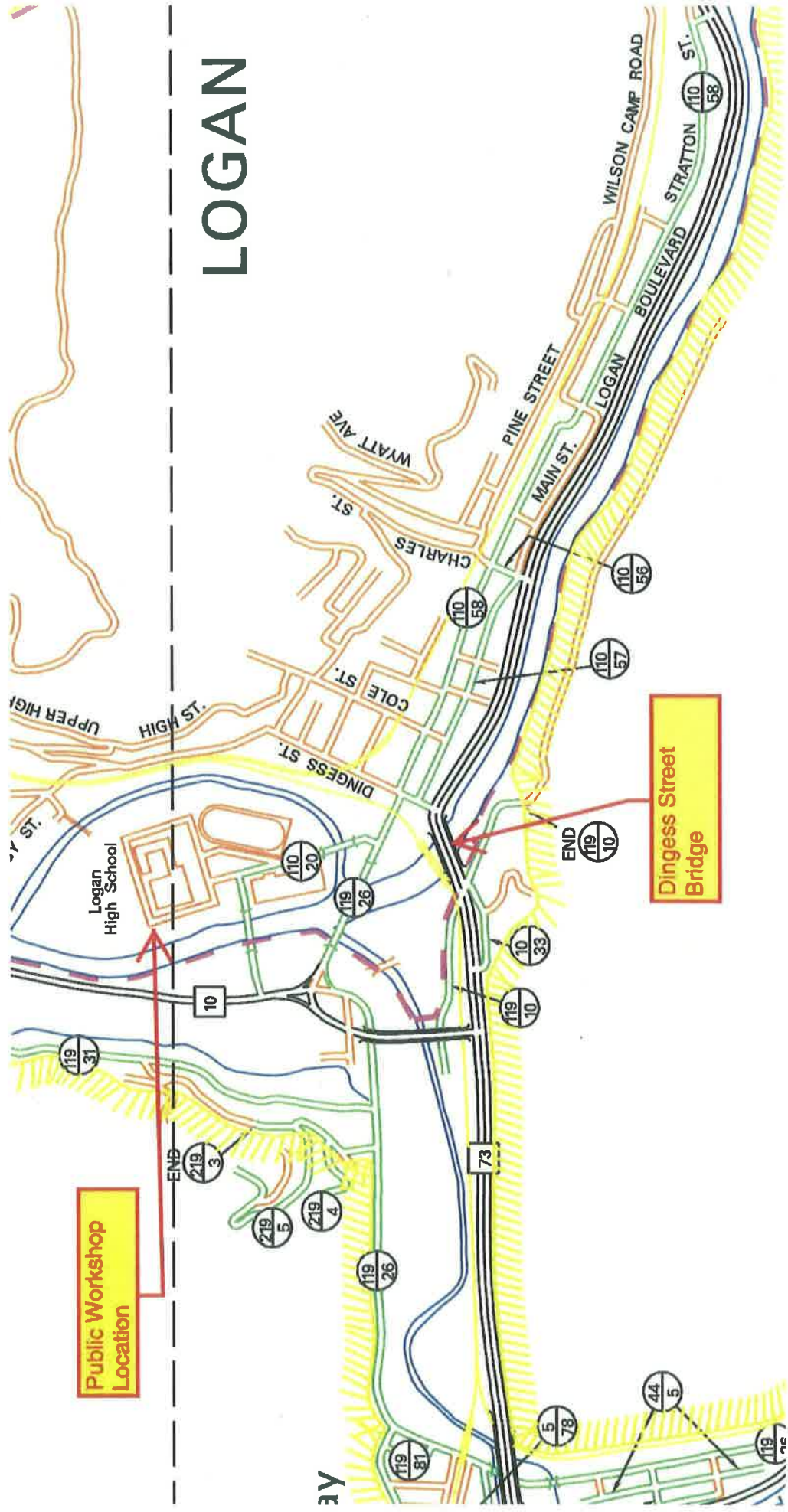


Dingess Street Bridge

Dingess Street Bridge
 Logan
 Logan County

Location: 17 0412712 E 4189519 N

LOGAN





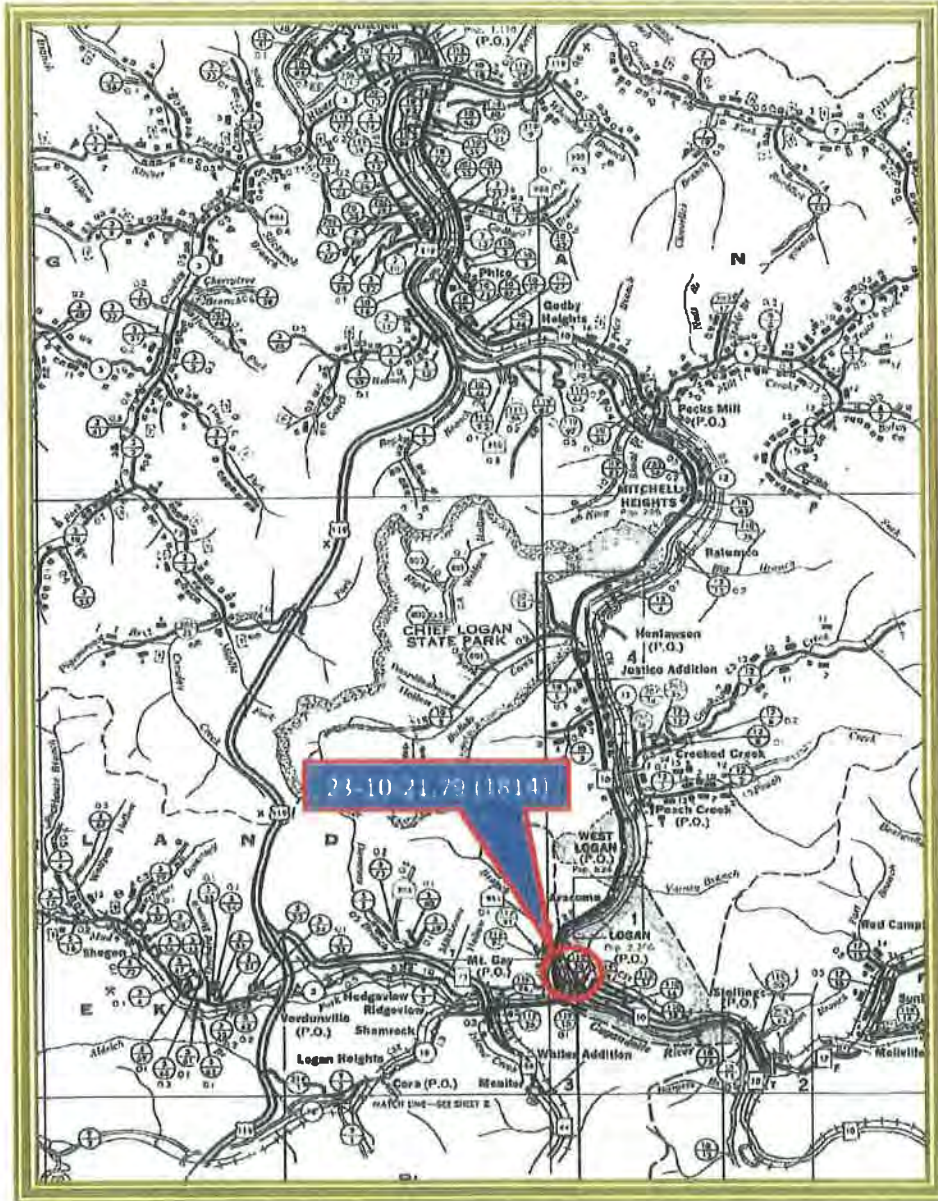
West Virginia Division of Highways Maps

V 1.2

BARS No. : 23A115

Date : 09/20/2012

23A115



LOGAN



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Earl Ray Tomblin
 Governor

Paul A. Mattox, Jr., P. E.
 Secretary of Transportation/
 Commissioner of Highways

April 8, 2014

Mr. John Schmidt, Supervisor
 U.S. Fish and Wildlife Service
 West Virginia Field Office
 694 Beverly Pike
 Elkins, WV 26241

RECEIVED
 APR 10 2014
 WVFO

Dear Mr. Schmidt:

State Project: S323-10-21.79
 Federal Project: NHPP-0010(234)D
 Dingess Street Bridge Replacement
 Logan County

Please be advised the West Virginia Division of Highways has initiated NEPA studies for the above referenced project. As we begin this process, we request your early input as to any concerns your agency may have regarding this project.

This project consists of replacing the existing Dingess Street Bridge (also known as the Reverend Glenn White Jr. Bridge) located on WV 10 in the town of Logan and spanning the Guyandotte River. A public information workshop has been scheduled for May 15, 2014 at Logan County High School gymnasium in Logan, WV, shown on the attached map. You may attend anytime between 4:00 p.m. to 7:00 p.m. as there will be no formal presentation. A location map has been attached.



United States Department of the Interior

FISH AND WILDLIFE SERVICE



West Virginia Field Office
 694 Beverly Pike
 Elkins, West Virginia 26241

In response to your letter above, we have made a "no effect" determination that the project will not affect federally-listed endangered or threatened species. Therefore no biological assessment or further section 7 consultation under the Endangered Species Act is required with the Fish and Wildlife Service. Should project plans change, or if additional information on listed and proposed species becomes available, this determination may be reconsidered.

Definitive determinations of the presence of waters of the United States, including wetlands, in the project area and the need for permits, if any, are made by the U.S. Army Corps of Engineers. They may be contacted at: Huntington District, Regulatory Branch, 502 Eighth Street, Huntington, West Virginia 25701, telephone (304) 399-5710.

E. A. Tomblin 4/21/14
 Reviewer's signature and date

John E. Schmidt 4/21/14
 Field Supervisor's signature and date



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

April 8, 2014

Mr. William C. Wentworth, Regional Manager
U.S. Environmental Protection Agency
1650 Arch Street
Philadelphia, PA 19103-2029

 **FILE**

Dear Mr. Wentworth:

State Project: S323-10-21.79
Federal Project: NHPP-0010(234)D
Dingess Street Bridge Replacement
Logan County

Please be advised the West Virginia Division of Highways has initiated NEPA studies for the above referenced project. As we begin this process, we request your early input as to any concerns your agency may have regarding this project.

This project consists of replacing the existing Dingess Street Bridge (also known as the Reverend Glenn White Jr. Bridge) located on WV 10 in the town of Logan and spanning the Guyandotte River. A public information workshop has been scheduled for May 15, 2014 at Logan County High School gymnasium in Logan, WV, shown on the attached map. You may attend anytime between 4:00 p.m. to 7:00 p.m. as there will be no formal presentation. A location map has been attached.

Should you require additional information, please contact Randy Epperly of our Environmental Section at (304) 558-9385 or email Randy.T.Epperly@wv.gov.

Very truly yours,

Ben L. Hark

Ben L. Hark
Environmental Section Head
Engineering Division

BH:k
Attachments
bcc: DDE(RE)

LETTER SENT
TO ALL OF
AGENCIES ON
NEXT PAGES

NEPA Scoping
State Project: S323-10-21.79
Federal Project: NHPP-0010(234)D
Dingess Street Bridge Replacement
Logan
Logan County

FEDERAL AGENCIES

William C. Wentworth
Remedial Project Manager
U.S. Environmental Protection Agency
Region
Mail Code: 3LC20
1650 Arch Street
Philadelphia, PA 19103-2029

Lisa Humphreys
Project Technician Coordinator
U.S. Army Corps of Engineers
Huntington District
CELRH-EC-CE
502 8th Street
Huntington, WV 25701-2070

Ginger Mullins
Chief, Regulatory
U.S. Army Corps of Engineers
Huntington District
CELRH-RD
502 Eighth Street
Huntington, WV 25701-2070

Bill Arguto
Federal Facility Program Manager
U.S. Environmental Protection Agency
Region 3- Environmental Services Division
Office of Environmental Programs
Mail Code: 3 WP21
1650 Arch Street
Philadelphia, PA 19103-2029

John Schmidt
Supervisor
U.S. Fish and Wildlife Service
West Virginia Field Office
694 Beverly Pike
Elkins, WV 26241

Ron Wigal
Environmental Specialist
Natural Resources Conservation Service
U.S. Department of Agriculture
1550 Earl Core Road, Suite 200
Morgantown, WV 26505

May Ann Tierney
Regional Administrator

Federal Emergency Management Agency
Region III
615 Chestnut Street
Philadelphia, PA 19106

WEST VIRGINIA AGENCIES

Charlie Armstead
West Virginia Department of Environmental
Protection
Division of Land Restoration
Office of Environmental Remediation
601 57th St, Room 1072
Charleston, WV 25304-2345

Scott Eplin
District Engineer, District 2
West Virginia Department of Highways
P.O. Box 880
801 Madison Ave
Huntington, WV 25712

Barbara Sargent
West Virginia Division of Natural Resources
P.O. Box 67
Elkins, WV 26241

Susan Pierce
Deputy State Historic Preservation Officer
Division of Culture and History
1900 Kanawha Blvd East
Charleston, WV 25305

Frank Jezioro
Director,
West Virginia Division of Natural Resources
Building 74
324 Fourth Avenue
South Charleston, WV 25303

John A. Benedict
Director, Office of Air Quality
West Virginia Department of Environmental
Protection
601 57th Street, SE
Charleston, WV 25304-2345

Scott G. Mandirola
Director, Division of Water and Waste Management
Permitting and Engineering Branch

NEPA Scoping
State Project: S323-10-21.79
Federal Project: NHPP-0010(234)D
Dingess Street Bridge Replacement
Logan
Logan County

West Virginia Department of Environmental
Protection
601 57th Street, SE
Charleston, WV 253041-2345

Randy Huffman
Director
West Virginia Department of Environmental
Protection
601 57th Street, SE
Charleston, WV 25304

Charles W. Armstead
Environmental Resources Program Manager
WV Department of Environmental Protection
Division of Land Restoration
601 57th Street, SE
Charleston, WV 25304

REGIONAL AGENCIES

Logan County Commission
300 Stratton Street
Logan, WV 25601

Serafino Nolletti, Mayor
Logan City Mayor's Office
219 Dingess St.
Logan, WV 25601

Anthony Kirk
President
Logan County Genealogical Society
loganwv.us@gmail.com

Danielle LaPresta
Executive Director
Preservation Alliance of West Virginia, Inc.
421 Davis Ave, #3
Elkins, WV 26241
dlapresta@pawv.org

Christy Bailey
Executive Director
National Coal Heritage Authority
PO Box 15
100 Kelly Ave
Oak Hill, WV 25901
cb Bailey@coalheritage.org



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

April 11, 2014

Council for West Virginia Archaeology
Post Office Box 1596
Huntington, West Virginia 25716

To Whom It May Concern:

State Project: S323-10-21.79
Federal Project: NHPP-0010(234)D
Dingess Street Bridge Replacement
Logan County

Please be advised the West Virginia Division of Highways has initiated NEPA studies for the above referenced project. As we begin this process, we request your early input as to any concerns your agency may have regarding this project.

This project consists of replacing the existing Dingess Street Bridge (also known as the Reverend Glenn White Jr. Bridge) located on WV 10 in the town of Logan and spanning the Guyandotte River. A public informational workshop has been scheduled for May 15, 2014 at Logan County High School gymnasium in Logan, WV, shown on the attached map. You may attend anytime between 4:00 p.m. to 7:00 p.m. as there will be no formal presentation. A location map has been attached.

Should you require additional information, please contact Randy Epperly of our Environmental Section at (304) 558-9385.

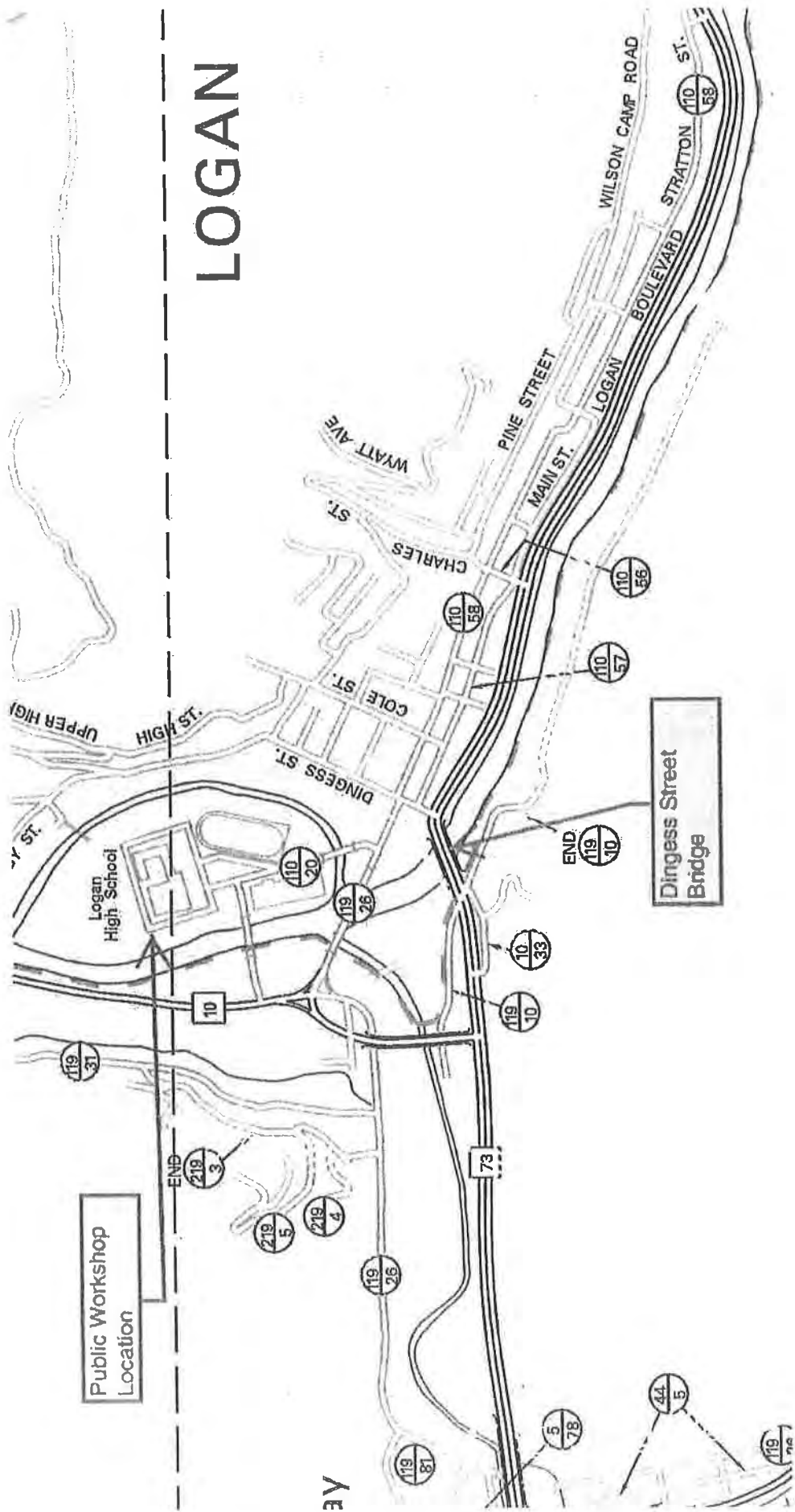
Very truly yours,

A handwritten signature in black ink that reads "Ben L. Hark".

Ben L. Hark
Environmental Section Head
Engineering Division

BH:k
Attachments
bcc: DDE(RE)

LOGAN



Public Workshop Location

Dingess Street Bridge

UPPER HIGH



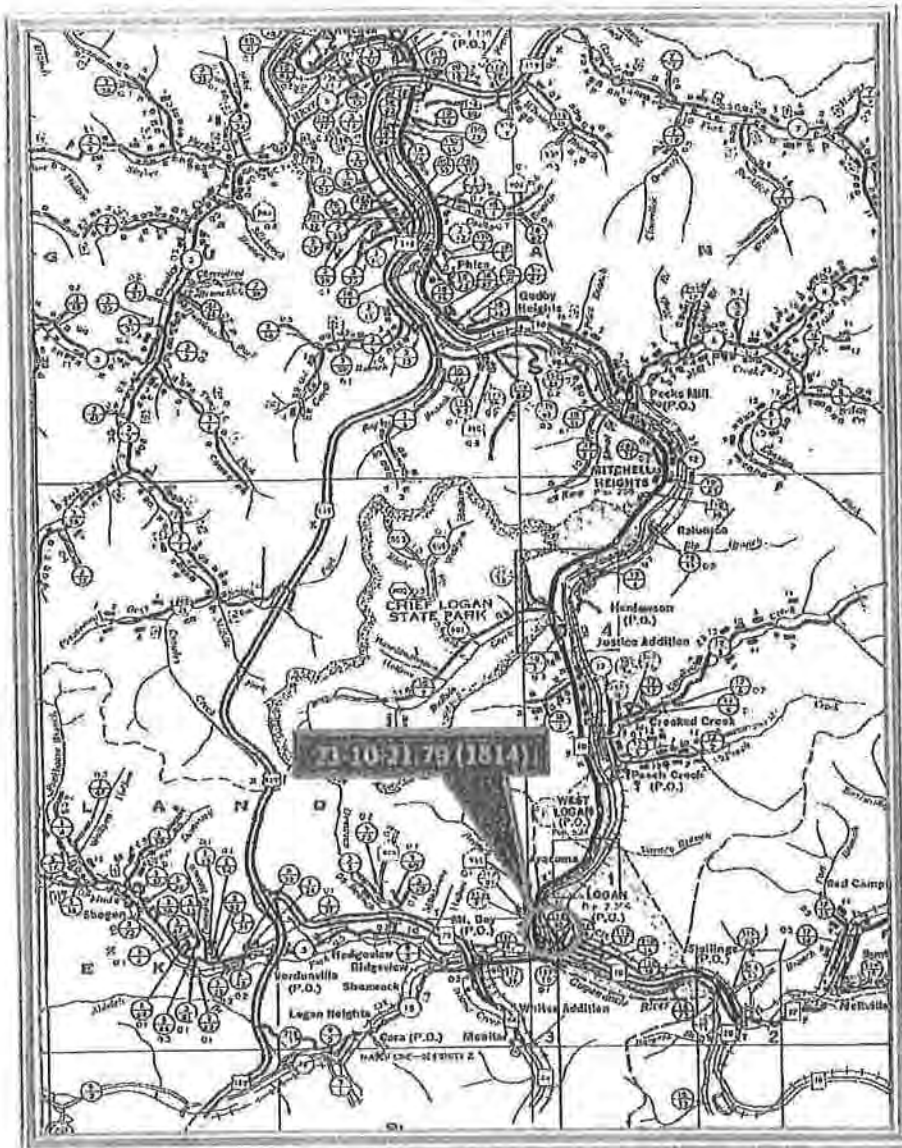
West Virginia Division of Highways
Maps

V.1.2

BARS No. : 23A115

Date : 09/20/2012

23A115



LOGAN



RECEIVED
MAY 02 2014
ENGINEERING
DIVISION

DIVISION OF NATURAL RESOURCES
Wildlife Resources Section
Operations Center
P.O. Box 67
Elkins, West Virginia 26241-3235
Telephone (304) 637-0245
Fax (304) 637-0250

Earl Ray Tomblin
Governor

Frank Jezioro
Director

April 25, 2014

Mr. Ben Hark
Division of Highways
Engineering Division
1900 Kanawha Boulevard, East
Building Five, Room 450
Charleston, WV 25305-0430

Dear Mr. Hark:

We have reviewed our files for information on rare, threatened and endangered (RTE) species and natural trout streams for the areas of the proposed highway projects:

KMR	State Project X306-164/12-0.00 Service Wire LAR Cabell County	We have no known records of any RTE species or natural trout streams within the project area.
KMR	State Project S240-HUR/RI-1 Hurricane City Bridge Putnam County	We have no known records of any RTE species or natural trout streams within the project area.
TBM	State Project S325-218-10.86 Federal Project BR-0218(013)D Basnettville Bridge Marion County	We have no known records of any RTE species or natural trout streams within the project area. Surveys for freshwater mussels will be required if the watershed area above the project site is greater than 10 square miles. ?
KMR	State Project SS02-15-0.16 Tuscarora Pike Box Culvert Berkeley County	We have no known records of any RTE species or natural trout streams within the project area.
RE	State Project S323-10-21.79 Federal Project NHPP-0010(234)D Dingess Street Bridge Replacement Logan County	We have no known records of any RTE species or natural trout streams within the project area. Freshwater mussel surveys will be required prior to any in-stream work. ←

APR 25 2014

LW

State Project 33-9/3-0.04
Culvert Replacement
Morgan County

We have no known records of any RTE species or natural trout streams within the project area. Please contact Kieran O'Malley of our office regarding surveys for Harperella.

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

Thank you for your inquiry, and should you have any questions please feel free to contact me at the above number, extension 2048.

Sincerely,



Barbara Sargent
Environmental Resources Specialist
Wildlife Diversity Unit



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

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

October 27, 2014

Mr. Ben L. Hark
Environmental Section Head
West Virginia Department of Highways
1900 Kanawha Boulevard East
Building Five Room 110
Charleston, West Virginia 25305

RE: Dingess Street Bridge Replacement
Project S323-10-21.79 00 Federal Project NHPP-0010(234)D
FR# 14-439-LG-2

Dear Mr. Hark:

We have reviewed the above mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

According to submitted information, the West Virginia Division of Highways proposes to demolish and replace the Dingess Street Bridge in downtown Logan, Mingo County, West Virginia. Our office previously reviewed the Dingess Street Bridge according to National Register Criterion C during the Statewide Historic Bridge Survey. The current report evaluates the bridge according to the remaining Criterion. We concur with the consultant that the bridge does not meet the Criteria of the National Register.

The Architectural and Historical Resources Survey prepared by GAI Consultants, Inc. documents buildings and/or structures 50 years or older that are within the proposed project area. This survey updates work completed in 1991 during the Coal Heritage Survey. With respect to the remaining resources within the Area of Potential Effect, we concur with the consultant that the Chesapeake & Ohio Railroad Grade (CSX Railroad) and Chesapeake & Ohio Railroad Bridge (CSX Railroad Bridge) are eligible for the National Register of Historic Places but will not be adversely affected. We also concur that many of the previously listed buildings listed as contributing to a historic district have lost integrity since the 1991 survey. However, this is an urban area and it is possible that additional research may associate the buildings with significant persons in the community which were not fully explored at this time. These buildings will not be

Page 2

Mr. Ben Hark

October 27, 2014

directly affected by the bridge replacement project. With respect to any possible indirect effects it is our opinion that the proposed bridge replacement will not adversely affect the remaining historic resources.

We appreciate the opportunity to be of service. If you have questions regarding our comments or the Section 106 process, please contact me or Ernest Blevins, Structural Historian, at (304) 558-0240.

Sincerely,

A handwritten signature in cursive script that reads "Susan M. Pierce". The signature is written in dark ink and is positioned above the printed name.

Susan M. Pierce

Deputy State Historic Preservation Officer

SMP/EEB



U.S. Department
of Transportation

**Federal Highway
Administration**

West Virginia Division

April 30, 2015

Geary Plaza, Suite 200
700 Washington Street, East
Charleston, West Virginia 25301
Phone (304) 347-5928
Fax (304) 347-5103

IN REPLY REFER TO:

Federal Project NHPP-0010(234)D
State Project S323-10-21.79
Dingess Street Bridge
Logan County

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

Dear Ms. Pierce:

With this letter, the Federal Highway Administration (FHWA) is providing a summary of the Section 106 coordination for the Dingess Street Bridge in Logan, WV. Enclosed for your review and comment is the draft Programmatic Agreement (PA) for the project. The PA is specific to the subject project and outlines a process to address the constraints and uncertainties associated with a documented village (46LG4) that may be located within the area of potential effect.

On February 28, 2014, FHWA and the West Virginia Department of Transportation, Division of Highways (WVDOH) met with you and Lora Lamarre of your staff to discuss the project and our intent to develop a process to address the unique circumstances within the study area. By letter dated April 8, 2014, WVDOH requested early comments on the proposed project and invited you and other resource agencies to attend an Informational Public Workshop held on May 15, 2014 at Logan High School. FHWA and WVDOH received no public comments relating to the Section 106 resources within the project area.

Additionally, FHWA and WVDOH have been coordinating with Federally recognized tribes (Tribes) that may have an interest in the study area. On April 11, 2014, FHWA sent a letter with general project information and an invitation to participate in the Section 106 process to 19 Tribes and one (1) Tribal Committee. In May 2014, FHWA received responses from the Seneca Nation of Indians (SNI) and the Osage Nation (ON). SNI asked to be a consulting party in the Section 106 process and ON requested to be contacted if artifacts or human remains were discovered. Since June 13, 2014, FHWA, WVDOH and SNI have been working to develop the enclosed draft PA. We have asked ON to be a concurring party to the PA and we are awaiting their response.

We are pleased to present this draft PA and we look forward to your comments. If you have any questions concerning this matter, please contact Alison Rogers at (304) 347-5436 or via email at alison.rogers@dot.gov.

Sincerely yours,



Jason E. Workman
Director, Program Development

Enclosure

Ben Resnick

From: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Sent: Wednesday, July 01, 2015 6:38 AM
To: Ben Resnick
Subject: FW: Dingess Bridge Replacement Mussel Survey_Logan County

The e-mail below is the DNR clearance for Dingess Street Bridge mussel survey.

From: Cummings, Traci L
Sent: Tuesday, June 30, 2015 8:53 PM
To: Epperly, Randy T
Subject: Fw: Dingess Bridge Replacement Mussel Survey_Logan County

From: Clayton, Janet L
Sent: Tuesday, June 30, 2015 1:16:51 PM
To: Cummings, Traci L
Cc: Bennett, Danny A; Wakeford, Anne M
Subject: RE: Dingess Bridge Replacement Mussel Survey_Logan County

Traci,

I have reviewed the revised report for the above project on the Guyandotte River and concur that no further mussel issues need to be addressed for this project.

Janet L. Clayton
Wildlife Diversity Biologist
Mussel Program Leader
WV Division of Natural Resources
Wildlife Resources Section
PO Box 67
Elkins, WV 26241
voice 304-637-0245
fax 304-637-0250

From: Cummings, Traci L
Sent: Thursday, June 25, 2015 6:38 PM
To: Clayton, Janet L
Subject: Dingess Bridge Replacement Mussel Survey_Logan County

For your review and concurrence.

Thank you,

Traci Cummings
WVDOH-Environmental Section
Natural Resources Unit Leader
304-558-9678 Work
304-541-7509 Cell



Preserving America's Heritage

July 10, 2015

Ms. Alison M. Rogers
Environmental Protection Specialist
Federal Highway Administration
West Virginia Division
700 Washington Street, East
Charleston, WV 25301

Ref: *Proposed Dingess Street Bridge Replacement*
City of Logan, Logan County, West Virginia
Federal Project NHPP-0010(234)D; State Project S323-10-21.79

Dear Ms. Rogers:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the West Virginia State Historic Preservation Office's (SHPO's) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Najah Duvall-Gabriel at 202 517-0210 or via e-mail at ngabriel@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov



U.S. Department
of Transportation

**Federal Highway
Administration**

West Virginia Division

September 30, 2015

Geary Plaza, Suite 200
700 Washington Street, East
Charleston, West Virginia 25301
Phone (304) 347-5928
Fax (304) 347-5103

IN REPLY REFER TO:

Federal Project NHPP-0010(234)D
State Project S323-10-21.79
Dingess Street Bridge Replacement
Logan County

R. J. Scites, P.E.
Director – Engineering Division
West Virginia Division of Highways
Charleston, West Virginia 25305

Dear Mr. Scites:

Please find enclosed a copy of the executed Programmatic Agreement (PA) for the above referenced project. Should you have any questions regarding the enclosed information, please contact me at (304) 347-5436 or via email at alison.rogers@dot.gov.

Sincerely yours,

Alison M. Rogers
Environmental Protection Specialist

Enclosure



U.S. Department
of Transportation

**Federal Highway
Administration**

West Virginia Division

October 1, 2015

Geary Plaza, Suite 200
700 Washington Street, East
Charleston, West Virginia 25301
Phone (304) 347-5928
Fax (304) 347-5103

IN REPLY REFER TO:

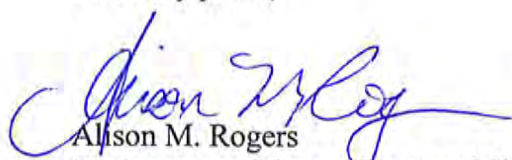
Federal Project NHPP-0010(234)D
State Project S323-10-21.79
Dingess Street Bridge Core Boring
Activities
Logan County

R. J. Scites, P.E.
Director – Engineering Division
West Virginia Division of Highways
Charleston, West Virginia 25305

Dear Mr. Scites:

Please find enclosed a copy of the approved Categorical Exclusion(CE) for the above referenced project. Should you have any questions regarding the enclosed information, please contact me at (304) 347-5436 or via email at alison.rogers@dot.gov.

Sincerely yours,


Alison M. Rogers
Environmental Protection Specialist

Enclosure

CATEGORICAL EXCLUSION EVALUATION

I. Project Description Bridge Replacement

Prepared By *Randy Epperly* 10-1-15
 (Signature & Date) Randy Epperly

- A. Project Numbers: State: S323-10-21.79 Federal: NHPP-0010(234)D
- B. Name: Dingess Street Bridge Core Borings
- C. Route: WV Route 10
- D. County: Logan
- F. ADT: Existing – Projected –

E. Category (Identified in 23CFR771.117):
 #10-Preliminary Engineering

G. Existing Conditions: The existing bridge was built in 1951 by J.M. Francesca & Co. and crosses the Guyandotte River in Logan. The steel stringer totals 4 spans at 328 feet with concrete piers and abutments. Decorative elements include concrete stanchions with metal railings, while pedestrian walkways flank the bridge.

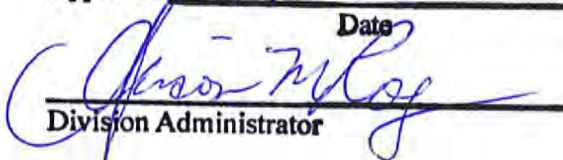
H. Preferred Alternative: The proposed project is for the core borings for a future bridge replacement project. Pavement removals for Phase 1 Archaeology testing will also occur during this time.

I. Other Alternatives Considered: No Build was considered. This will not allow core borings to be drilled to further study the foundation. Plans for building a new bridge will be delayed due to the unknown results from the proposed borings.

II. IMPACT EVALUATION

	Sig	Min	No	
A. SOCIOECONOMIC IMPACTS -----				
1. Right of Way Required	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Minimal easements for core boring activities.
a. Businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Residences	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Vacant Property	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d. Federal Land	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Environmental Justice Population	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
B. CULTURAL IMPACTS -----				
1. History	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SHPO Letter 10-27-14 ACHP Letter 7-10-15 Programmatic Agreement signed by Seneca Nation of Indians 7-13-15, SHPO 8-17-15, WVDOH 8-20-15, Osage Nation 9-30-15, FHWA 9-30-15.
2. Archaeology	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C. SECTION 4(F), 6 (F) -----				
1. Programmatic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Individual	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. 6 (F)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Park, Recreational	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
D. NATURAL ENVIRONMENT -----				
1. Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FWS 4-21-14 DNR/RTE 4-25-14 DNR Mussel Survey concurrence e-mail 6-30-15
2. Division of Natural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Forest Service Involvement	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Floodplain Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. National Park Service	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Army Corp of Engineers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Farmland Involvement	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Wild & Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Wetland Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Approved: 10/1/2015

Date


 Division Administrator

This Categorical Exclusion is specific to the project as described in the text and shown on the attached graphics

IF A TEMPORARY BYPASS CHANGES OR IS ADDED, THE PROJECT NEEDS TO BE RESUBMITTED TO THE ENVIRONMENTAL SECTION FOR REVIEW. WASTE AND BORROW AREAS outside of the project limits need a separate review to determine whether cultural or natural resources are affected.

E. PERMITS REQUIRED -----	Sig	Min	No	
1. 404	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Corps permit required
2. 401	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. USCG	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Section 10	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Special Use Permit (Nat. Forest)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
F. NOISE (FROM 7-7-3) -----	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Temporary construction impacts
G. AIR QUALITY (FROM 7-7-9)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Temporary construction impacts
H. WATER QUAL/STREAM IMPAC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	DEP/DOH approved generic sediment and erosion control plan
I. Haz WASTE/UNDERGRD TANKS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
J. CONSTRUCTION IMPACTS -----				
1. Maintenance of Traffic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Traffic will be maintained on existing structure.

III. PUBLIC INVOLVEMENT: An informational public workshop was held May 15, 2014.

IV. ACTION(S) REQUIRED: A. Mussel Survey/Relocation for State listed Streams
 B. Mussel Relocation for Endangered Species Stream C. Environmental Commitment Checklist

[Signature]

[Signature]

This Categorical Exclusion is specific to the project as described in the text and shown on the attached graphics
IF A TEMPORARY BYPASS CHANGES OR IS ADDED, THE PROJECT NEEDS
TO BE RESUBMITTED TO THE ENVIRONMENTAL SECTION FOR REVIEW. WASTE AND BORROW AREAS
outside of the project limits need a separate review to determine whether cultural or natural resources are
affected.



U.S. Department
of Transportation

**Federal Highway
Administration**

West Virginia Division

October 1, 2015

Geary Plaza, Suite 200
700 Washington Street, East
Charleston, West Virginia 25301
Phone (304) 347-5928
Fax (304) 347-5103

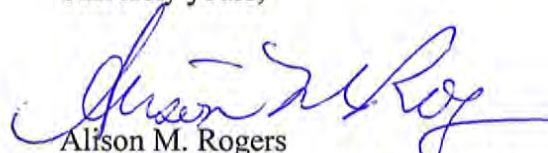
IN REPLY REFER TO:
Federal Project NHPP-0010(234)D
State Project S323-10-21.79
Dingess Street Bridge Replacement
Logan County

Najah Duvall-Gabriel
Office of Federal Agency Programs
Advisory Council on Historic Preservation
401 F Street NW., Suite 308
Washington, DC 20001-2637

Dear Ms. Duvall-Gabriel:

On June 19, 2015 the Federal Highway Administration (FHWA) notified the Council that the above referenced undertaking has the potential to affect a documented village site (46LG4) located within the limits of the City of Logan in Logan County, West Virginia. By letter dated July 10, 2015 the Council notified FHWA that you did not wish to enter into Section 106 consultation for this project. Therefore, enclosed for your information and filing is a copy of the executed Programmatic Agreement that has been developed for this project in cooperation with the Seneca Nation of Indians, the Osage Nation and the West Virginia State Historic Preservation Officer. Should you have any questions regarding the accompanying information, please contact me at (304) 347-5436 or via e-mail at alison.rogers@dot.gov. Thank you for your attention to this matter.

Sincerely yours,


Alison M. Rogers
Environmental Protection Specialist

Enclosure

Dingess Street Bridge Replacement Project | Logan, West Virginia

October 5, 2015

Proposed Project

The West Virginia Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) are developing a project to replace the Dingess Street Bridge in Logan, West Virginia. The bridge carries WV 10 over the Guyandotte River into downtown Logan, approximately 300 feet west of a documented Native American village (46LG4) that is known to contain numerous burials.

The current project area incorporates the preferred alternative extending from Logan Boulevard on the west side of the Dingess Street Bridge and portions of Hospital Drive and the Buskirk Addition. East of the Guyandotte River, the project extends a short distance east of the intersection of Dingess Street and Logan Boulevard (WV 10) and just south of the intersection of Dingess Street and Main Street. In general, these areas are covered by roadway pavement, sidewalks and standing structures.

Logan Archaeological Site (Site 46LG4)

Site 46LG4 was investigated by archaeologists in 2011-2013 at the corner of Main, Cole and Stratton Streets, present location of the West Virginia State Office Building. At that time, many Native American skeletal remains were uncovered along with thousands of associated artifacts including stone tools, prehistoric ceramics, and animal bones. Research suggests that the site was occupied by Native Americans between approximately 300 and 600 years ago. Following the project, human remains and associated artifacts were transferred to the Seneca Nation of Indians (Seneca). Recovered artifacts that were not associated with human burials will be curated at the Grave Creek Mound Archaeological Complex in Moundsville, West Virginia.

Confidentiality

To avoid damage to identified sites, it is of utmost importance that any information regarding the presence, location, and content of any uncovered archaeological remains including human burials remains confidential. This also includes restrictions on taking any photographs of the remains. Moreover, there is to be no unauthorized excavation and/or removal of archaeological resources.

Federal legislation permits withholding from the public information regarding the location, character, or ownership of a historic resource (Section 304 of the National Historic Preservation Act [16 U.S.C. 470w-3]). This includes an exemption to Freedom of Information Act (FOIA) requests in order to protect archaeological sites from looting and vandalism.

Proposed Archaeological Investigations

This work will include both the archaeological monitoring of core borings and the removal of small sections of pavement within existing roads to determine the presence, absence, and extent of potential archaeological resources including human remains. Given the roads and traffic congestion in these areas, public safety is essential including the identification of existing subsurface utilities. Should archaeological resources be encountered, larger areas of pavement removal may take place in consultation with FHWA, WVDOH, West Virginia State Historic Preservation Office (WVSHPO), and Native American tribes.

In addition to the above, an archaeologist will monitor ground disturbing activities during project construction within the project right-of-way to determine the presence of important archaeological remains. This will also include monitoring the removal of a house located in the southwestern side of the project area along Hospital Drive.



Programmatic Agreement and Section 106

Since the boundaries of the documented village are unknown (46LG4) and could extend into the bridge replacement project area, FHWA and WVDOH developed a project-specific Programmatic Agreement in consultation with all participants to the National Historic Preservation Act Section 106 (Section 106) process. Section 106 requires federal agencies, such as the FHWA, to consider the effects of their projects on historic properties which includes important archaeological sites and buildings. By doing so, this legislation ensures that important examples of our nation's heritage are factored in during the federal environmental review process. Steps in the Section 106 process include consultation with state and federal agencies and Native American tribes, identification and evaluation of historic properties, and as necessary, mitigation of adverse effects to historic properties.

The Programmatic Agreement (PA) outlines the Section 106 consultation process, the actions FHWA and WVDOH would take to determine whether buried cultural materials are present, and a process to address the treatment of intact sites and/or human remains, if applicable. [Below is a list of several items from the PA that reference the project protocol for the upcoming archaeological monitoring and excavations.](#)

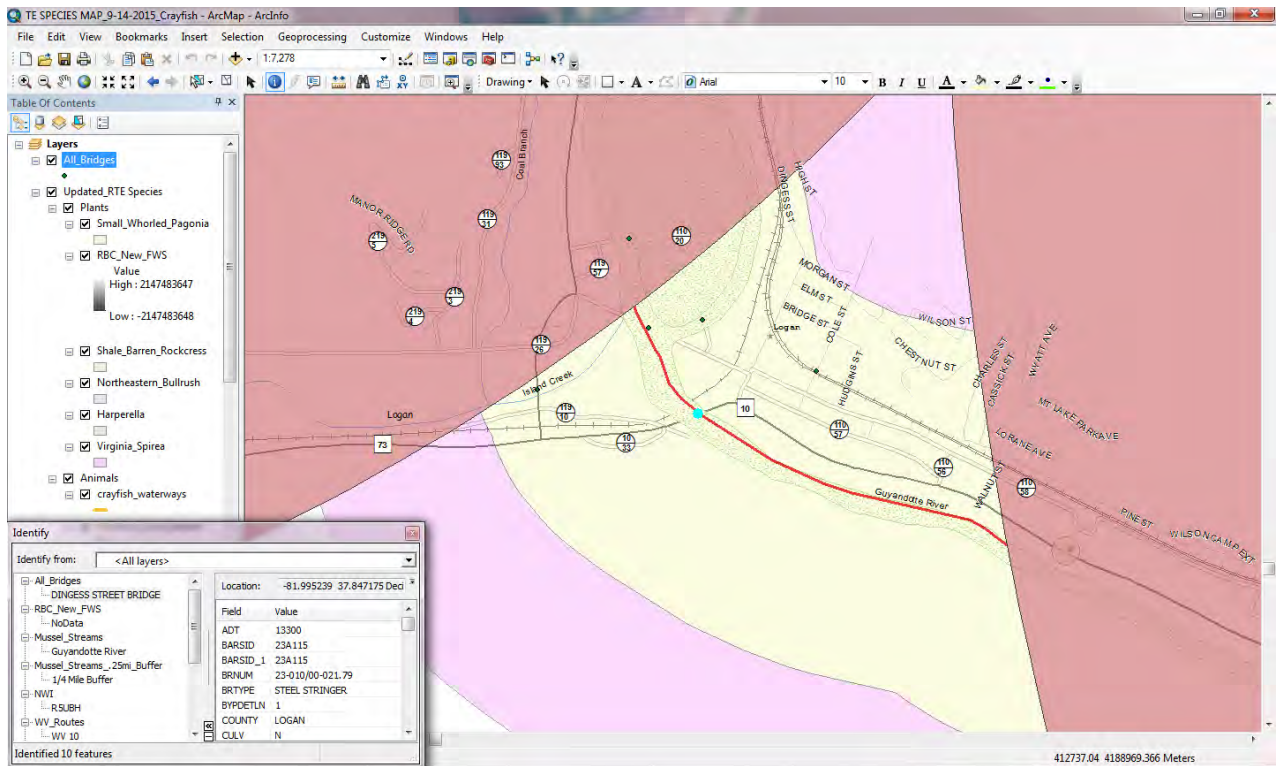
- Representatives of the Seneca and Osage Nation will be permitted to enter the project area to observe activities at their discretion.
- If human remains are identified, all work will cease immediately per the Standard Specification 207.3.4 of the WVDOH 2010 Standard Specifications for Roads and Bridges and the Logan County Sheriff will be notified along with FHWA, WVSHPO, and Native American groups.
- The location of human remains will be protected from further damage and secured from looting and unauthorized access. Human remains and any associated artifacts must not be removed until the WVSHPO and Native American groups have been contacted and a Seneca representative has arrived on site.
- Human remains will be assessed in situ (original location of where they were found) to determine whether they are Native or non-Native American by a specialist (e.g., physical anthropologist). These remains cannot be removed or relocated until the above consultation takes place.
- All parties will work cooperatively to determine if the human remains can be avoided. If the remains cannot be avoided, the FHWA and WVDOH will work closely with other parties to identify other alternatives including sheltered excavation and re-interment near the location of discovery. This could also include preservation-in-place where the human remains would be left in their original location and would not be impacted by project construction.
- Should artifacts be recovered in intact deposits and no human remains are present, the FHWA and WVDOH will consult with the WVSHPO and Native American tribes to evaluate the importance of the site per National Register of Historic Places criteria.
- If human remains are encountered but can be avoided, WVDOH engineers will work with archaeologists to prepare a pavement removal plan in consultation with the FHWA, WVHPO and Native American tribes to protect buried cultural materials.

Ben Resnick

From: Epperly, Randy T <Randy.T.Epperly@wv.gov>
Sent: Tuesday, October 06, 2015 2:22 PM
To: Ben Resnick
Subject: Dingess Street Bridge RTE
Attachments: GIS RTE Map.docx

Attached is the RTE map for Dingess Street Bridge. The project is not within the new bat buffers, so the current MOU is still good. I spoke with Ruby today and she expects the core borings to last a minimum of one week. Also what days would you be available to meet with the sheriff starting Oct. 21?

Randy Epperly
WV Division of Highways
Engineering Division
Environmental Section
304-558-9385



10/6/2015

Dingess Street Bridge
 S323-10-21.79
 NHPP-0010(235)D
 Logan County

No RTE Species Found

Crosses mussel stream – Guyandotte River



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

October 7, 2015

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

Dear Ms. Pierce:

State Project: S323-10-21.79
Federal Project: NHPP-0010(234)D
FR#: 14-439-LG-3
Dingess Street Bridge Replacement
Logan County

Attached for your records is the signed Programmatic Agreement (PA) for cultural resources for Dingess Street Bridge Replacement project in Logan. We are currently in the process of acquiring resumes of the archaeologists that will be monitoring ground disturbing activities. Per the PA, the resumes will be forwarded to your office for review.

Should you have any questions, please do not hesitate to contact Jennifer Williamson of our Environmental Section at (304) 558-9671.

Very truly yours,

A handwritten signature in blue ink that reads "Ben L. Hark".

Ben L. Hark
Environmental Section Head
Engineering Division

H:h
Attachments
bcc: DDE(JW, RE)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

January 26, 2016

Ms. Susan Pierce, Deputy State
Historic Preservation Officer
Division of Culture and History
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305-0430

Dear Ms. Pierce:

State Project: S323-10-21.79 00
Federal Project: NHPP-0010(234)D
Dingess Street Bridge Replacement Project
Phase I Archaeology Report
Logan County

Enclosed for your review is the Phase I Archaeology Report for the Dingess Street Bridge Replacement Project in Logan County.

The project area was visited in November and December 2015. Fieldwork consisted of archaeological monitoring of 17 terrestrial geotechnical borings, as well as monitoring of mechanical stripping and shovel probe excavation within two traffic islands in the eastern portion of the project area. No intact cultural materials, sites, features, or human remains were encountered during archaeological monitoring of the geotechnical borings or the Phase I testing of the traffic islands. The survey did not identify any new resources.

However, due to the high potential for cultural deposits within portions of the project APE, archaeological monitoring will be conducted for all project-related ground disturbing activities within the project right of way, per the project's Programmatic Agreement. Results of future archaeological monitoring efforts will be presented to the WVDCH under separate cover.

This report was reviewed by WVDOH archaeologist Jennifer Williamson. Should you have any questions, please contact Jennifer Williamson at (304) 558-9671.

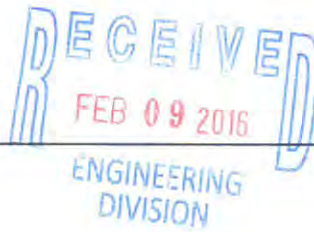
Very truly yours,

Ben L. Hark
Environmental Section Head
Engineering Division

BH:w

Attachments

bcc: DDE



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

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

February 5, 2016

Mr. Ben L. Hark
Environmental Section Head
Engineering Division
West Virginia Department of Highways
1334 Smith Street
Charleston, West Virginia 25301

RE: Dingess Street Bridge Replacement
Project S323-10-21.79 00; Federal Project NHPP-0010(234)D
FR# 14-439-LG-5

Dear Mr. Hark:

We have reviewed the abbreviated archaeological technical report that was submitted for the above mentioned project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

According to the report, the Area of Potential Effect (APE) defined for the project is comprised of the limits of disturbance for two proposed project alternatives, 2 and 6A. GAI conducted archaeological monitoring of 17 terrestrial geotechnical borings and Phase I survey within two traffic islands within the APE. Several feet of fill were observed below the modern surface in all locations. No intact cultural deposits, features or human remains were identified. However, due to the high potential for cultural deposits within the proposed APE, it is our understanding that archaeological monitoring will be conducted for all project-related ground disturbing activities within the right-of-way, per the proposed project's programmatic agreement. We look forward to reviewing the results of this monitoring. Given the results of the archaeological monitoring and survey, we concur that the proposed project will have no adverse effect to archaeological historic properties.

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

Sincerely,

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/LLD

Agency Agreements

Programmatic Agreement

**PROGRAMMATIC AGREEMENT
AMONG THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION, DIVISION OF
HIGHWAYS, THE FEDERAL HIGHWAY ADMINISTRATION, THE SENECA NATION OF INDIANS,
THE OSAGE NATION, AND THE WEST VIRGINIA DIVISION OF CULTURE AND HISTORY
FOR THE IDENTIFICATION, ASSESSMENT OF EFFECTS, AND AVOIDANCE OR REDUCTION OF
ADVERSE EFFECTS, OF AND ON HISTORIC PROPERTIES IN WEST VIRGINIA AFFECTED BY
THE DINGESS STREET BRIDGE REPLACEMENT PROJECT**

July 13, 2015

State Project S323-10-21.79, Federal Project NHPP-0010(234)D

WHEREAS, the West Virginia Department of Transportation, Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) are planning a project to replace the Dingess Street Bridge in Logan, West Virginia, with funds from the Federal Aid Highway Program;

WHEREAS, the bridge carries West Virginia State Route 10 over the Guyandotte River into downtown Logan;

WHEREAS, the project area is bounded downstream by the CSX railroad and bridge over the Guyandotte River located in close proximity to the Dingess Street Bridge which constrains the development of alternate alignments downstream;

WHEREAS, WVDOH has developed seven project alternatives, including a No Build alternative, that are either on the existing highway bridge location or located upstream;

WHEREAS, FHWA and WVDOH have consulted with the State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act of 1996, as amended, and its implementing regulations, 36 CFR 800;

WHEREAS, in consultation with the SHPO, FHWA has identified the archeological Area of Potential Effect (APE) for the project as the physical footprint for the proposed alternatives carried forward for detailed analysis under the National Environmental Policy Act (NEPA)(Appendix A);

WHEREAS, all the project alternatives under consideration, with the exception of the No Build alternative, have the potential to affect a documented village site (46LG4), the boundaries of which are unknown, previously determined eligible for inclusion in the National Register of Historic Places (National Register) and which could include human remains;

WHEREAS, subsurface surveys that could define the boundaries and identify additional subsurface sites within the project area are precluded by development within downtown Logan and by the presence of rip-rap rock along each bank of the Guyandotte River;

WHEREAS, buildings and structures within the APE that are fifty years and older have been identified and evaluated in consultation with the SHPO in accordance with criteria for the National Register and the Criteria of Adverse Effect [36 CFR 800.5(a)(1)], and the SHPO has concurred by letter dated October 27, 2014, that replacing the Dingess Street Bridge will not adversely affect historic buildings or structures above ground;

WHEREAS, FHWA and WVDOH have invited the Tribal Nations as detailed in Appendix B to participate in consultation to consider the impacts of this project on properties to which they may ascribe cultural significance;

WHEREAS, the Seneca Nation of Indians (SNI) has elected to participate in the consultation process and has been invited to be a signatory to this document;

WHEREAS, the WVDOH has participated in the consultation process and has been invited to be a signatory to this agreement;

WHEREAS, the Osage Nation has elected to participate in the consultation process and has been invited to be a signatory to this document;

WHEREAS, the Council for West Virginia Archaeology, the Preservation Alliance of West Virginia, the Logan County Commission, the Logan City Mayor's Office, the Logan County Genealogical Society, and the National Coal Heritage Authority have been invited/participated in consultation; and

NOW, THEREFORE, WVDOH, FHWA, SNI, the Osage Nation, and SHPO agree that the Dingess Street Bridge Replacement Project shall be implemented in accordance with the following Stipulations in order to take into account its effect on historic properties.

Stipulations

FHWA, in coordination with WVDOH, shall ensure that the following measures are carried out:

I. Project Coordination

A. GENERAL PARAMETERS

1. FHWA, WVDOH, SNI, the Osage Nation and SHPO will continue consultation to incorporate elements of cultural significance into the design of the new bridge.
2. A professional archeologist will conduct Phase I archeological investigations in conjunction with geotechnical investigations/core boring activities during the alternative development phase. If artifacts are recovered in intact deposits, FHWA and WVDOH will consult with SNI, the Osage Nation, and SHPO. If human remains are uncovered, FHWA and WVDOH will additionally consult with the THPOs/Tribal Nations listed in Appendix B.
3. Plans for ground disturbing activities described in Stipulations II and III will be subject to Standard Specification 207.3.4 of the WVDOH 2010 Standard Specifications for Roads and Bridges, which states that "should the contractor's excavation operations encounter remains of prehistoric people's dwelling sites or artifacts of historical or archeological significance, the operation in that locality shall be temporarily discontinued".
4. A professional archeologist will monitor all ground disturbing activities conducted by WVDOH within project right of way limits for cultural materials and potential human remains. Ground disturbing activities include, but are not limited to, geotechnical investigations/core boring activities, utility relocations, structure removal, pavement removal, grading, drainage system installation and/or modification, removal of existing bridge abutments, and construction of new bridge abutments.
 - a. The professional archeologist must have local experience and meet the Secretary of Interior's Professional Qualifications Standards, previously published in the Code of Federal Regulations, 36 CFR Part 61. In addition, the archeologist must be a member of the Register of Professional Archeologists (RPA) and be conversant with Section 106 of the National Historic Preservation Act of 1966, as amended. Prior to ground disturbing activities, WVDOH will provide SHPO with the resume for the professional archeologist selected to monitor these activities for review and comment. SHPO will provide any comments within one (1) week following receipt of the resume.
 - b. A physical anthropologist or other specialist must demonstrate the ability to identify human remains and establish their potential ethnicity. WVDOH will provide SHPO with a copy of their resume and/or other credentials to verify their qualifications. SHPO will provide any comments within one (1) week following receipt of the resume/credentials.
5. WVDOH will contact area law enforcement officials, including the Logan County Sheriff, prior to

initiating ground disturbing activities to inform them about the project's potential to encounter cultural materials, including human remains and the need to assess these remains *in situ*, and to educate them about the confidentiality requirements associated with archeological sites.

B. TRIBAL CONSULTATION

1. Prior to initiating ground disturbing activities within the project right of way limits, WVDOH will provide SNI and the Osage Nation with the resume for the professional archeologist selected to monitor these activities for review and comment. SNI and the Osage Nation will provide any comments within one (1) week following receipt of the resume.
2. If a physical anthropologist or other specialist is required to identify uncovered human remains, WVDOH will provide SNI and the Osage Nation with a copy of their resume and/or other credentials to verify their qualifications. SNI and the Osage Nation will provide any comments within one (1) week following receipt of the resume/credentials.
3. Designated representatives of SNI and the Osage Nation will be permitted to enter the project area to observe and/or monitor ongoing activities at their discretion. Any expenses incurred by SNI and the Osage Nation to observe and/or monitor the project site will be the responsibility of each respective Nation.

C. TREATMENT OF HUMAN REMAINS

1. If human remains are identified, all work will cease immediately per Standard Specification 207.3.4 of the WVDOH 2010 Standard Specifications for Roads and Bridges. WVDOH will notify FHWA, SNI, the Osage Nation, SHPO and the Logan County sheriff. In addition WVDOH will consult with the THPOs/Tribal Nations listed in Appendix B.
2. The location will be delineated, protected from further damage, and secured from looting and unauthorized access. Human remains and any associated funerary artifacts will not be removed until an SNI representative has arrived on-site and the Osage Nation and SHPO have been contacted.
3. Human remains will be assessed *in situ* to determine whether Native or non-Native by a physical anthropologist or other specialist well-versed in the identification of human remains.
4. All parties will work cooperatively to evaluate whether the remains can be avoided. If the remains cannot be avoided, then FHWA and WVDOH will consult with all parties to identify an alternate option including, but not limited to, sheltered excavation and re-interment as close to the existing site as possible.

II. Project Development

A. GEOTECHNICAL INVESTIGATIONS/CORE BORING ACTIVITIES

1. WVDOH Engineers will work with their archeological staff to prepare a core boring plan that includes boring locations and a work schedule prior to conducting the core boring activities.
2. A professional archeologist will monitor core borings on dry land to determine, in part, the presence of intact archeological deposits and features including soils conducive for the burial of significant archeological sites. These results will help determine the need for subsequent archeological investigations within various portions of the project area.
3. If artifacts are recovered from the core borings, WVDOH will ensure that the location and approximate depth is recorded. The core boring results and artifact information shall be included in the Phase I archeological report.

B. ARCHEOLOGICAL RESOURCES

1. COORDINATION WITH SNI, THE OSAGE NATION, SHPO AND OTHER CONSULTING PARTIES

- a. WVDOH will notify SNI, the Osage Nation and SHPO at least two (2) weeks prior to the date any further archaeology is scheduled to begin.
- b. As stated in Stipulation II.A.2, the Phase I archeological report will include the core boring results, as well as the results from archeological investigations performed in conjunction with the geotechnical investigations. The Phase I archeological report will be provided to SNI, the Osage Nation, SHPO and any THPOs/Tribal Nations who request the report for 30-day review and comment.

2. INITIAL SUBSURFACE/PHASE I SURVEY METHODOLOGY

- a. Small areas of pavement within the existing roadway network will be removed during core boring activities for the purposes of shovel testing. Due to existing traffic congestion, these areas will be restricted to the footprint of the alternatives that meet the project's purpose and need.
- b. The location and number of pavement removal areas for shovel testing is dependent on safety, the location of existing utilities and maintenance of traffic.
- c. Each pavement removal area will allow for one (1) shovel test to be excavated. A professional archeologist will perform the excavations.
- d. If intact archeological deposits are identified, FHWA and WVDOH may consider larger pavement removal areas in consultation with SNI, the Osage Nation and SHPO. If human remains are identified, FHWA and WVDOH will additionally consult with the THPOs/Tribal Nations listed in Appendix B

3. IDENTIFICATION AND EVALUATION

- a. If the only artifacts recovered are in non-intact deposits, and no human remains are present, FHWA and WVDOH will prepare the Phase I report and proceed to the Construction Phase described in Stipulation III.
- b. If artifacts are recovered in intact deposits, and no human remains are present, FHWA WVDOH will consult with SNI, the Osage Nation and SHPO to evaluate the site in accordance with National Register criteria.
- c. If human remains are uncovered, work will cease immediately per Standard Specification 207.3.4 of the WVDOH 2010 Standard Specifications for Roads and Bridges and the measures outlined in Stipulation I.C. will be implemented.

4. TREATMENT/MITIGATION

- a. As discussed in Stipulation I.C, FHWA and WVDOH will consult with SNI, the Osage Nation, and SHPO to develop a plan to address intact deposits.
- b. FHWA and WVDOH will consult with SNI, the Osage Nation, SHPO and the THPOs/Tribal Nations listed in Appendix B to develop a plan to address treatment of human remains. If the remains can be avoided, WVDOH engineers will work with their archeological staff to prepare a pavement removal plan and schedule that will be included in the construction plans for the project. The pavement removal plan will include measures developed in consultation with FHWA, SNI, the Osage Nation, SHPO and participating THPOs/Tribal Nations to protect buried cultural materials.
- c. Any non-funerary artifacts recovered will be temporarily stored by FHWA and WVDOH until they can be permanently curated at the Grave Creek Mound Archeological Complex.

- d. FHWA and WVDOH will work with SNI, the Osage Nation and SHPO to develop educational materials that can be publicly distributed and/or incorporated into the project.

III. Project Construction

A. PLANS AND SPECIFICATIONS

1. The specifications in the construction plans will reference the stipulations in this PA.
2. If remains will be avoided, the construction plans will include the pavement removal plan and schedule referenced in the Treatment/Mitigation Section of stipulation II.B.

B. CONSTRUCTION

1. As described in Stipulation I.A.4, a professional archeologist will be present to monitor ground disturbing activities conducted by WVDOH within the project right of way limits for cultural materials and potential human remains.
 - a. If no features or artifacts are present on the surface, WVDOH will ensure that monitoring continues until all construction activities listed above are completed.
 - b. If features are present and/or artifacts are observed on the surface, WVDOH will ensure that a surface collection is completed.
 - c. If non-burial features are present, the WVDOH will ensure that features are documented, excavated, and that appropriate samples are collected.
 - d. WVDOH will evaluate the identified features in accordance with the National Register criteria in consultation with FHWA, SNI, the Osage Nation and SHPO.
 - e. If features are determined to be burials, or if disarticulated human remains are observed, work will cease immediately per Standard Specification 207.3.4 of the WVDOH 2010 Standard Specifications for Roads and Bridges and the measures outlined in Stipulation I.C. will be implemented.
 - f. FHWA and WVDOH will consult with SNI, the Osage Nation, SHPO and any other participating tribes to develop a treatment plan for any National Register sites identified that cannot be avoided. The final treatment plan will be approved by the signatories to this PA.
2. A professional archeologist will monitor the removal of the house located on southwestern side of project area opposite mainline station 51+00 to determine the presence/absence of archeological deposits and review/document the soil profile.
3. A technical report that presents the information gathered during construction of the project will be prepared and provided to SNI, the Osage Nation, SHPO and the THPOs/Tribal Nations for review and comment.

IV. Administrative Provisions

A. DURATION

1. This PA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the PA and amend it in accordance with Stipulation IV.E, below.

B. POST-REVIEW DISCOVERIES

1. If additional properties are discovered that may be historically significant or unanticipated effects on historic properties found, the FHWA shall follow the process outlined in Stipulation I.C.

C. MONITORING AND REPORTING

1. Each year following the execution of this PA until it expires or is terminated, FHWA/WVDOH shall provide all parties to this PA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA/WVDOH's efforts to carry out the terms of this PA.

D. DISPUTE RESOLUTION

1. Should any signatory to this PA object at any time to any actions proposed or the manner in which the terms of this PA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:
 - a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
 - b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the PA, and provide them and the ACHP with a copy of such written response.
2. FHWA's responsibility to carry out all other actions subject to the terms of this PA that are not the subject of the dispute remain unchanged.

E. AMENDMENTS

1. This PA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

F. TERMINATION

1. If any signatory to this PA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation IV.E, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories.
2. Once the PA is terminated, and prior to work continuing on the undertaking, FHWA and WVDOH must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA and WVDOH shall notify the signatories as to the course of action it will pursue.

Execution of this Programmatic Agreement and the implementation of its provisions evidence that FHWA has taken into account the effect of the Dingess Street Bridge Replacement Project on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES:

FEDERAL HIGHWAY ADMINISTRATION

Thomas J. Smith, Division Administrator Date

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Date

By letter dated July 10, 2015, the ACHP elected to not participate in the Section 106 process; therefore, they will not be a signatory to this agreement.

SENECA NATION OF INDIANS



July 13, 2015
Date

Gay Toet

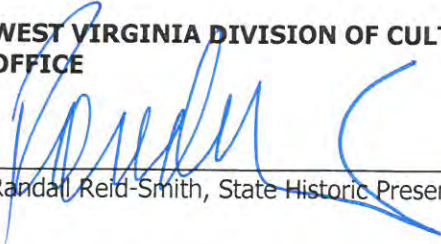
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Byurger

9-30-15

Date

**WEST VIRGINIA DIVISION OF CULTURE AND HISTORY – STATE HISTORIC PRESERVAION
OFFICE**



Randal Reid-Smith, State Historic Preservation Officer

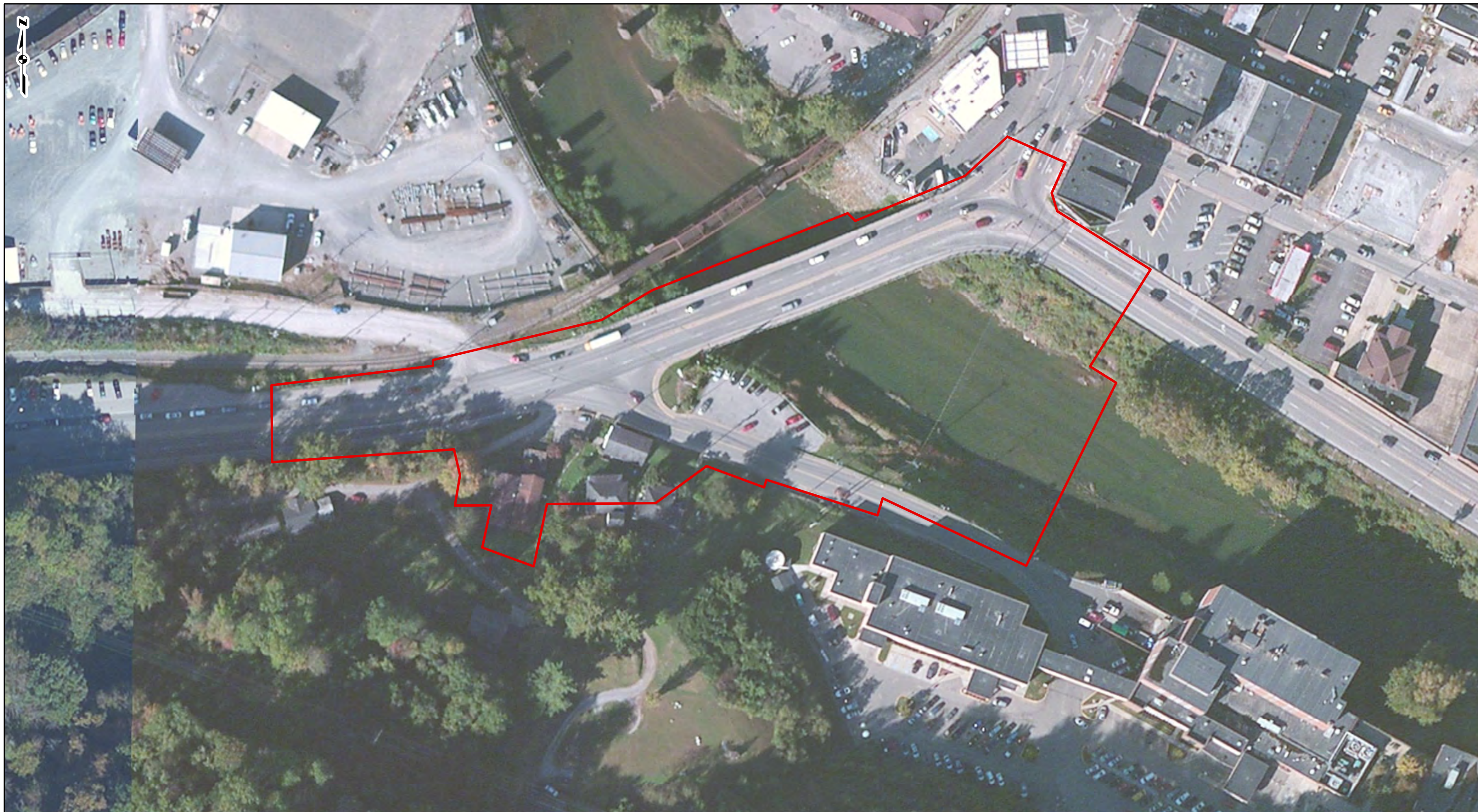
8/17/15

Date

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION – DIVISION OF HIGHWAYS

Paul A. Mattox, Jr.
Paul A. Mattox, Jr., Commissioner

8/20/15
Date



PROJECT LOCATION



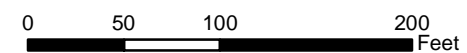
LOGAN COUNTY,
WEST VIRGINIA

REFERENCE: Esri World Imagery,
Provided by Microsoft, UC-G, 2011.
ACCESSED 04/2015

Appendix A

LEGEND

 ARCHEOLOGICAL APE



LIMITS FOR ALTERNATES
2 AND 6A



DINGESS STREET
BRIDGE REPLACEMENT
WEST VIRGINIA DOT



DRAWN BY: SJS
CHECKED: AJW

DATE: 4/23/2015
APPROVED: BR

APPENDIX A: TRIBAL NATIONS CONTACT LIST

Nation	Contact	Contact Address	Contact Address 2	Contact Phone
Delaware Nation	Tamara Francis-Fourkiller, Cultural Preservation Officer	PO Box 825	Anadarko, OK 73005	405-247-2448
Eastern Band of Cherokee Indians of North Carolina	Russell Townsend, Tribal Historic Preservation Officer	PO Box 455	Cherokee, NC 28719	828-497-2771
Eastern Shawnee Tribe of Oklahoma	Robin Dushane, Tribal Historic Preservation Officer	10080 S. Bluejacket Road	Wyandotte, OK 74370	918-666-5151
Seneca Nation of New York	Scott Abrams, Tribal Historic Preservation Officer	12837 Rte. 438	Irving, NY 14081	716-532-4900
Seneca-Cayuga Tribe of Oklahoma	Paul Barton, Tribal Historic Preservation Officer	23701 South 655 Road	Grove, OK 74344	918-787-5452
Absentee-Shawnee Tribe of Oklahoma	Mr. Joseph Blanchard, Cultural Preservation Director	2025 S. Gordon Cooper Drive	Shawnee, OK 74801	405-275-4030
Cayuga Nation of New York	Clint Halftown, Federal Representative	2540 SR-89	Seneca Falls, NY 13148	315-568-0750
Cherokee Nation of Oklahoma	Bill John Baker, Principal Chief	PO Box 948	Tahlequah, OK 74465-0948	918-453-5000
Oneida Indian Nation of New York	Ray Halbritter, Nation Representative	2037 Dream Catcher Plaza	Oneida, NY 13421	315-829-8900
Oneida Tribe of Indians of Wisconsin	Ms. Corina Williams, Tribal Historic Preservation Officer	PO Box 365	Oneida, WI 54155-0365	920-869-4415
Onondaga Nation of New York	Irving Powless, Chief	RR#1, Box 319-B	Nedrow, NY 13120	315-492-1922
Shawnee Tribe	Ron Sparkman, Chief	PO Box 189	Miami, OK 74355	918-542-2441
Saint Regis Band of Mohawk Indians of New York	Mr. Arnold Printup, Tribal Historic Preservation Officer	412 State Route 37	Akwasasne, NY 13655	518-358-2272
Tonawanda Band of Seneca Indians of New York	Roger Hill, Chief	7027 Meadville Road	Basom, NY 14013	716-542-4244
Tuscarora Nation	Leo Henry, Chief	2006 Mt. Hope Road	Lewistown, NY 14092	716-297-1148
United Keetoowah Band of Cherokee Indians of Oklahoma	George Wickliffe, Chief	PO Box 746	Tahlequah, OK 74465	918-431-1818
Omaha Tribe of Nebraska	Mr. Calvin Harlan, Tribal Historic Preservation Officer	PO Box 368	Macy, NE 68039	402-837-5391
Osage Nation	Ms. Andrea Hunter, PhD, Tribal Historic Preservation Officer	627 Grandview PO Box 779	Pawhuska, OK 74056	918-287-5328
Tunica-Biloxi Indian Tribe of Louisiana	Mr. Earl Barbry, Jr., Tribal Historic Preservation Officer	PO Box 1589	Marksville, LA 71351	318-253-9767