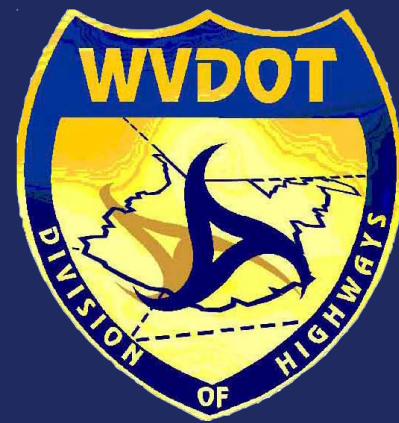


# Appalachian Corridor H Pasrons to Davis Project

## Alignment and Resource Location Plans

2017

Please see [www.wvcorridorh.com/mapping](http://www.wvcorridorh.com/mapping) to view and print additional plan sheets.



# Corridor H

State Project:  
X143-H-38.99C-2

Federal Project:  
CHHD-484(59)

Michael Baker  
INTERNATIONAL

# IMPORTANT NOTICE: ALIGNMENT MAY SHIFT DURING FINAL DESIGN

THE MAPS CONTAINED IN THIS BOOK WERE PREPARED AS PART OF THE PRELIMINARY DESIGN PROCESS FOR THE CORRIDOR H PROJECT. THE FINAL DESIGN PROCESS BEGAN IN AUGUST 1996, AFTER COMPLETION OF AN ENVIRONMENTAL IMPACT STATEMENT (EIS) AND THE APPROVAL OF A SELECTED ALIGNMENT BY THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION (WVDOT) AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA). THE PRIMARY PURPOSE OF FINAL DESIGN IS TO IMPLEMENT THE SELECTED ALIGNMENT, BY DEVELOPING DETAILED ENGINEERING DRAWINGS THAT WILL SPECIFY PRECISELY WHERE EACH COMPONENT OF THE ROADWAY WILL BE CONSTRUCTED. HOWEVER, FOR ENGINEERING AND OTHER REASONS, THE FINAL DESIGN PROCESS MAY INVOLVE SOME ADJUSTMENTS IN THE SELECTED ALIGNMENT. TYPICALLY, ALIGNMENT CHANGES DURING FINAL DESIGN ARE MINOR, AND THEREFORE DO NOT INVOLVE ENVIRONMENTAL IMPACTS THAT WOULD REQUIRE A SUPPLEMENT TO THE COMPLETED EIS. HOWEVER, IF MAJOR ALIGNMENT CHANGES ARE FOUND TO BE NECESSARY FOR THIS PROJECT, A SUPPLEMENT WOULD BE PREPARED TO ENSURE AN ADEQUATE OPPORTUNITY FOR PUBLIC REVIEW AND PARTICIPATION.

THESE MAPS ARE INTENDED FOR THE USE OF FEDERAL AND STATE RESOURCE PROTECTION AGENCIES, WHICH ARE WORKING WITH WVDOT AND FHWA TO DEVELOP DETAILED MITIGATION PLANS FOR EACH SECTION OF THE PROJECT. THE MAPS ALSO WILL BE MADE AVAILABLE FOR REVIEW BY THE PUBLIC AT WVDOT'S OFFICES IN CHARLESTON. ANY QUESTIONS OR COMMENTS REGARDING ANY ASPECT OF FINAL DESIGN SHOULD BE DIRECTED TO BEN HARK, NEPA COMPLIANCE AND PERMITTING SECTION HEAD, TECHNICAL SUPPORT DIVISION, WEST VIRGINIA DIVISION OF HIGHWAYS, 1334 SMITH STREET, CHARLESTON, WV.25301 TELEPHONE (304) 414-6444.

PARSONS TO DAVIS PROJECT

Alignment and Resource  
Location Plans

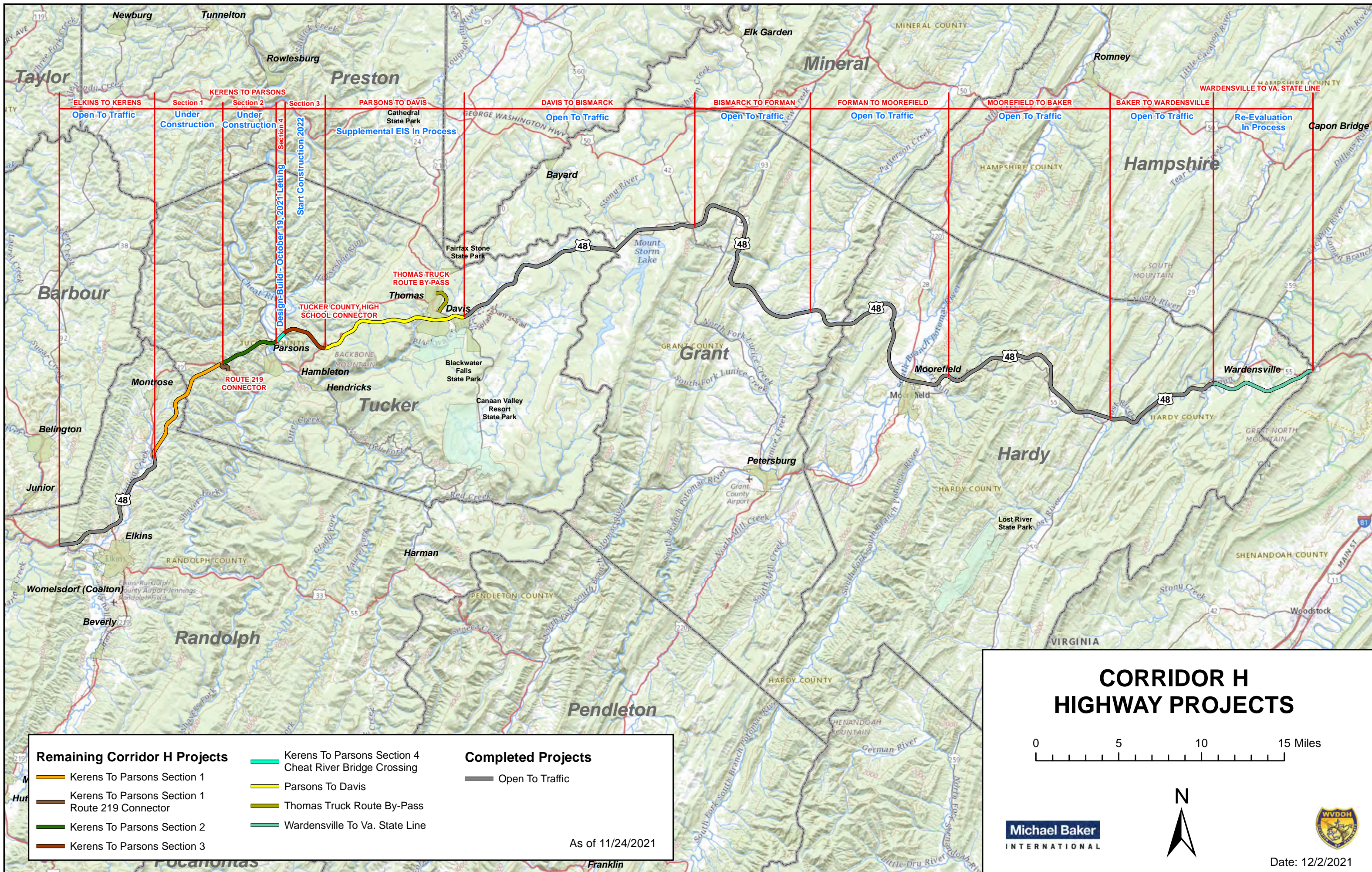
Important Notice

APRIL 2017

Michael Baker  
INTERNATIONAL







**Remaining Corridor H Projects**

- Kerens To Parsons Section 1
- Kerens To Parsons Section 1 Route 219 Connector
- Kerens To Parsons Section 2
- Kerens To Parsons Section 3

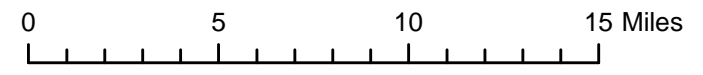
- Kerens To Parsons Section 4 Cheat River Bridge Crossing
- Parsons To Davis
- Thomas Truck Route By-Pass
- Wardensville To Va. State Line

**Completed Projects**

- Open To Traffic

As of 11/24/2021

**CORRIDOR H  
HIGHWAY PROJECTS**



Date: 12/2/2021



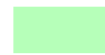





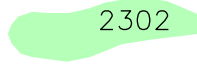

### WETLAND TYPES

KERENS TO PARSONS PROJECT



W112 WETLAND

PARSONS TO DAVIS PROJECT – Source: Michael Baker Intl.  
WARDENSVILLE TO STATE LINE PROJECT – Source: Michael Baker Intl.

-  PALUSTRINE FORESTED (PFO)
-  PALUSTRINE SCRUB/SHRUB (PSS)
-  PALUSTRINE EMERGENT (PEM)
-  PHOTO INTERPRETED (PH)
-  PALUSTRINE OPEN WATER (POWZ)
-  PALUSTRINE UNCONSOLIDATED BOTTOM (PUB)

-  2302 DELINEATED WETLAND ID
-  PEM CLASSIFIED WETLAND

### STREAMS




-  AS MAPPED
-  FIELD VERIFIED

### HISTORIC RESOURCES



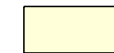
NATIONAL REGISTER ELIGIBILITY

 ELIGIBLE RESOURCE

### ADDITIONAL FEATURES

-  LANDSCAPING AREA SITES – Source: Michael Baker Intl.
-  LANDSCAPE PHOTO MONITORING POINTS – Source: Michael Baker Intl.
-  MONITORING WELLS (Proposed) – Source: Michael Baker Intl.

MONONGAHELA NATIONAL FOREST – MNF  
Source: West Virginia GIS Technical Center







-  MONONGAHELA NATIONAL FOREST PROCLAMATION BOUNDARY
-  MONONGAHELA NATIONAL FOREST OWNED PROPERTY
-  PRIVATE PROPERTY WITHIN THE MONONGAHELA NATIONAL FOREST PROCLAMATION BOUNDARY


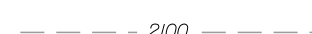



### AML – ABANDONED MINE LANDS

 ALBERT HIGHWALL RECLAMATION

### ALIGNMENT STATUS

KERENS TO PARSONS PROJECT – Source: Michael Baker Intl.  
PARSONS TO DAVIS PROJECT – Source: Michael Baker Intl.

-  2100 BRIDGE
-  PAVEMENT
-  PREFERRED ALTERNATIVE – ADDITIONAL ENVIRONMENTAL STUDIES REQUIRED
-  CUT LINE
-  FILL LINE
-  CUT AND FILL LIMITS WARDENSVILLE TO STATE LINE

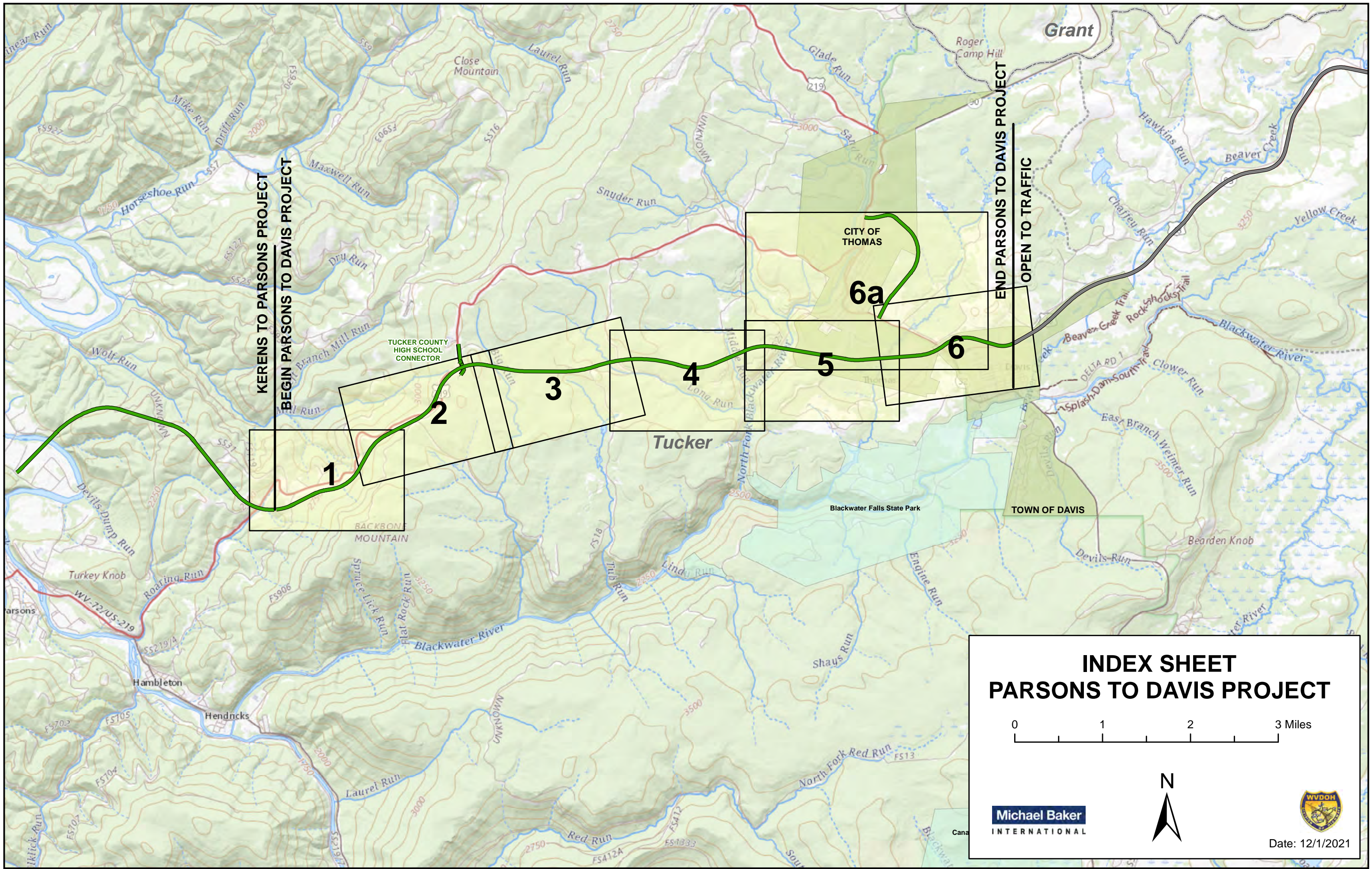
-  2100 INDEX CONTOUR
-  2100 OBSCURED INDEX CONTOUR
-  INTERMEDIATE CONTOUR
-  OBSCURED INTERMEDIATE CONTOUR
-  +878.6 SPOT ELEVATION

PARSONS TO DAVIS PROJECT

### Alignment and Resource Location Plans Key to Features on Project Plan Sheets







KERENS TO PARSONS PROJECT  
BEGIN PARSONS TO DAVIS PROJECT

END PARSONS TO DAVIS PROJECT  
OPEN TO TRAFFIC

1

2

3

4

5

6

6a

**INDEX SHEET  
PARSONS TO DAVIS PROJECT**

0 1 2 3 Miles

**Michael Baker  
INTERNATIONAL**

**WVDOH**

Date: 12/1/2021

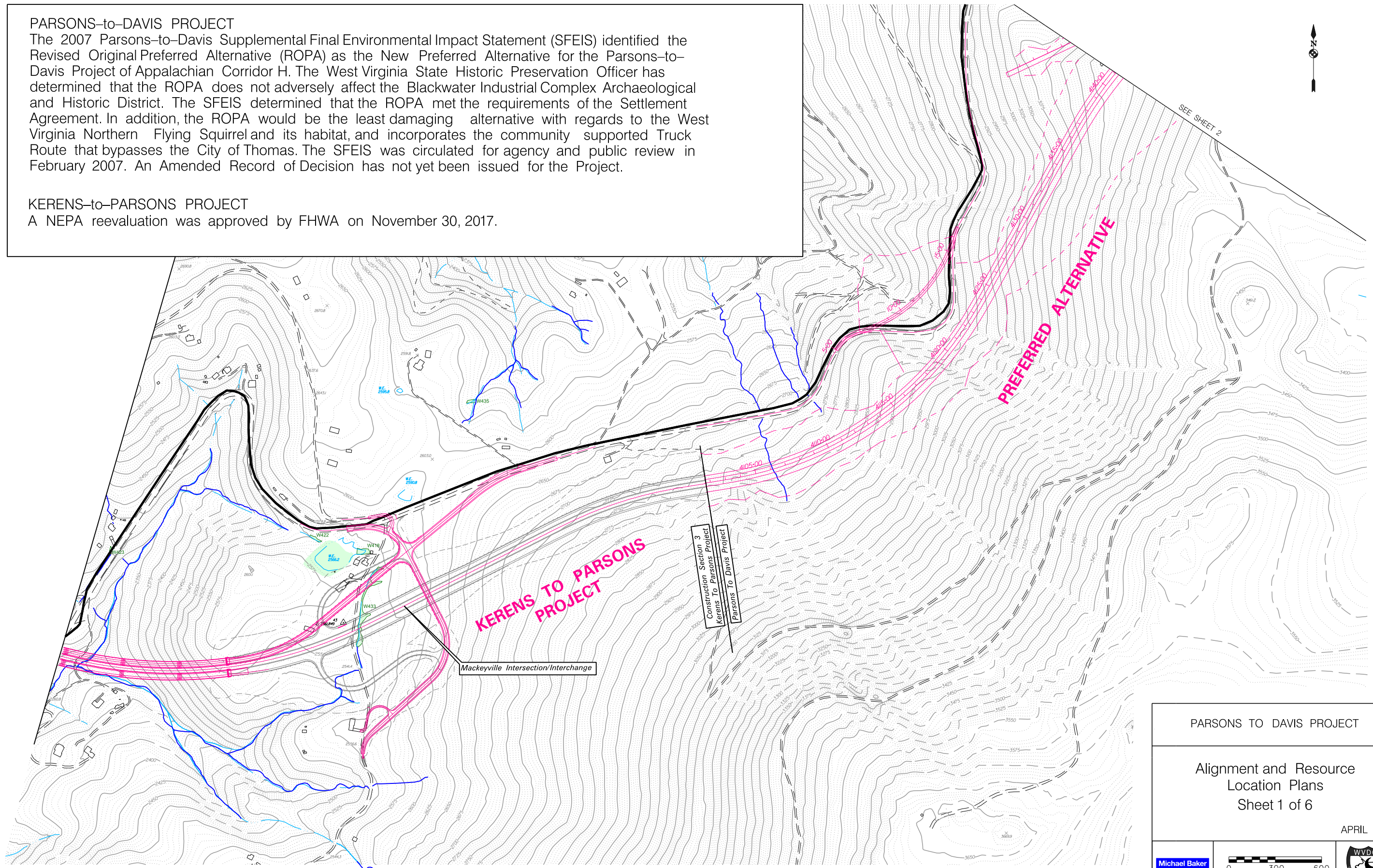


**PARSONS-to-DAVIS PROJECT**

The 2007 Parsons-to-Davis Supplemental Final Environmental Impact Statement (SFEIS) identified the Revised Original Preferred Alternative (ROPA) as the New Preferred Alternative for the Parsons-to-Davis Project of Appalachian Corridor H. The West Virginia State Historic Preservation Officer has determined that the ROPA does not adversely affect the Blackwater Industrial Complex Archaeological and Historic District. The SFEIS determined that the ROPA met the requirements of the Settlement Agreement. In addition, the ROPA would be the least damaging alternative with regards to the West Virginia Northern Flying Squirrel and its habitat, and incorporates the community supported Truck Route that bypasses the City of Thomas. The SFEIS was circulated for agency and public review in February 2007. An Amended Record of Decision has not yet been issued for the Project.

**KERENS-to-PARSONS PROJECT**

A NEPA reevaluation was approved by FHWA on November 30, 2017.



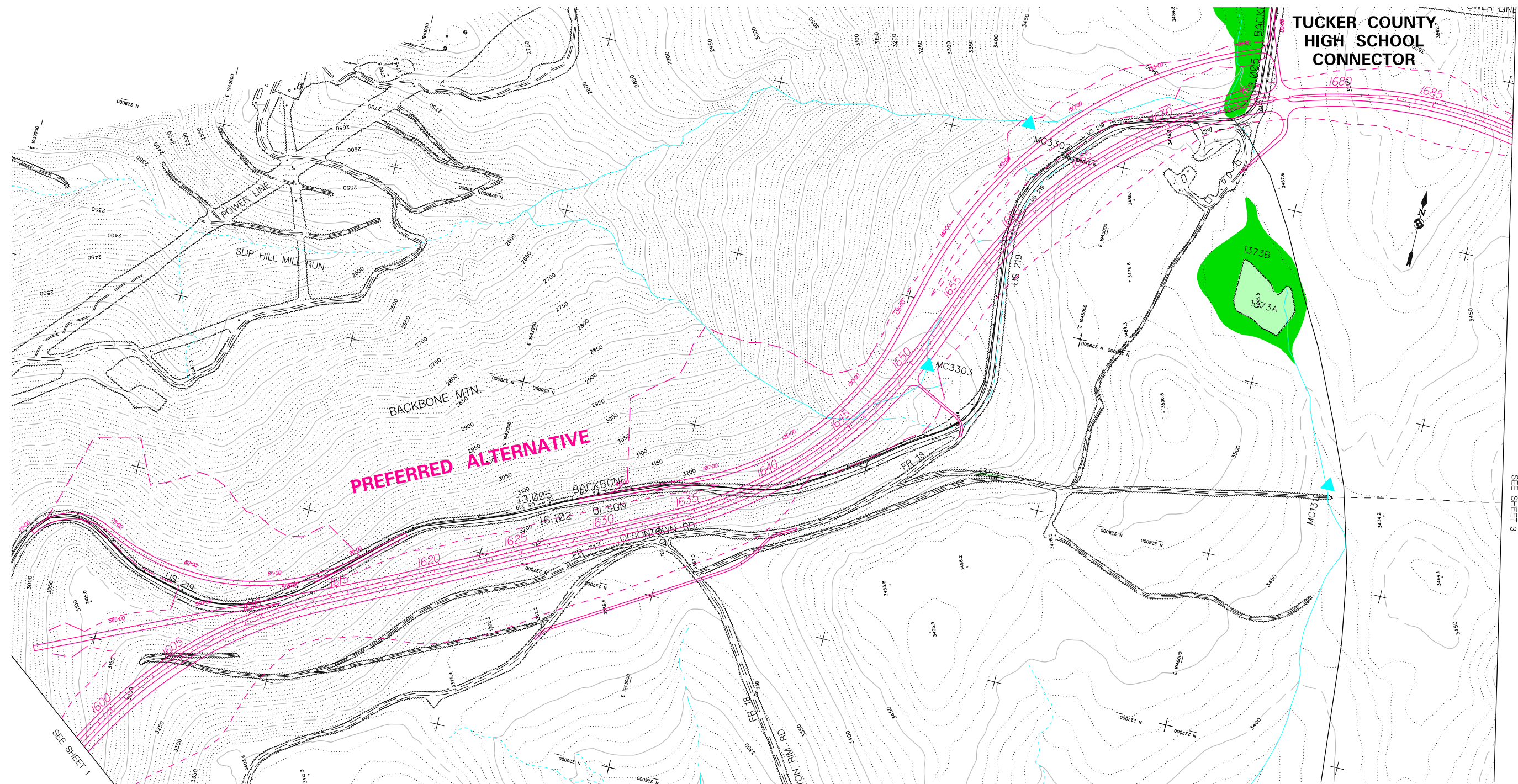
PARSONS TO DAVIS PROJECT

Alignment and Resource  
Location Plans  
Sheet 1 of 6

APRIL 2017







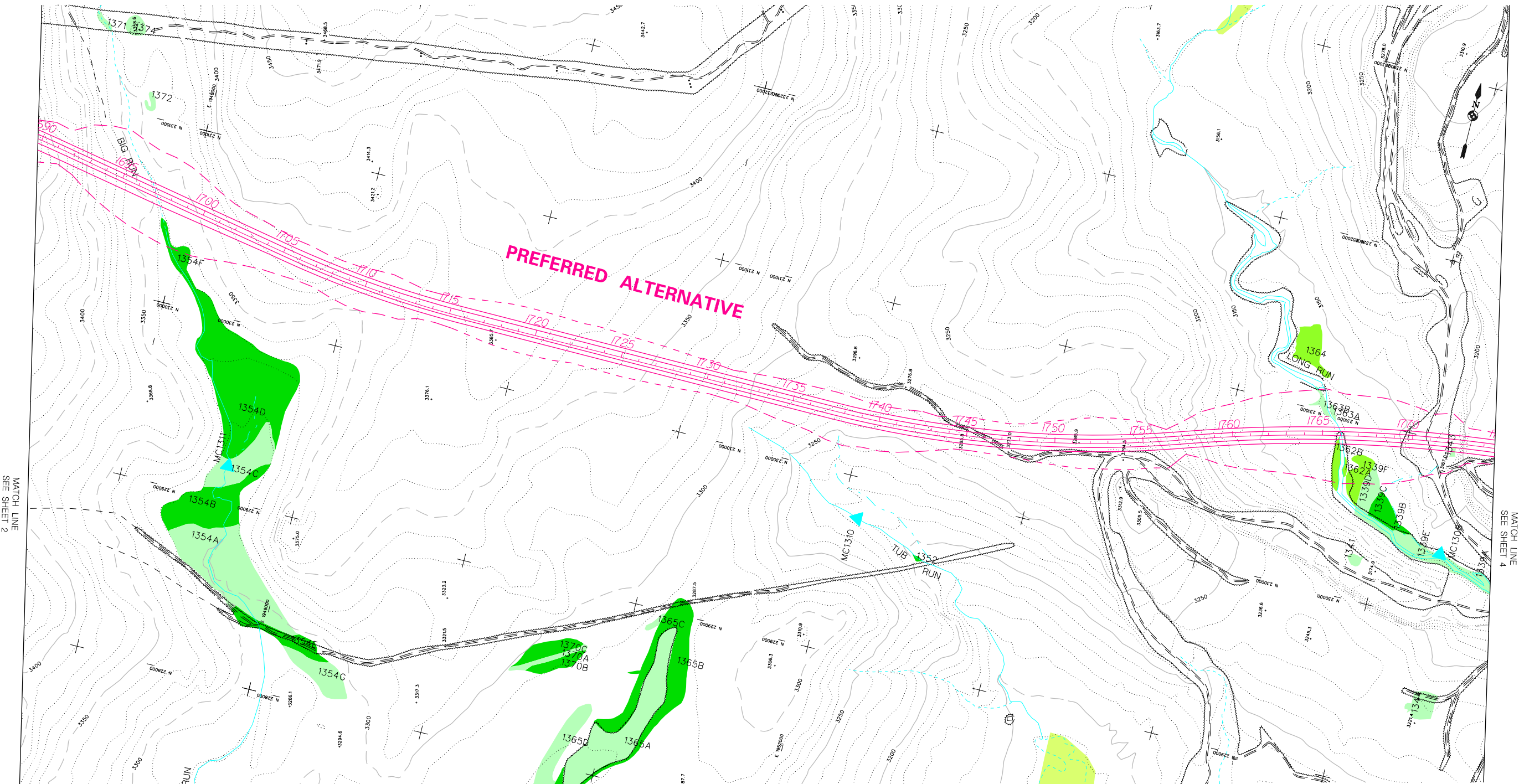
**TUCKER COUNTY  
HIGH SCHOOL  
CONNECTOR**

**PREFERRED ALTERNATIVE**

**PARSONS-to-DAVIS PROJECT**  
 The 2007 Parsons-to-Davis Supplemental Final Environmental Impact Statement (SFEIS) identified the Revised Original Preferred Alternative (ROPA) as the New Preferred Alternative for the Parsons-to-Davis Project of Appalachian Corridor H. The West Virginia State Historic Preservation Officer has determined that the ROPA does not adversely affect the Blackwater Industrial Complex Archaeological and Historic District. The SFEIS determined that the ROPA met the requirements of the Settlement Agreement. In addition, the ROPA would be the least damaging alternative with regards to the West Virginia Northern Flying Squirrel and its habitat, and incorporates the community supported Truck Route that bypasses the City of Thomas. The SFEIS was circulated for agency and public review in February 2007. An Amended Record of Decision has not yet been issued for the Project.

PARSONS TO DAVIS PROJECT	
Alignment and Resource Location Plans Sheet 2 of 6	
	<p>SCALE IN FEET</p>
APRIL 2017	

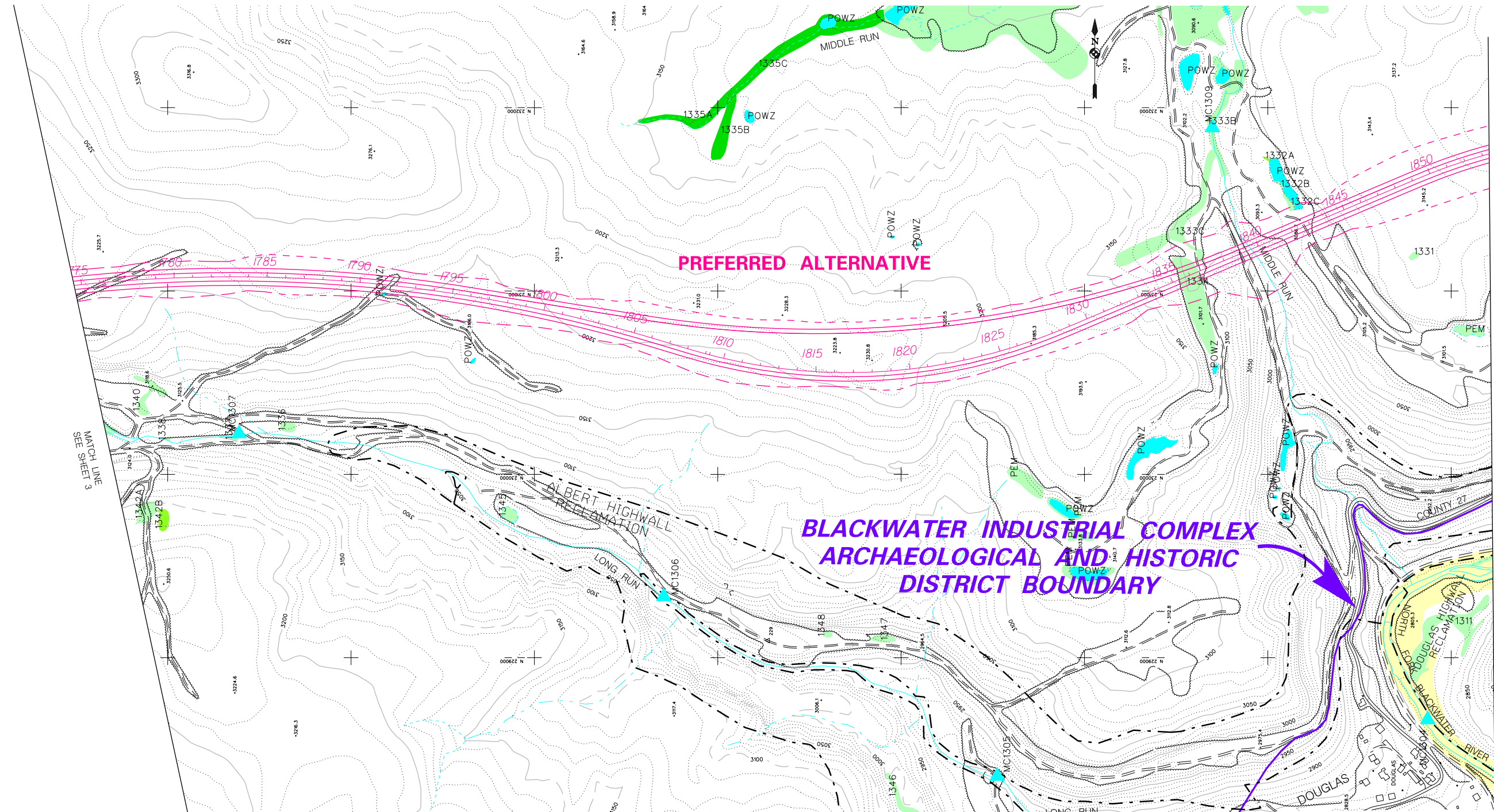




**PARSONS-to-DAVIS PROJECT**  
 The 2007 Parsons-to-Davis Supplemental Final Environmental Impact Statement (SFEIS) identified the Revised Original Preferred Alternative (ROPA) as the New Preferred Alternative for the Parsons-to-Davis Project of Appalachian Corridor H. The West Virginia State Historic Preservation Officer has determined that the ROPA does not adversely affect the Blackwater Industrial Complex Archaeological and Historic District. The SFEIS determined that the ROPA met the requirements of the Settlement Agreement. In addition, the ROPA would be the least damaging alternative with regards to the West Virginia Northern Flying Squirrel and its habitat, and incorporates the community supported Truck Route that bypasses the City of Thomas. The SFEIS was circulated for agency and public review in February 2007. An Amended Record of Decision has not yet been issued for the Project.

PARSONS TO DAVIS PROJECT	
Alignment and Resource Location Plans Sheet 3 of 6	
	<p>SCALE IN FEET</p>
APRIL 2017	





MATCH LINE  
SEE SHEET 3

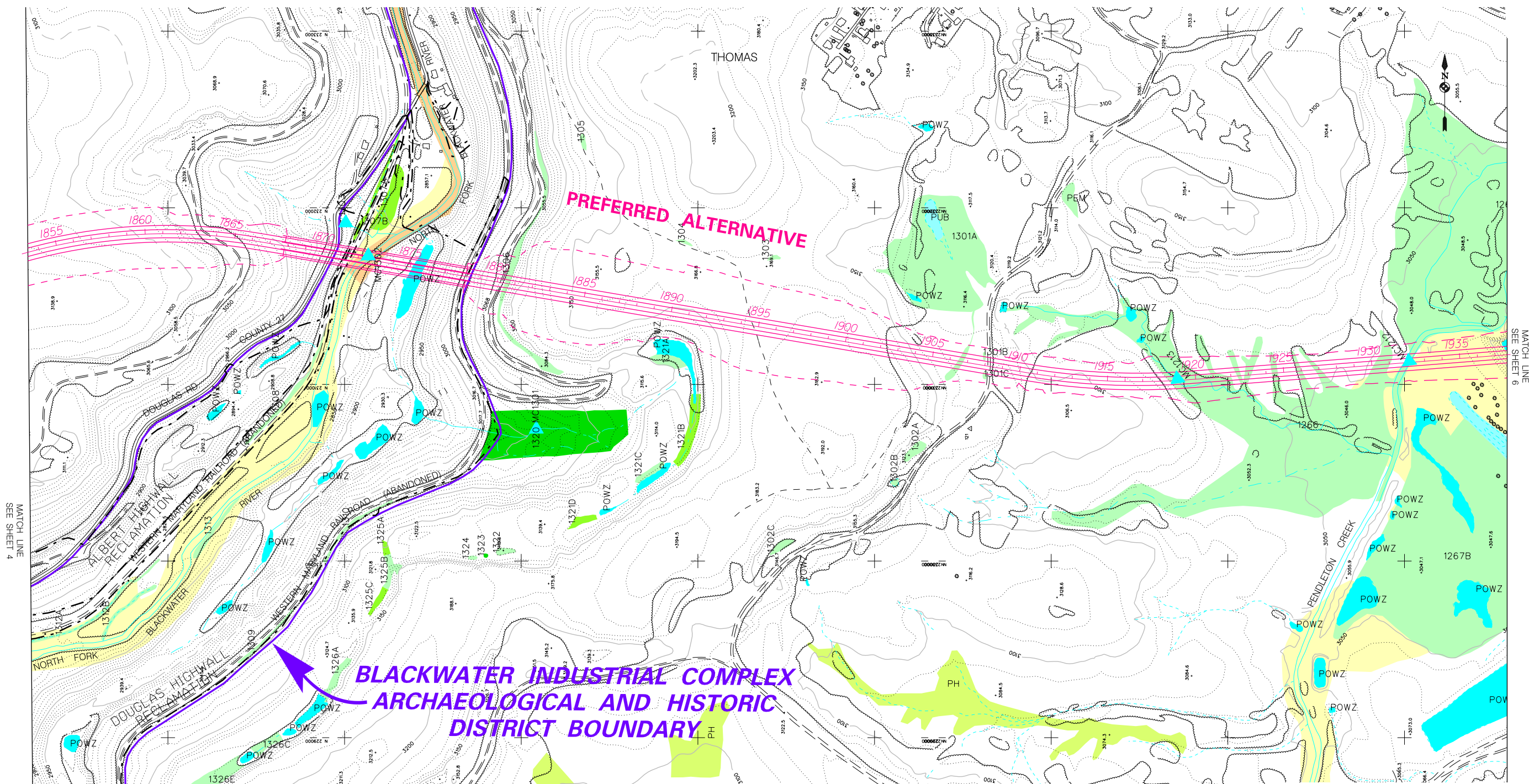
MATCH LINE  
SEE SHEET 5

**PARSONS-to-DAVIS PROJECT**  
 The 2007 Parsons-to-Davis Supplemental Final Environmental Impact Statement (SFEIS) identified the Revised Original Preferred Alternative (ROPA) as the New Preferred Alternative for the Parsons-to-Davis Project of Appalachian Corridor H. The West Virginia State Historic Preservation Officer has determined that the ROPA does not adversely affect the Blackwater Industrial Complex Archaeological and Historic District. The SFEIS determined that the ROPA met the requirements of the Settlement Agreement. In addition, the ROPA would be the least damaging alternative with regards to the West Virginia Northern Flying Squirrel and its habitat, and incorporates the community supported Truck Route that bypasses the City of Thomas. The SFEIS was circulated for agency and public review in February 2007. An Amended Record of Decision has not yet been issued for the Project.

NOTE: CONTOURS ALONG THE NORTH FORK BLACKWATER RIVER VALLEY DO NOT REPRESENT EXISTING CONDITIONS DUE TO ABANDONED MINE LAND RECLAMATION PROJECTS SUBSEQUENT TO PREPARATION OF MAPPING.

PARSONS TO DAVIS PROJECT	
Alignment and Resource Location Plans Sheet 4 of 6	
APRIL 2017	
	<p>SCALE IN FEET</p>



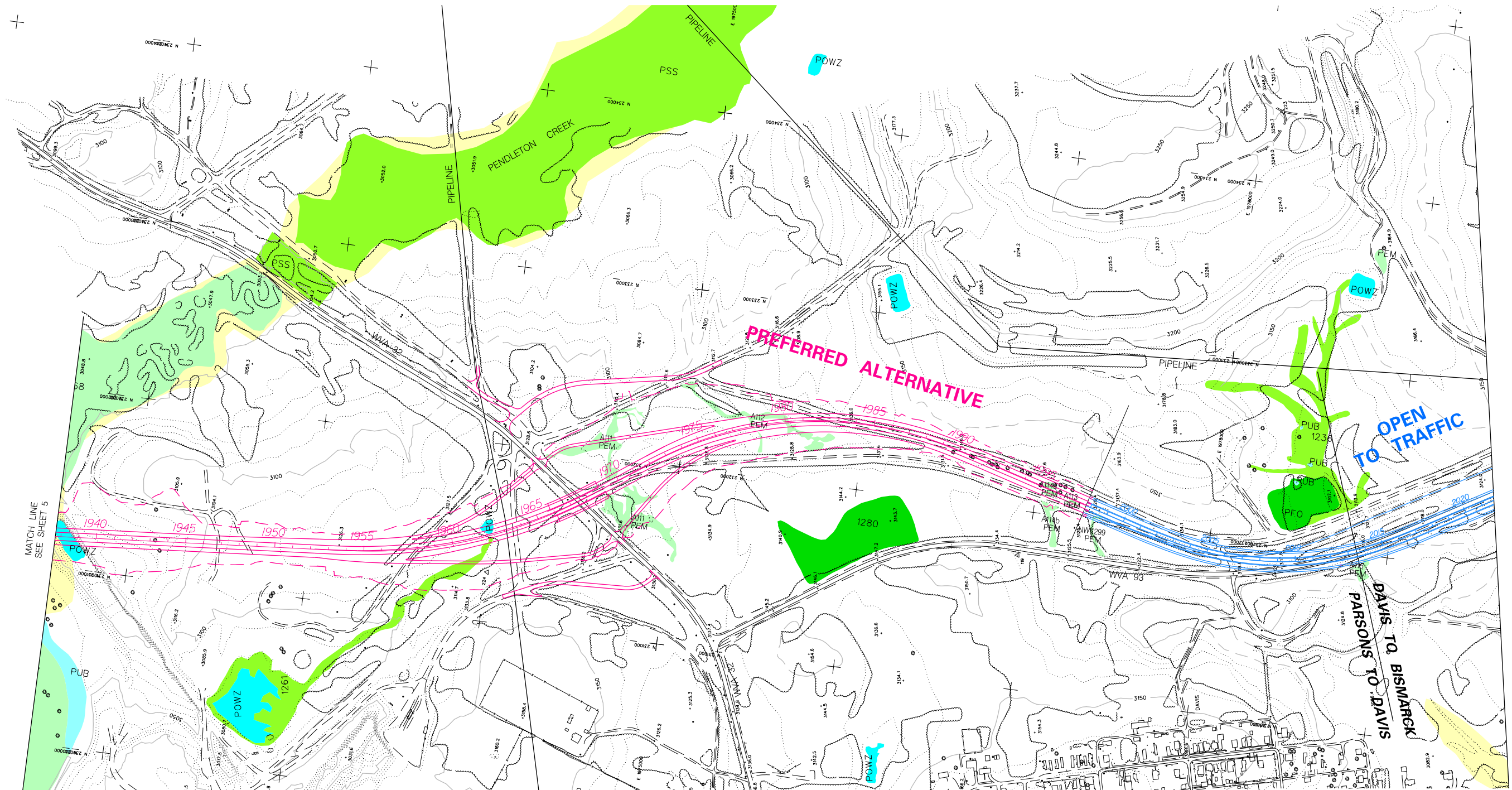


**PARSONS-to-DAVIS PROJECT**  
 The 2007 Parsons-to-Davis Supplemental Final Environmental Impact Statement (SFEIS) identified the Revised Original Preferred Alternative (ROPA) as the New Preferred Alternative for the Parsons-to-Davis Project of Appalachian Corridor H. The West Virginia State Historic Preservation Officer has determined that the ROPA does not adversely affect the Blackwater Industrial Complex Archaeological and Historic District. The SFEIS determined that the ROPA met the requirements of the Settlement Agreement. In addition, the ROPA would be the least damaging alternative with regards to the West Virginia Northern Flying Squirrel and its habitat, and incorporates the community supported Truck Route that bypasses the City of Thomas. The SFEIS was circulated for agency and public review in February 2007. An Amended Record of Decision has not yet been issued for the Project.

NOTE: CONTOURS ALONG THE NORTH FORK BLACKWATER RIVER VALLEY DO NOT REPRESENT EXISTING CONDITIONS DUE TO ABANDONED MINE LAND RECLAMATION PROJECTS SUBSEQUENT TO PREPARATION OF MAPPING.

PARSONS TO DAVIS PROJECT	
Alignment and Resource Location Plans Sheet 5 of 6	
	<p>SCALE IN FEET</p>
APRIL 2017	



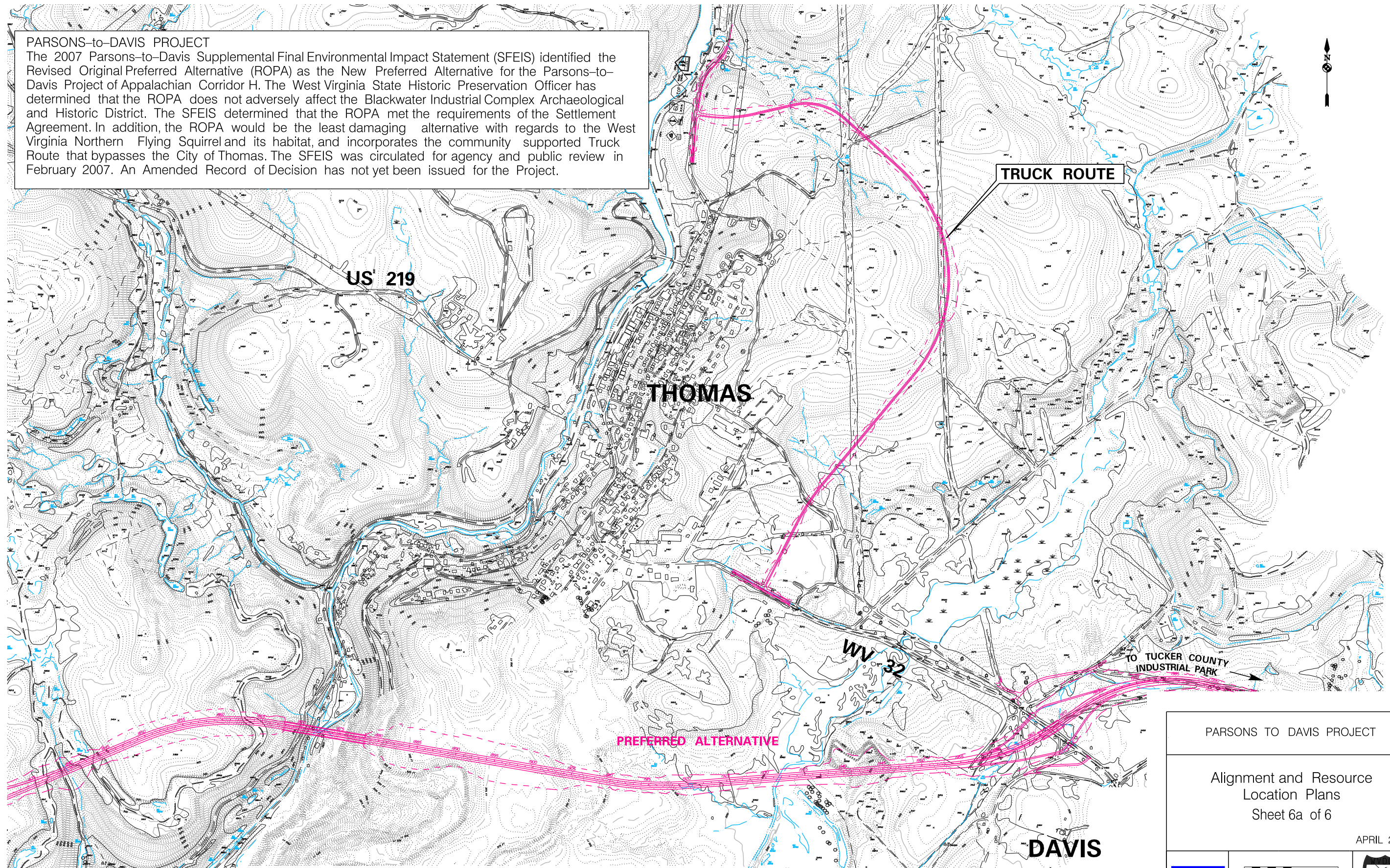


**PARSONS-to-DAVIS PROJECT**  
 The 2007 Parsons-to-Davis Supplemental Final Environmental Impact Statement (SFEIS) identified the Revised Original Preferred Alternative (ROPA) as the New Preferred Alternative for the Parsons-to-Davis Project of Appalachian Corridor H. The West Virginia State Historic Preservation Officer has determined that the ROPA does not adversely affect the Blackwater Industrial Complex Archaeological and Historic District. The SFEIS determined that the ROPA met the requirements of the Settlement Agreement. In addition, the ROPA would be the least damaging alternative with regards to the West Virginia Northern Flying Squirrel and its habitat, and incorporates the community supported Truck Route that bypasses the City of Thomas. The SFEIS was circulated for agency and public review in February 2007. An Amended Record of Decision has not yet been issued for the Project.

PARSONS TO DAVIS PROJECT	
Alignment and Resource Location Plans Sheet 6 of 6	
	<p>SCALE IN FEET</p>



**PARSONS-to-DAVIS PROJECT**  
The 2007 Parsons-to-Davis Supplemental Final Environmental Impact Statement (SFEIS) identified the Revised Original Preferred Alternative (ROPA) as the New Preferred Alternative for the Parsons-to-Davis Project of Appalachian Corridor H. The West Virginia State Historic Preservation Officer has determined that the ROPA does not adversely affect the Blackwater Industrial Complex Archaeological and Historic District. The SFEIS determined that the ROPA met the requirements of the Settlement Agreement. In addition, the ROPA would be the least damaging alternative with regards to the West Virginia Northern Flying Squirrel and its habitat, and incorporates the community supported Truck Route that bypasses the City of Thomas. The SFEIS was circulated for agency and public review in February 2007. An Amended Record of Decision has not yet been issued for the Project.



PARSONS TO DAVIS PROJECT

Alignment and Resource  
Location Plans  
Sheet 6a of 6

APRIL 2017

Michael Baker  
INTERNATIONAL

