



Corridor H

Where We've Been
&
Where We're Going

Where We've Been



Where We've Been



Where We've Been

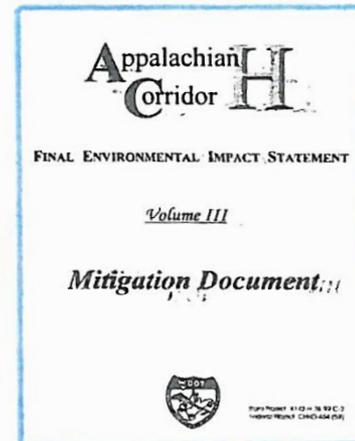


Status Update of Corridor H

- Long Project history beginning in 1965 with proposal as part of the ADHS
- **1980s**
 - First alignment & impact studies conducted
 - Project put on hold because of funding
- **1990s**
 - Corridor Selection DEIS issued in 1992
 - Alignment Selection DEIS issued in 1994
 - FEIS (responding to comments on both DEISs) issued in 1996
 - Record of Decision issued in 1996

Status Update of Corridor H

- Volume III of the 1996 Corridor H FEIS is a composite of the mitigation commitments made and is applicable to the project until 5 years after project completion
- Among others, these mitigation commitments included
 - Continuous agency involvement opportunity from design through construction
 - Advanced measures to identify and mitigate acid producing strata
 - Physio-chemical and biological monitoring of all streams crossed before, during and for 5 years post-construction
 - Upland habitat mitigation
 - Watershed based aquatic resource mitigation process
 - Re-vegetation guarantees and annual monitoring
 - Environmental Monitor on-site during construction



Status Update of Corridor H

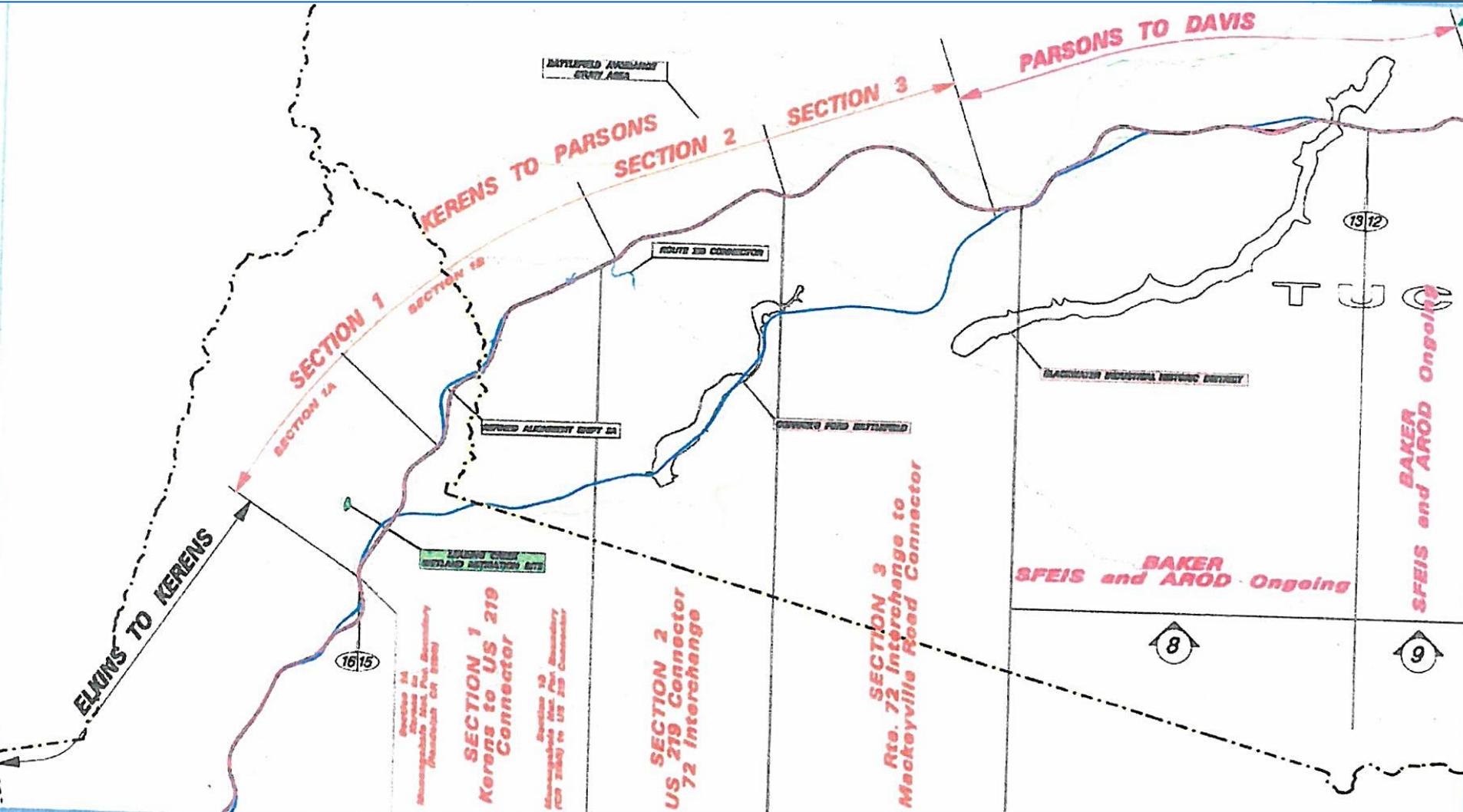
■ 1990s (cont.)

- Lawsuit and appeals process, with one key issue being a Historic Property in Parsons (Corricks Ford Battlefield)

■ 2000s

- Settlement Agreement reached
 - Allowed some construction to proceed while certain specific issues areas were handled
 - Resulted in splitting Corridor H between Elkins and VA State line into nine (9) projects, each needing its own Amended ROD
 - For the Kerens to Parsons Project, a Supplemental EIS was required
- Status of all the 9 Projects is shown on next slide

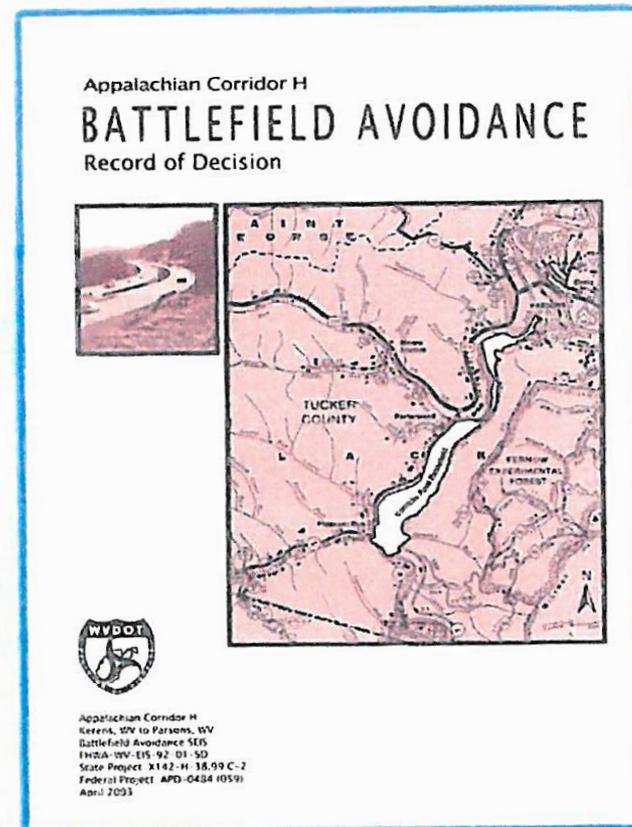
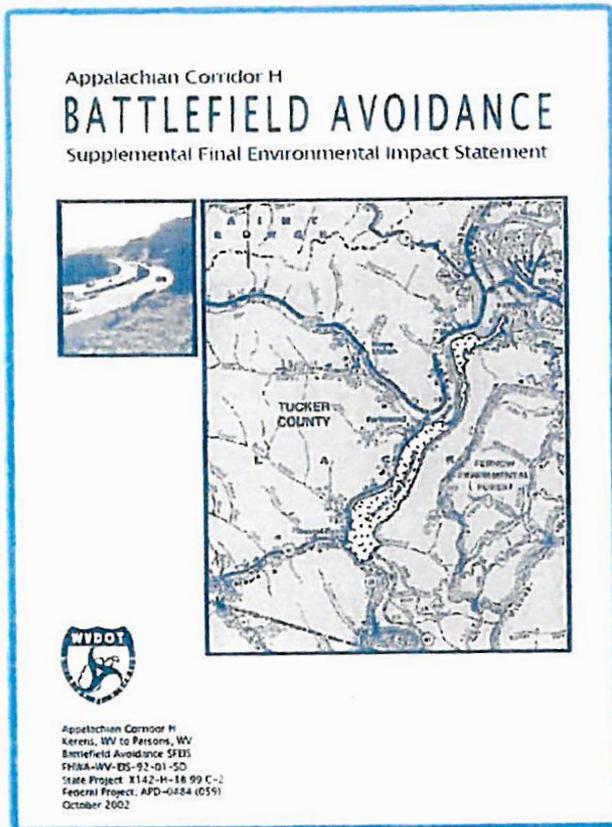
Past & Current Project Activities



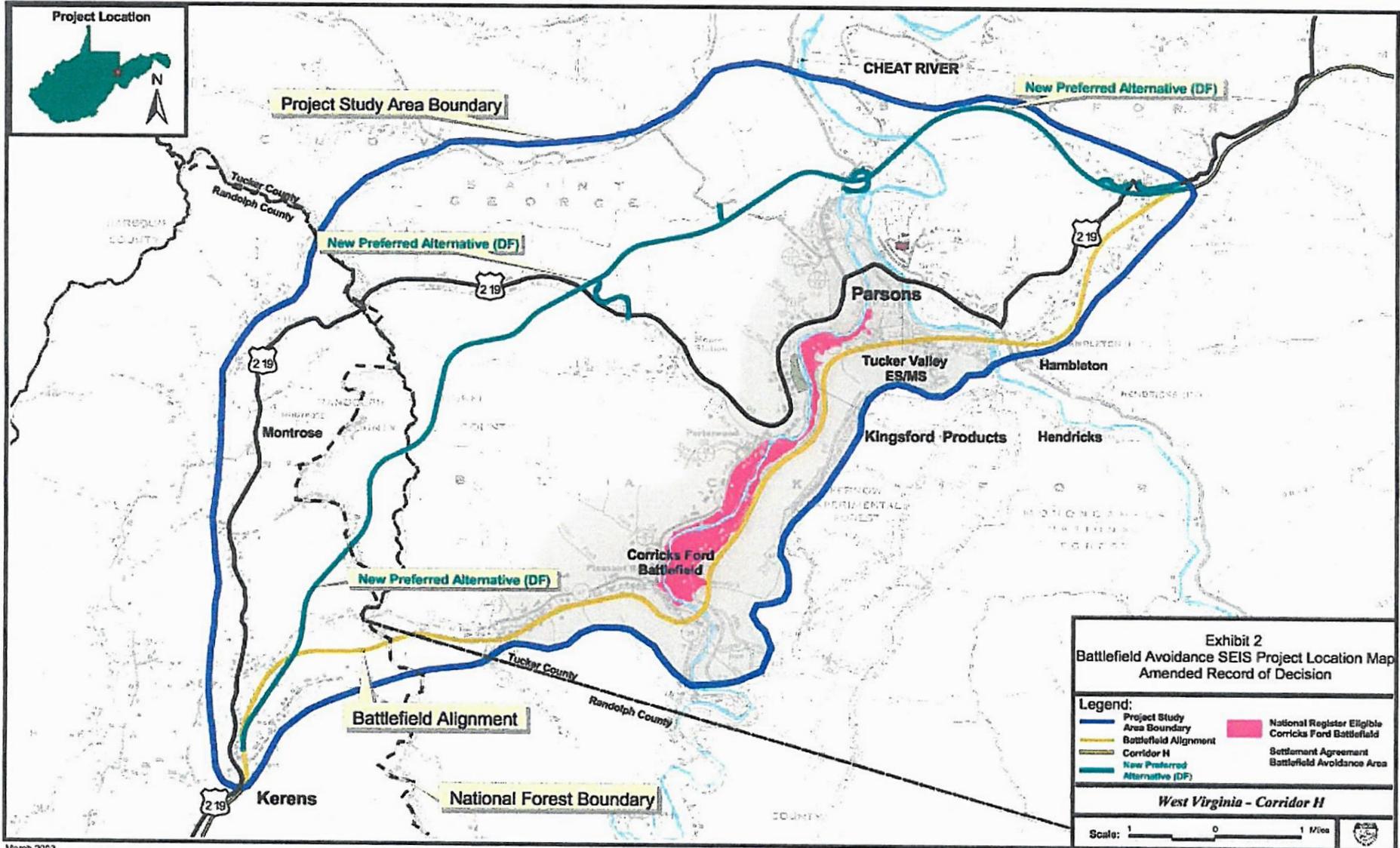
Kerens to Parsons Project Update

2002 Supplemental Final EIS for Kerens to Parsons Project
(Battlefield Avoidance)

2003 Amended ROD for Kerens to Parsons Project



Battle Field Avoidance



Past & Current Project Activities



- Also in 2003, FHWA, WVDOH, and MNF signed an MOU with the purpose of...
 - Facilitating continued coordination among these agencies
 - Outlining project specific measures to minimize and mitigate the project effects on the MNF
 - Outlining review processes for activities that cannot be defined until final design

Past & Current Project Activities

- **Meetings were held among FHWA, WVDOH, & MNF during final design of the 2003 Amended ROD Alignment, as required by the 2003 MOU and 1996 Mitigation Document**
- **Value engineering and adjustments to minimize impacts in the MNF have taken place**
- **A written Re-evaluation is required to assess the validity of the 2003 Amended ROD because:**
 - **Approximately 11 years have passed since the ROD was issued**
 - **Construction on the project has not begun**
 - **Alignment shifts not previously assessed in the NEPA documentation have been developed**

Past & Current Project Activities

- The USFWS requested surveys for listed plant species throughout the revised alignment(s)
- The MNF requested surveys of Regional Forester's Sensitive Species (RFSS) within portions of MNF-owned parcels
- Aquatic resource surveys (Waters of the US)
- Cultural resource surveys

ESA Section 7 Coordination

- **December 2012**

Agency meeting held to review survey results; WVDOH, FHWA, WVDNR, and USFWS in attendance

- **December 2012 Meeting Follow-up**

USFWS provided WVDOH with a list of 12 recommendations to avoid and minimize adverse effects to the SWP populations

- **December 2013**

Meeting with the Smithsonian Environmental Research Center (SERC) and resource agencies to share information about the species

- **February 2014**

Meeting to review FHWA/WVDOH proposed design modifications that addressed each of the 12 Recommendations

ESA Section 7 Coordination

- **Avoidance and minimization measures included, among others, the following studies and adjustments**
 - **Coordination with SERC**
 - **Shadow modeling**
 - **Moving the alignment 800 downstream (shift discussed later)**
 - **Hydraulic and Hydrologic studies to ensure no impacts from storm water management and erosion and sedimentation controls**
 - **Biological Assessment prepared**
 - **Dec 9, 2014 USFWS concurred with the finding of “may affect, not likely to adversely affect” for the SWP**



ESA Section 7 Coordination

- Additionally, because of proposed listing of the northern long-eared bat (NLEB) and new guidance from the USFWS WV Field Office, a Conservation Plan was developed for the NLEB
- Concurrence received from USFWS for ALL species for ALL of the Kerens to Parsons project on December 9, 2014



No biological assessment or further section 7 consultation under the ESA is required with the Service for the proposed project. Should project plans change or amendments be proposed that we have not considered in your proposed action, or if additional information on listed and proposed species becomes available, or if new species become listed or critical habitat is designated, this determination may be reconsidered. If you have any questions regarding this letter, please contact Liz Stout of my staff at (304) 636-6586, ext. 15, or elizabeth_stout@fws.gov or at the letterhead address.

Sincerely,

John E. Schmidt
Field Supervisor

MNF Sensitive Species Surveys

- **MNF provided lists of RFSS that were known to occur or could occur within the MNF**
 - 65 plant species
 - 69 animal species
- **In 2012, monthly meetings were held to review methods and data**
- **Assessed presence/absence of forest sensitive animal and plant species potentially found in the project study area**
- **Sensitive Species Surveys conducted from 2012 to 2014**

MNF Sensitive Species Surveys

- Species found, as reported in white papers and January & February 2014 meetings with MNF
 - One Federally Threatened plant species was identified: **small whorled pogonia** (SWP - *Isotria medeoloides*)
 - **Blunt-lobed grapefern** (*Botrychium oneidense*) detected
 - **Butternut** (*Juglans cinerea*) detected



MNF Sensitive Species Surveys

Biological Evaluation (BE)

- BE must be completed prior to the land transfer from the USFS
- WVDOH has provided MNF the RFSS survey reports to aid preparation of BE
- Alternatives analysis will also be provided

Section 106 Coordination

Historic Properties

- The project as a whole was cleared with 2002 SEIS coordination
- Addendum Reports assessed additional resources in vicinity of modified alignment
- Concurrence received that no further consultation is required with the SHPO
- Concurrence also received from the USFS for areas within the MNF

FR# _____

**CORRIDOR H PROJECT
KERENS TO PARSONS (SECTION 1B)
RANDOLPH AND TUCKER COUNTIES, WEST VIRGINIA
RANDOLPH COUNTY 219/3 (CHERRY FORK ROAD) TO US 219
CONNECTOR
4.8 MILES**

State Project # X342-H-40.21
Federal Project # NHPP-0484(319)

**DETERMINATION OF ELIGIBILITY FOR
ARCHITECTURAL RESOURCES
ADDENDUM REPORT**

Prepared for:
**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

Prepared by:


**SKELLY and LOY, Inc.
Engineers-Consultants
Morgantown, WV**

MAY 14, 2014

Section 106 Coordination

Archaeology

- The project as a whole was cleared with 2002 SEIS coordination
- Addendum Reports assessed previously unsurveyed portions of the proposed alignment
- Concurrence received that no further consultation is required with the SHPO
- Concurrence also received from the USFS for areas within the MNF

FR# _____

**CORRIDOR H PROJECT
KERENS TO PARSONS (SECTION 1B)
RANDOLPH AND TUCKER COUNTIES, WEST VIRGINIA**

State Project # X303-17/11-0.00
Federal Project # STP-1711(001) D

PHASE IA ARCHAEOLOGY

Prepared for:
**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

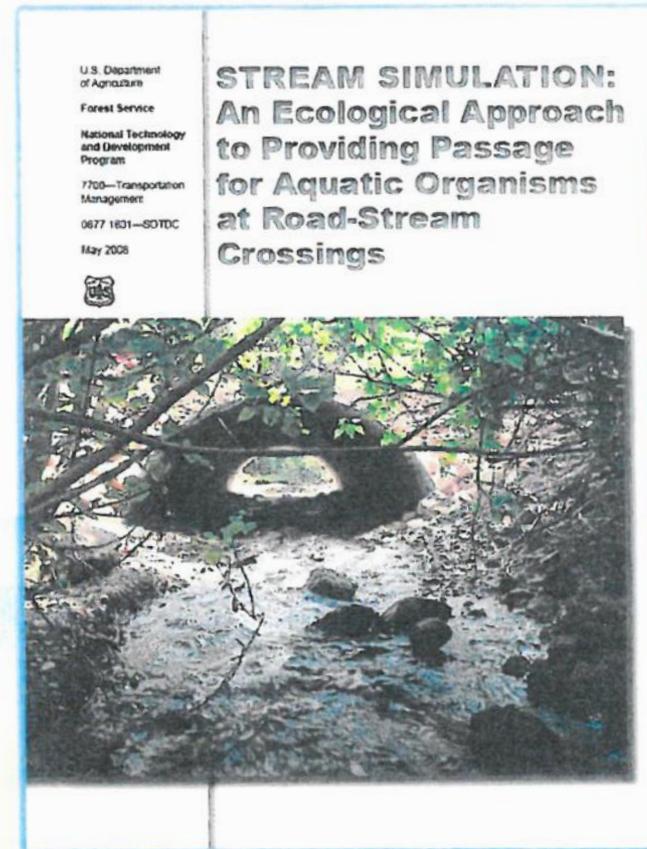
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APRIL 2014

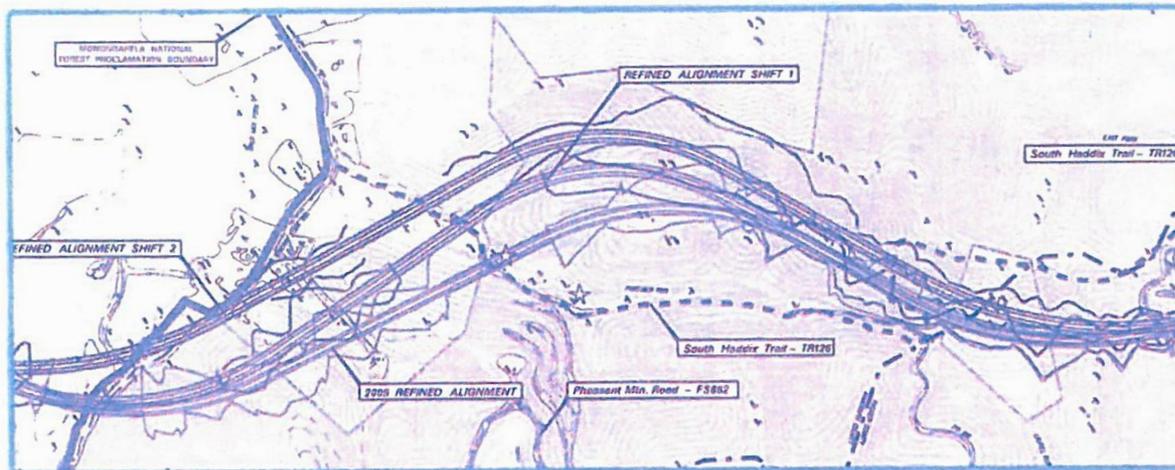
Alternatives Analysis / Selection

- WVDOH evaluated the use of Aquatic Organism Passage (AOP) in the locations where the bridges were eliminated
- It was determined that because of the length of the culverts and the slope of the streams at these locations, it is very unlikely that an AOP design will provide benefit



Alternatives Analysis / Selection

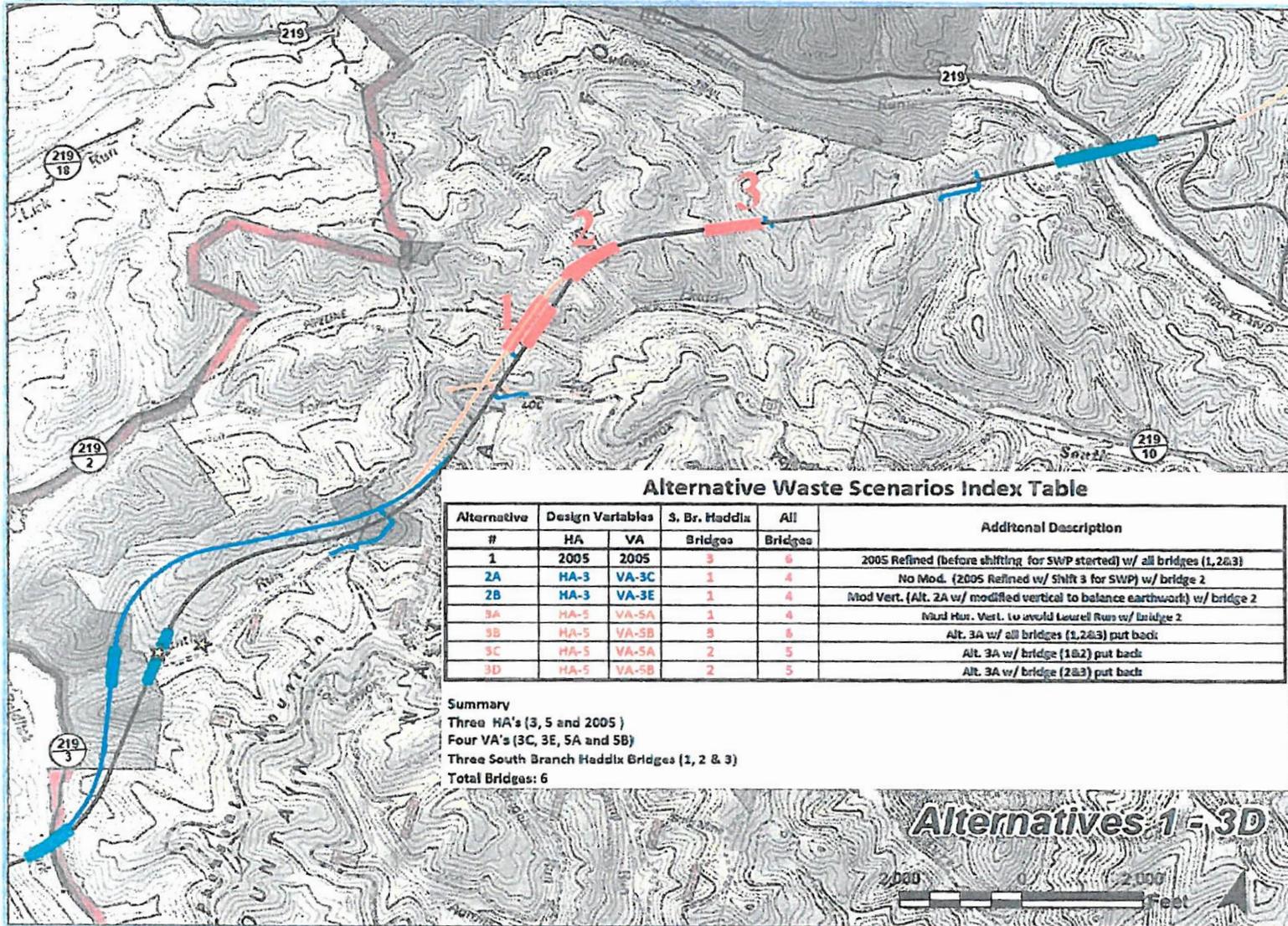
- A third shift was developed (Shift 3) because
 - Shift 1 buffer not far enough downstream of SWP
 - Shift 2 has substantial private landowner impacts
 - Incorporates elements of Shift 1 West of Panther Run
 - Incorporates elements of Shift 2 East of Panther



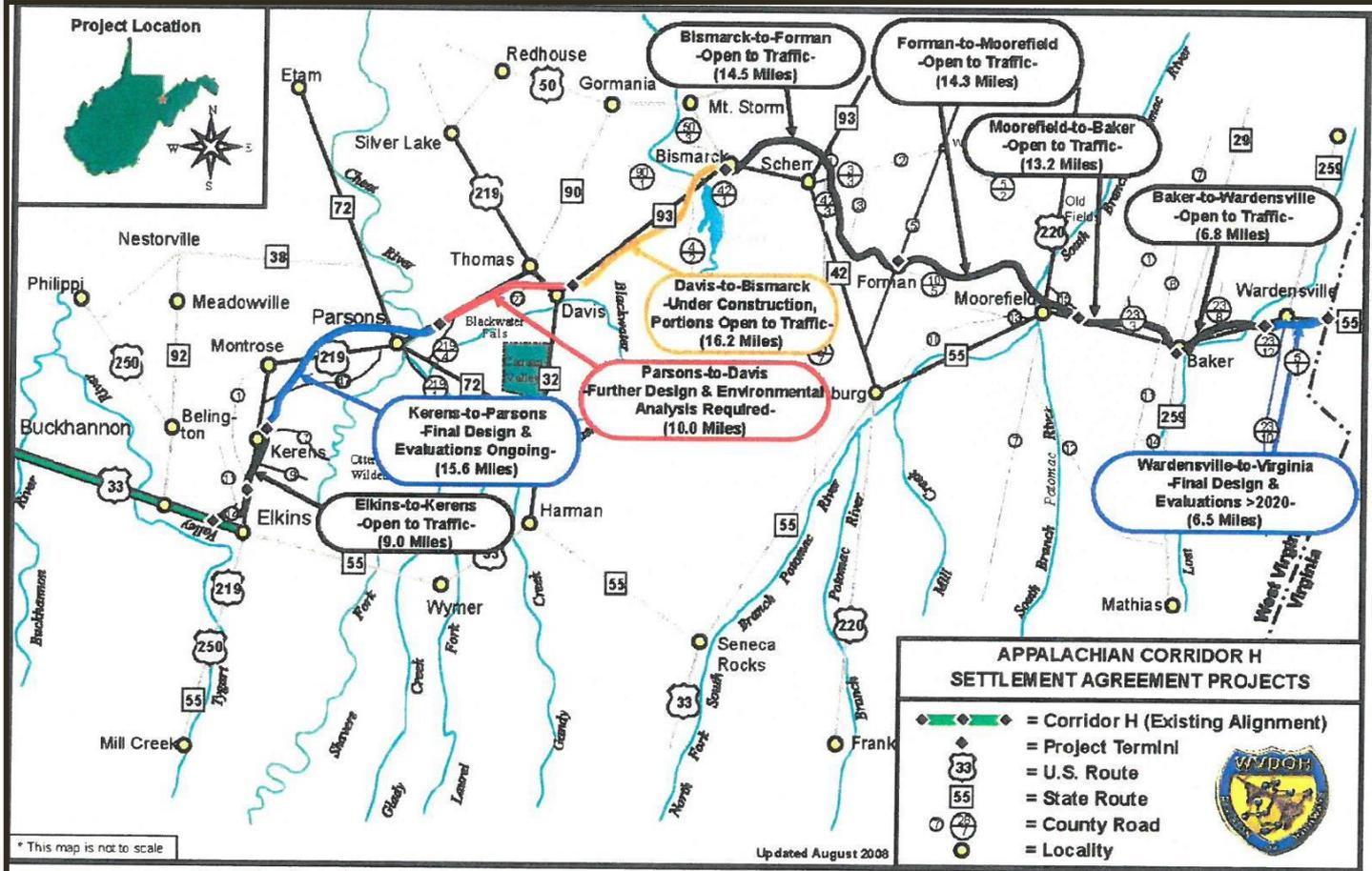
Alternatives Analysis / Selection

Resource		Alt. 1	Alt. 2A Change	Alt. 2B Change	Alt. 3A Change	Alt. 3B Change	Alt. 3C Change	Alt. 3D Change
Disturbance Area (acre)		222	35%	12%	16%	17%	17%	17%
Forest Impact (acre)	MNF Owned	185	37%	10%	15%	17%	16%	16%
	Private Owned	35	23%	20%	19%	20%	19%	20%
Stream Impact (ft)	Perennial	4505	61%	77%	49%	4%	25%	23%
	Intermittent	4769	7%	3%	3%	-10%	-11%	3%
	Ephemeral	7170	-2%	-4%	-15%	-6%	-11%	-7%
	Total (ft)	16444	18%	20%	7%	-4%	-1%	4%
Trout Streams (ft)		0	0	698	0	0	0	0
Soils (acre)	non-sensitive	68	41%	9%	18%	25%	24%	19%
	severely eroded	0.02	2352%	106%	33%	27%	50%	27%
	slope 30 to 70%	140	31%	11%	13%	12%	12%	14%
	Slope 30 to 70% severely eroded	7	16%	1%	2%	3%	2%	3%
	wet	6	62%	67%	67%	67%	66%	67%
	flood wet	0.44	67%	67%	67%	65%	64%	67%
	flood-hydric	0.00	n/a	n/a	n/a	n/a	n/a	n/a
Wetland Impact (acre)		0.18	0.04	0.04	0.04	0.03	0.01	0.06
Sensitive Species (#)	Small Whorled Pogonia	1	-1	-1	-1	-1	-1	-1
	Blunt-lobe Grapefern	2	1	-1	2	2	2	2
	Butternut	0	0	0	0	0	0	0
Number of Bridges		6	-2	-2	-2	0	-1	-1
Excavation (Million Cubic Yards)		6.36	+4.86	+2.73	+2.92	+2.70	+2.93	+2.69
Total Cost (Millions)		\$150.20	+\$1.60	-\$9.40	-\$7.10	+\$13.80	+\$5.10	+\$1.70

Alternatives Analysis / Selection



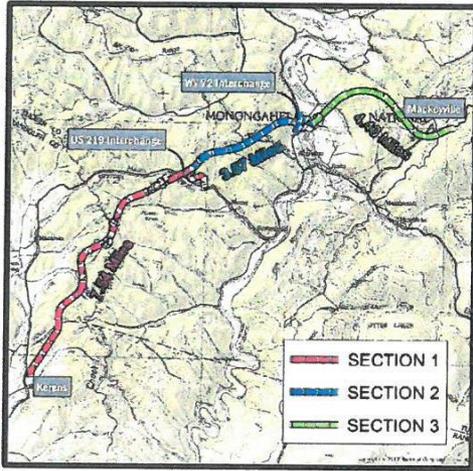
Corridor H Status



Kerens-To-Parsons

The Kerens-To-Parsons Project has been divided into three Sections for final design and construction.

- Section 1: Kerens to US 219 Interchange (7.54 miles) Beginning Bidding Process
- Section 2: US 219 Interchange to WV 72 Interchange (3.57 miles) Final Design Underway
- Section 3: WV 72 Interchange to Mackeyville (4.46 miles) Final Design Underway



Construction Status

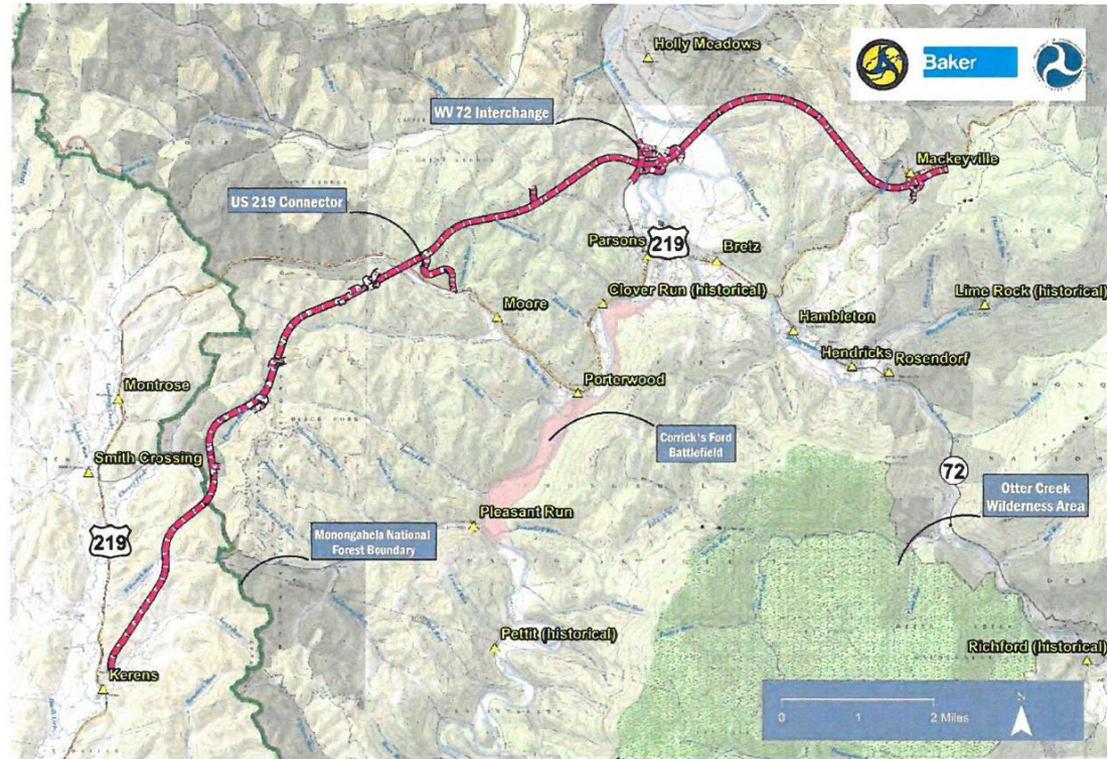
Approximately 66 miles of Corridor H between Elkins and the VA state line have been constructed. Construction of the Davis to Bismarck Project (16.2 miles) is nearing completion. The Parsons-To-Davis Project is currently undergoing additional environmental review.



Project Overview

Proposed Project

The Proposed Project is a 15.6-mile, four-lane divided highway, with partial control of access, between the West Virginia localities of Kerens and Parsons. The project begins where previous Appalachian Highway Corridor H construction ended - in Kerens, 0.2 miles north of the intersection of US 219 and Randolph County Route 7 (Clifton Run Road). The project ends east of the City of Parsons, 0.2 miles south of the northernmost point at which Tucker County Route 219/4 (Mackeyville Road) intersects US 219.



Project History

Corridor H is one of 28 highway corridors designated for construction as part of the Appalachian Development Highway System in 1965. Corridor H connects I-79 in Weston, WV to Strasburg, VA (approx. 160 miles). Construction occurred between I-79 and Elkins in the 1980s and 1990s. An alignment was selected for the 100 miles between Elkins and the Virginia state line in 1996. Later that year, a lawsuit challenged the alignment's crossing of the Battlefield at Corricks Ford, south of Parsons and its potential impact on the Historic and Archaeological District in the valley. The Kerens-to-Parsons section of Corridor H underwent supplemental analyses to examine new avoidance alternatives. In 2003, FHWA signed a Record of Decision (ROD) approving a new alignment ("2003 Selected Alternative").

Purpose and Need

The Kerens-to-Parsons Project will address the following needs for the Corridor H region as a whole:

- Improving east-west transportation through northeastern West Virginia.
- Promoting economic development in the region and preserving or improving the quality of life in the region.

Additionally, specific local needs that will be addressed include:

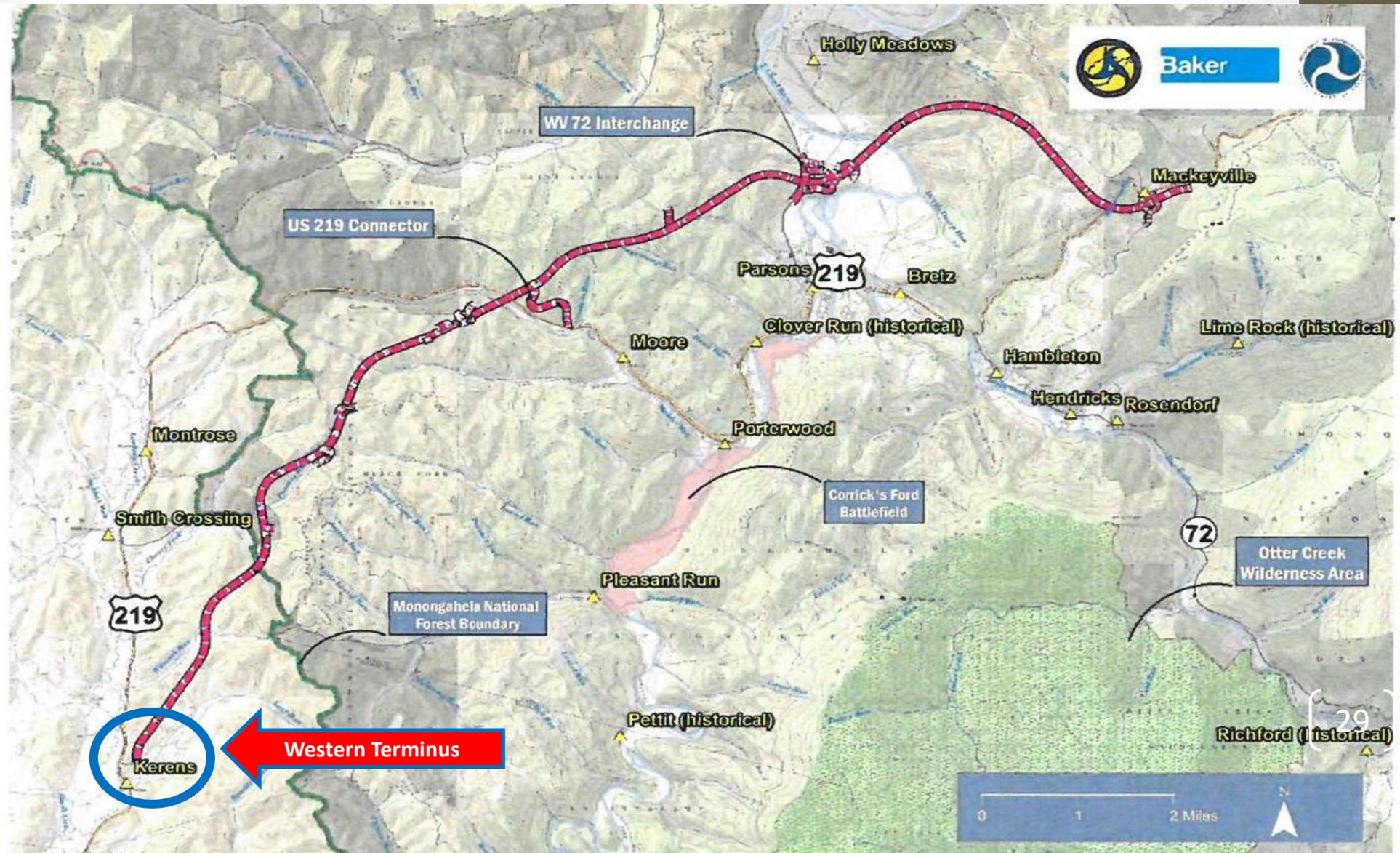
- System linkage (e.g., improved access to jobs, tourist destinations, and emergency services)



- Arterial roadway safety (e.g., improved sight distance, reduction in curves and "no passing" zones)
- Local roadway safety (e.g., removal of truck traffic from local roads)
- Economic growth (improved access to jobs and tourist attractions).

Completion of the Kerens-to-Parsons Project will further advance WVDOT's objective of completing Corridor H as a continuous four-lane highway from I-79 to the West Virginia/Virginia state line.

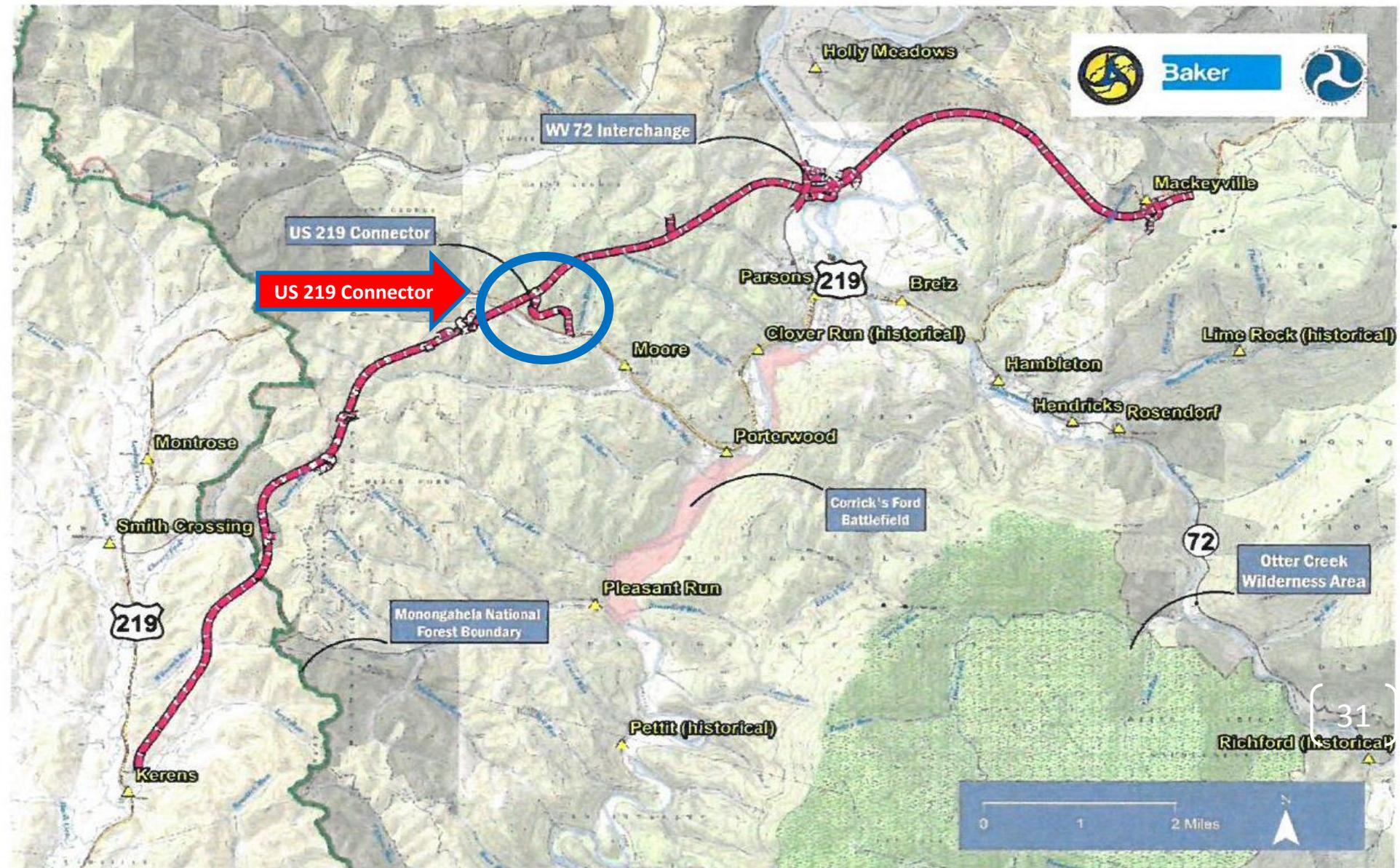
Western Terminus



Western Terminus



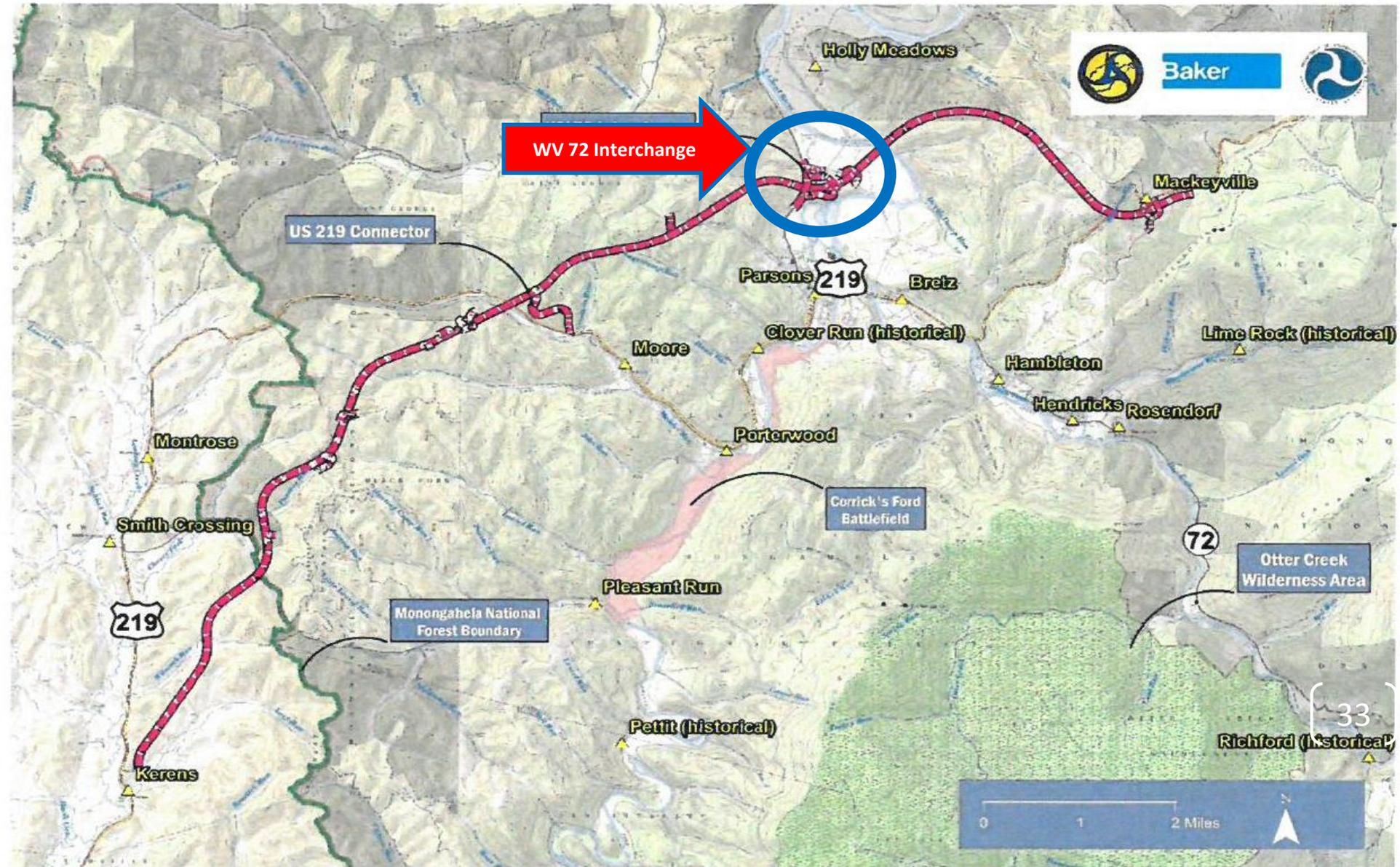
US 219 Connector



US 219 Connector



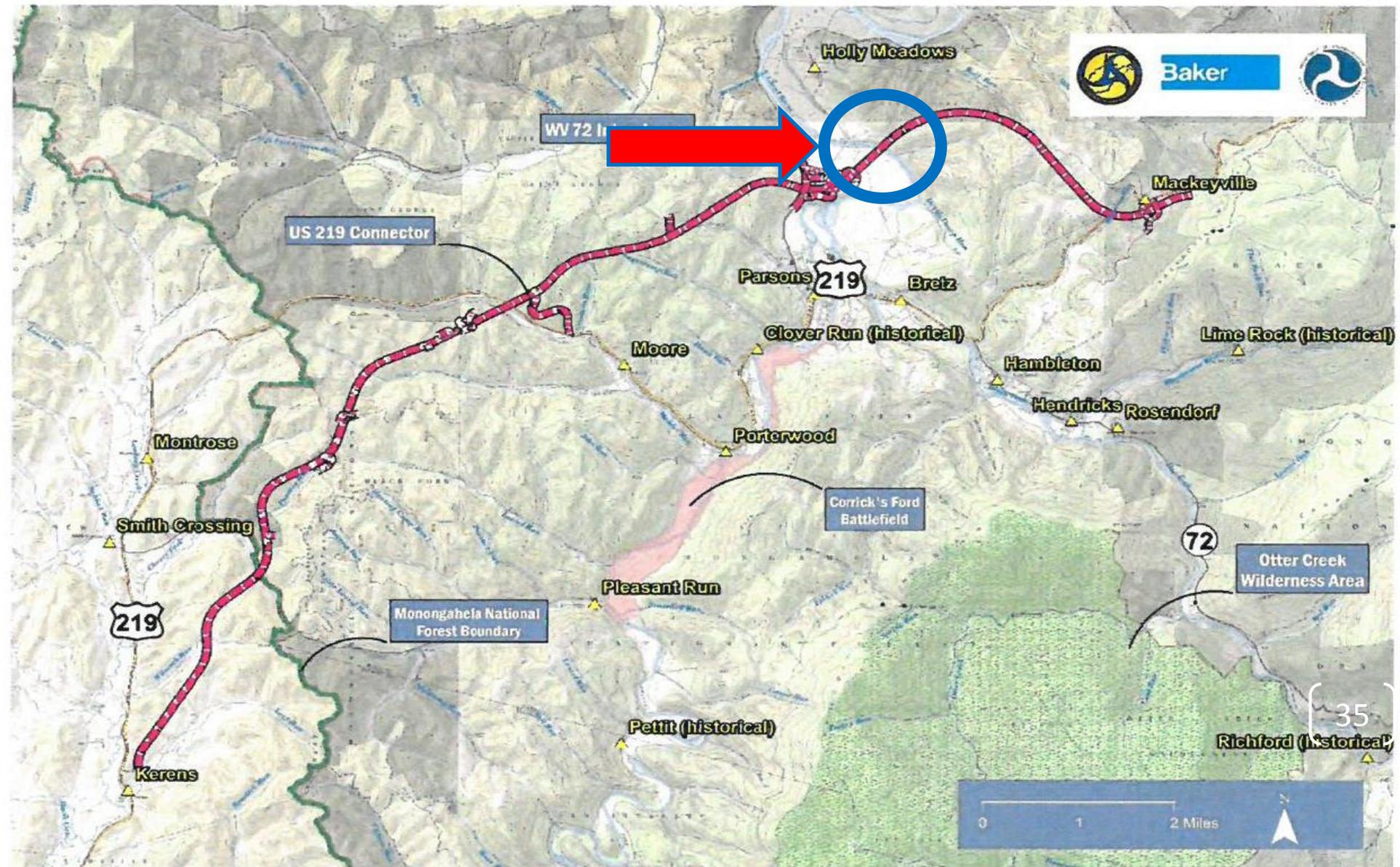
WV 72 Interchange



WV 72 Interchange



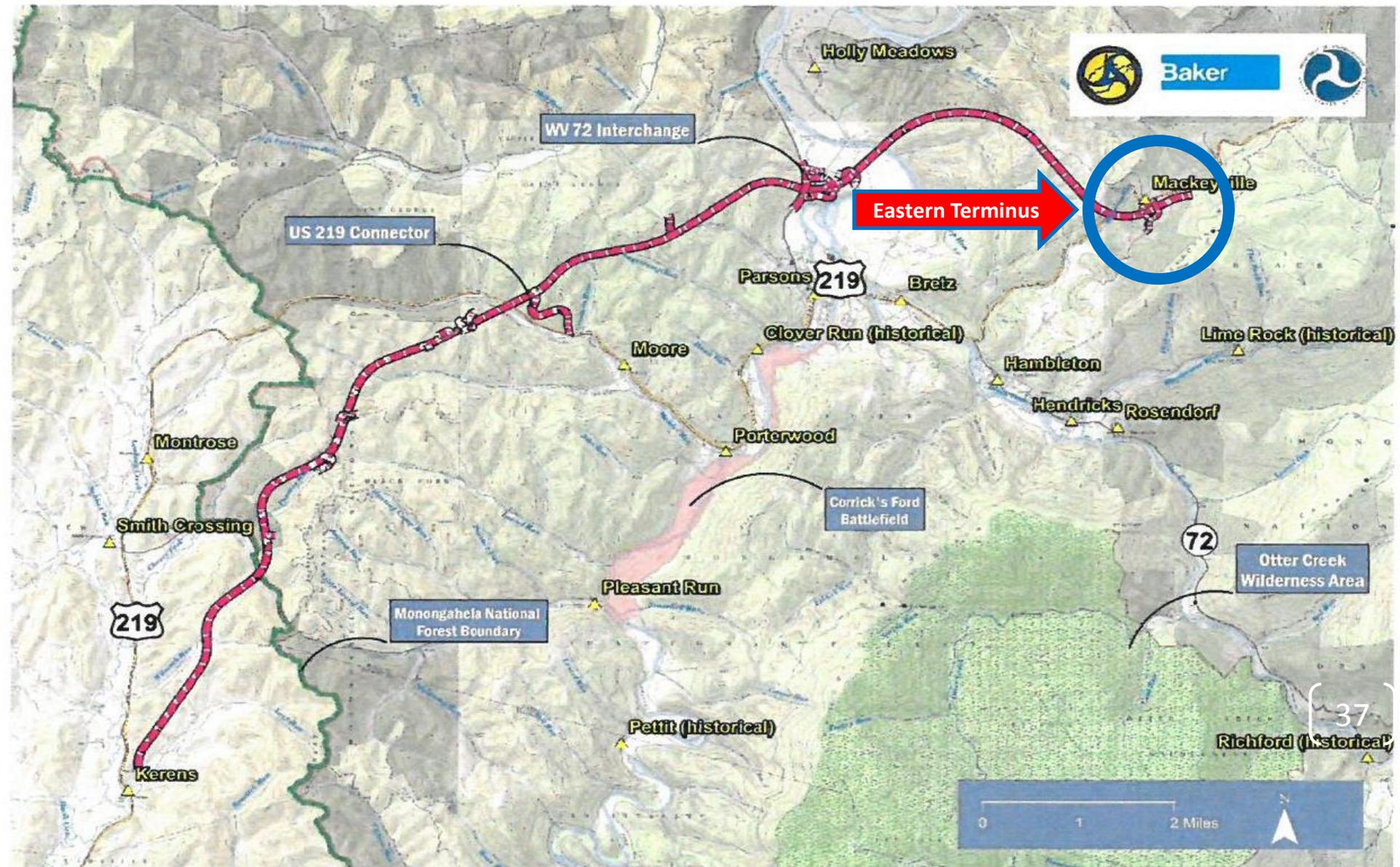
Cheat River Bridge Site



Cheat River Bridge Site



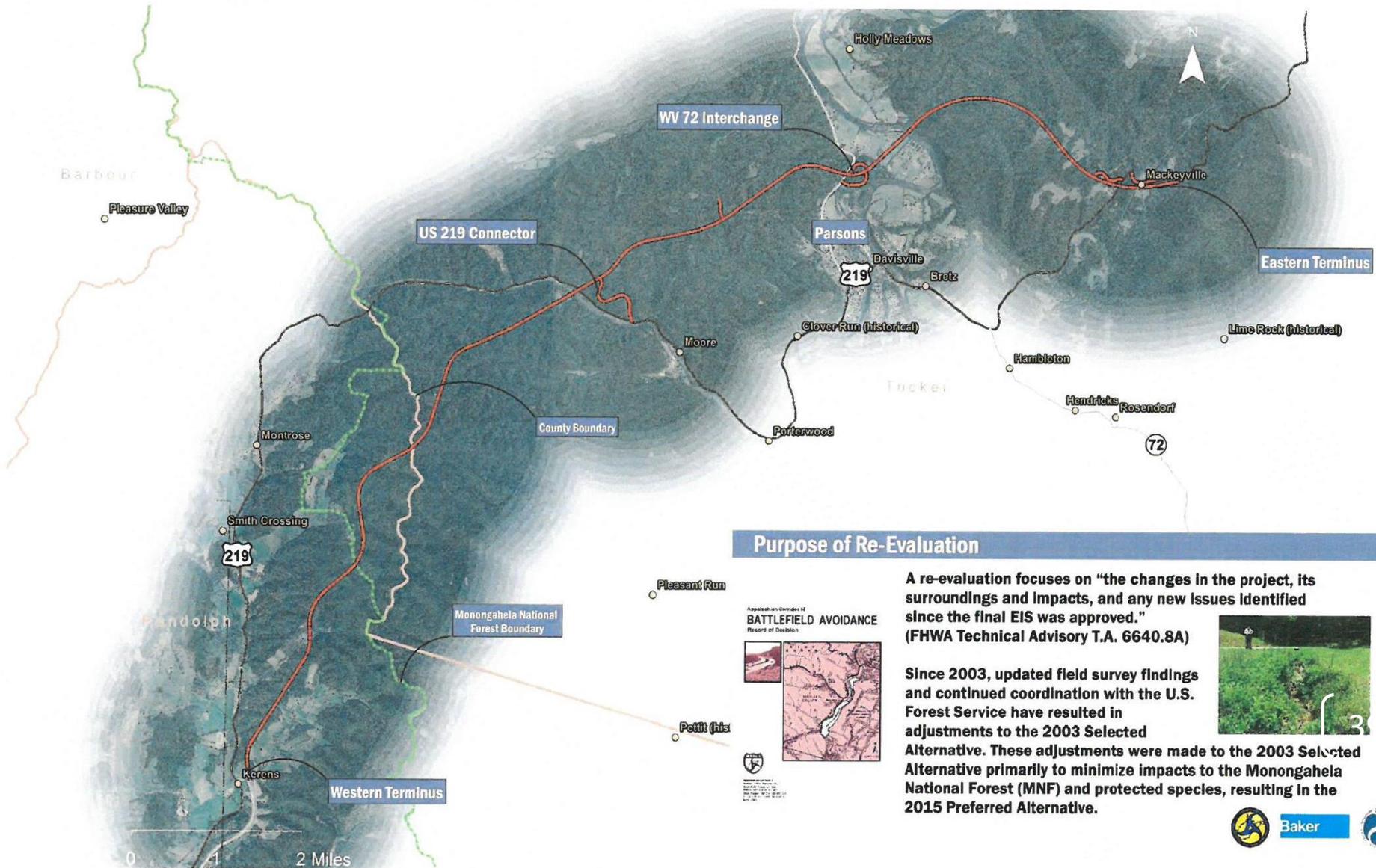
Eastern Terminus



Eastern Terminus



2003 AROD Alternative

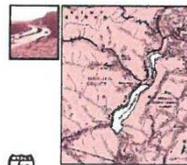


Purpose of Re-Evaluation

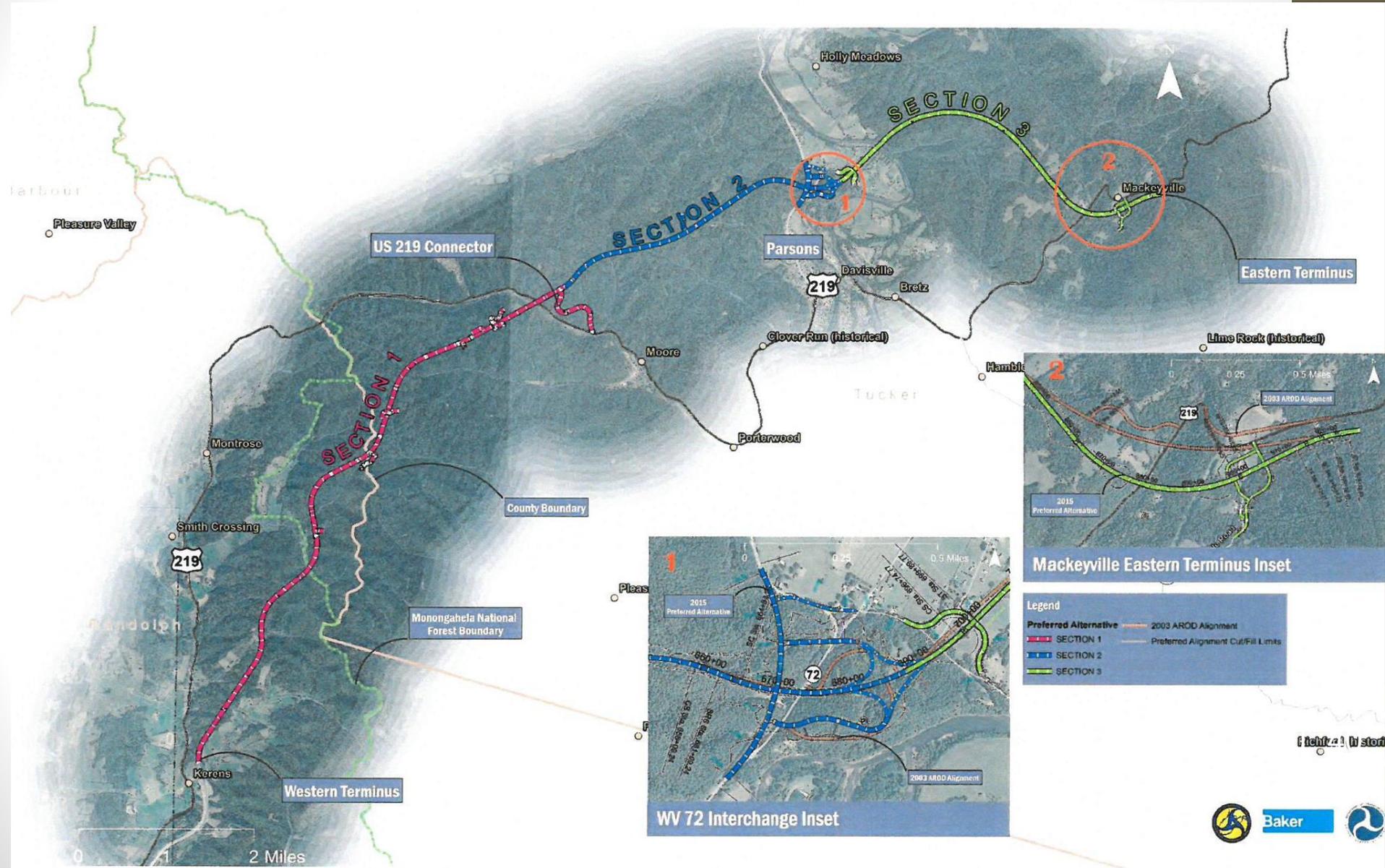
A re-evaluation focuses on “the changes in the project, its surroundings and impacts, and any new issues identified since the final EIS was approved.” (FHWA Technical Advisory T.A. 6640.8A)

Since 2003, updated field survey findings and continued coordination with the U.S. Forest Service have resulted in adjustments to the 2003 Selected Alternative. These adjustments were made to the 2003 Selected Alternative primarily to minimize impacts to the Monongahela National Forest (MNF) and protected species, resulting in the 2015 Preferred Alternative.

Approbation Chapter of BATTLEFIELD AVOIDANCE Record of Decision



2015 Preferred Alternative



Obstacles and Achievements

Coal Mine



Obstacles and Achievements

Clifford Hollow Bridge



Obstacles and Achievements

Stony River Bridge

- **1,400 ft. Long**
- **120 ft. High**
- **6,009,117 lbs. Steel**
- **8 ½ ft. tall Girder Flanges**



Obstacles and Achievements

Stony River Bridge



Obstacles and Achievements

Stony River Bridge



Obstacles and Achievements

Stony River Cut

- Stony River Cut
- 960,000 cubic yards concrete



Obstacles and Achievements

Scenic Overlook



Obstacles and Achievements

Scenic Overlook



Obstacles and Achievements

Scenic Overlook



Where We're Going

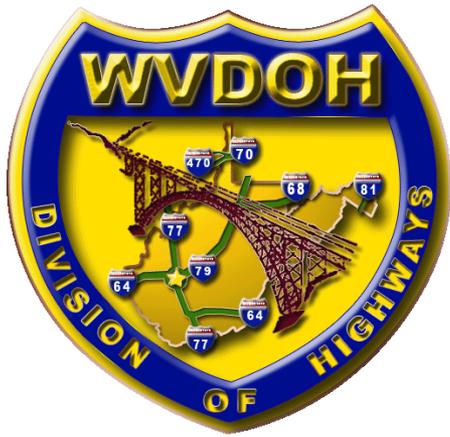


Where We're Going



Where We're Going





Corridor H

Thank You

For Your Time