

Resource Agency Involvement

On September 29, 2020, a Start of Study letter was emailed to 54 federal, state, local, and tribal entities. On March 31, 2021, an email invitation was sent to 31 federal, state, and local agencies inviting them to attend a virtual consultation meeting. On April 14, 2021, a virtual consultation meeting was held. The meeting had 21 attendees, of which 15 were from federal, state, or local agencies. The resource agencies did not provide any additional comments by the May 31, 2021, deadline. It is anticipated that the resource agencies will have more comments on the project during the NEPA phase.



Public Engagement

An important part of the PEL study process is providing the public the opportunity to provide input on the project. Public engagement involved:

- Project information webpage
- An online survey
- April 14, 2021 - virtual public meeting
- May 13, 2021 - in-person open house

The public provided the highest support for Alternatives 3, 4, and 5. In addition, Alternative 7 had the most public controversy.

PEL Study Recommendations

Nine initial alternatives were identified. An initial screening eliminated three alternatives (Upgrading Existing North, Upgrade Existing South, and Alternative 6) for failure to meet the project goal and objectives and/or the extent of potential environmental impacts. The remaining six alternatives (Alternatives 1-5, and 7) were additionally evaluated before being presented to resource agencies and the public for input. Three alternatives (Alternatives 3, 4, and 5) were recommended to be carried forward into NEPA.

Estimated Construction Costs for Recommended Alternatives (2021 Costs)

Alternative 3: \$6,160,000
 Alternative 4: \$9,520,000
 Alternative 5: \$10,750,000

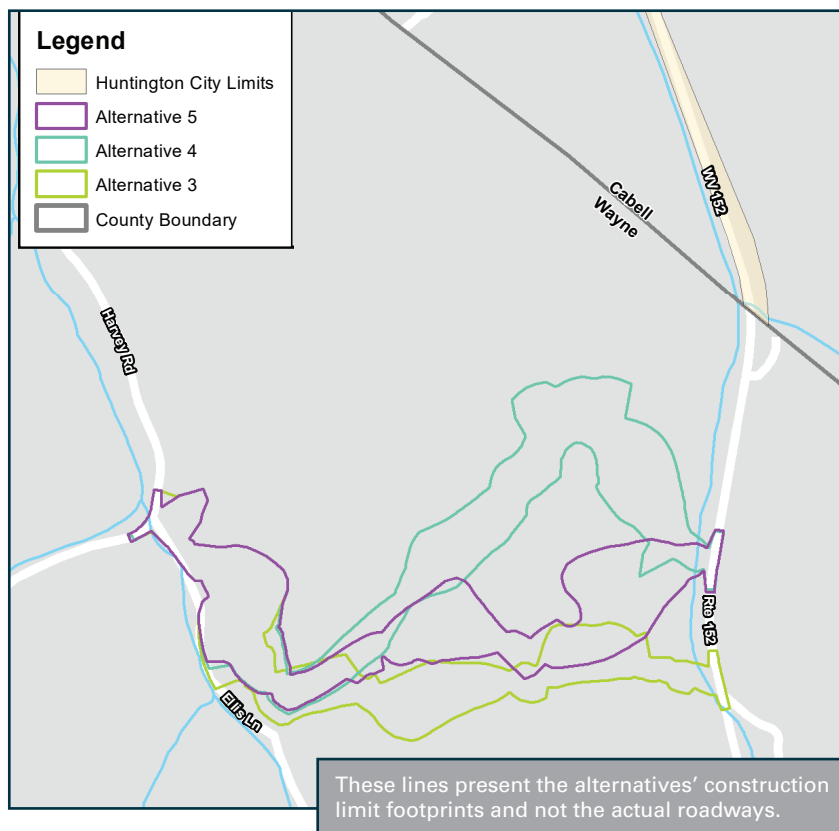
Next Steps

Once the project receives the applicable funding commitment, the NEPA phase will be initiated by WVDOH. The NEPA phase will include more detailed roadway designs, right-of-way costs, threatened and endangered species surveys, wetland delineations and stream classifications, additional resource agency input, and additional public engagement. The NEPA process will culminate in a recommendation of a preferred alternative which satisfies the project purpose and need; considers social, economic and environmental impacts; as well as receives support from the public and considers project costs.

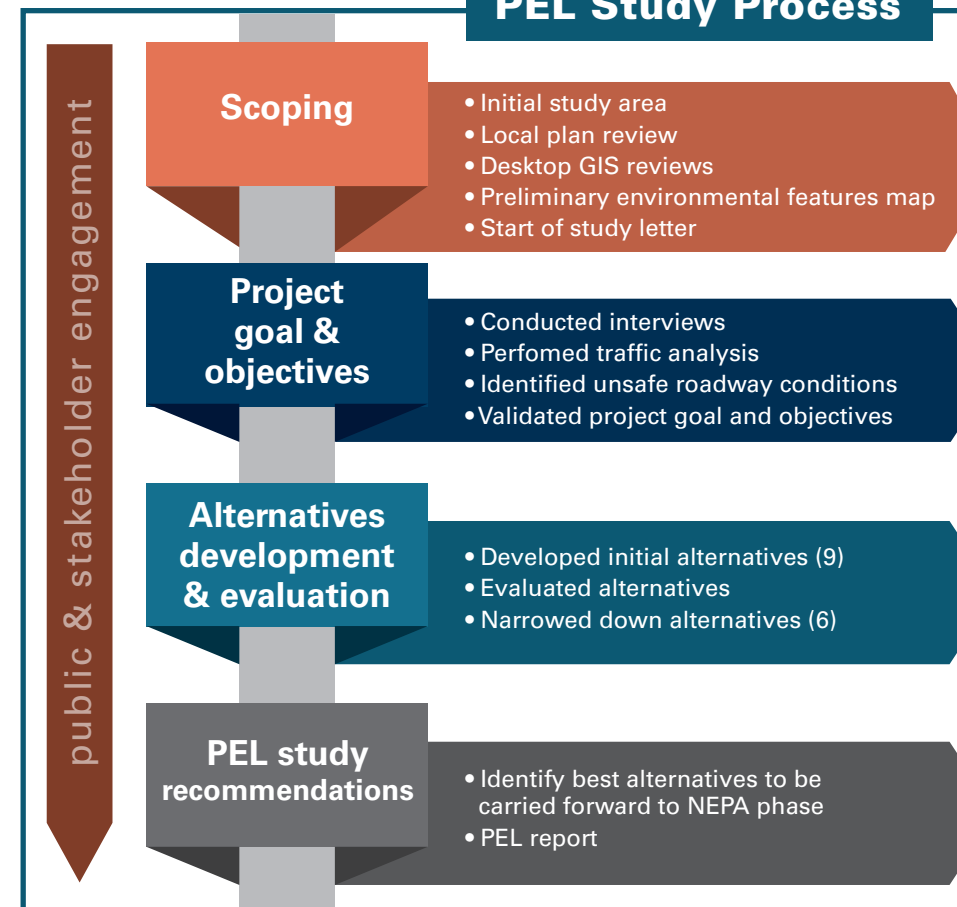
Harvey Road CONNECTOR

PLANNING & ENVIRONMENTAL LINKAGES (PEL) STUDY

August 2021



PEL Study Process



Harvey Road is a minor urban collector traversing Cabell County into Wayne County. It is a key connecting route from the southern portion of Huntington to the northern region of Wayne County. KYOVA identified the Harvey Road Connector as an important potential investment to improve east-west accessibility, mobility, and connectivity in northern Wayne County between Harvey Road (County Road 9) and WV-152 (5th Street Road). The existing roadway infrastructure connecting east to west is substandard due to narrow road widths and poor site distance creating travel inefficiencies and unsafe travel conditions. As a result, the lack of accessibility, mobility, and connectivity to the Wayne County section of Harvey Road represents a deficiency in the overall regional transportation network which reduces access to jobs, recreation, and entertainment options for residents in both Wayne and Cabell Counties as well as regional visitors. Consequently, KYOVA in cooperation with the Wayne County Commission initiated a PEL study in 2020 to closely examine the need for a connecting roadway between Harvey Road and WV-152.

prepared for:



Project Goal and Objectives

The project goal was determined to be: Improve accessibility, mobility, and connectivity within northern Wayne County between Harvey Road (County Road 9; at Ellis Lane) and WV-152 (at German Ridge Road).

Six project objectives were developed to support the project goal:

- Objective 1:** Increase overall travel efficiency to the Wayne County section of Harvey Road
- Objective 2:** Increase transportation redundancy for the Wayne County section of Harvey Road
- Objective 3:** Reduce exposure to unsafe roadway conditions for all vehicle types
- Objective 4:** Accommodate transit opportunities within the available project resources
- Objective 5:** Accommodate bicycle and pedestrian facilities within the available project resources
- Objective 6:** Support state, regional, and local plans for increased economic development opportunities



Harvey Road



Johnstown Road

Transportation Need

The Harvey Road area is important to the region as a suburb of the City of Huntington, a gateway for Wayne County, and a key destination along the WV-152 tourism corridor. The project is supported by local plans.

- A new connector would generate 4,357 average annual daily traffic (AADT) while diverting traffic from Johnstown and Harvey Roads.
- The annual travel time savings was conservatively calculated as \$1,030,883 (German Ridge Road) to \$2,422,754 (Johnstown Road).
- A new connector greatly expands the travel distance to the north, south, and east, for the same amount of travel time.
- Existing Harvey Road, Johnstown Road, and German Ridge Road were found to not meet current WVDOH roadway design standards.
- A new connector would offer opportunity for expanding existing transit service areas.
- Bicyclists and pedestrians share the road with vehicles as there are no existing accommodations for them.
- Local plans propose multi-use trails on Harvey Road and German Ridge Road and propose bicycle lanes on WV-152.
- Potential utility conflicts include a major power transmission line and a major gas pipeline.

Potential Environmental Impacts

Round 1 screening

- Desktop GIS Review
- No environmental justice or nondiscrimination populations
- Prime farmland
- Notable community resource: Heritage Farm Museum and Village

Round 2 screening further evaluated Alternatives 1-5 and 7

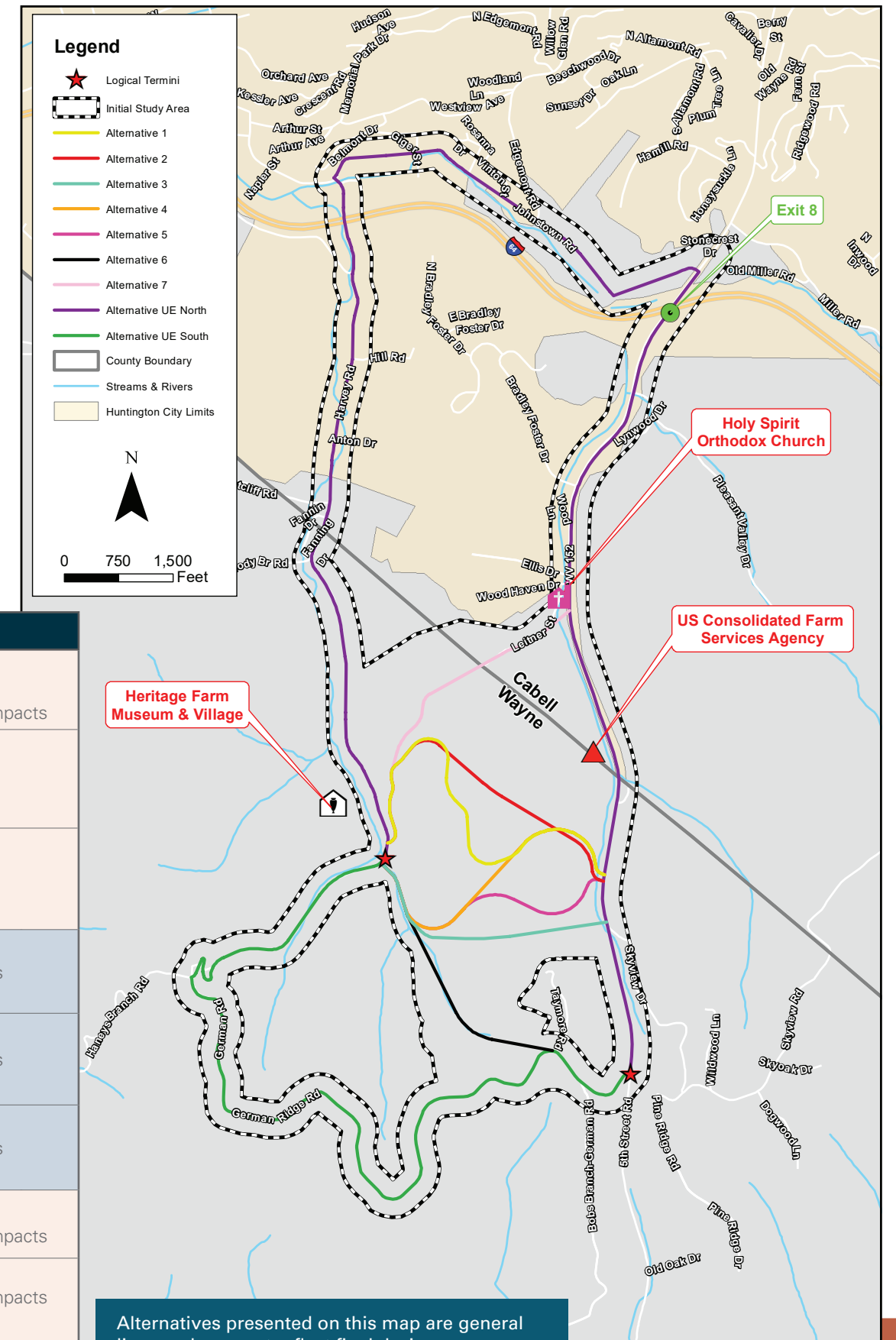
- Conceptual roadway designs
- Construction cost estimates
- In-depth cultural resources screening
- No cultural resources found
- March 2021 field reconnaissance
- Potential endangered clubshell habitat
- Potential endangered gray, Indiana, and northern long-eared bat habitat
- Potential wetlands and streams that do not show up on GIS maps



Clubshell (Pleurobema clava)



Gray Bat (Myotis grisescens)



Alternatives presented on this map are general lines and may not reflect final design.

Initial alternatives:

Upgrade Existing North (eliminated Round 1)

- Does not meet project goal and objectives
- Extensive potential human and natural environmental impacts

Alternative 1 (eliminated Round 2)

- High potential natural environmental impacts
- No public support
- High utility conflicts

Alternative 2 (eliminated Round 2)

- High potential natural environmental impacts
- No public support
- High utility conflicts

Alternative 3 (Recommended for NEPA Phase)

- Low potential human and natural environmental impacts
- Highest public support

Alternative 4 (Recommended for NEPA Phase)

- Low potential human and natural environmental impacts
- 2nd highest public support

Alternative 5 (Recommended for NEPA Phase)

- Low potential human and natural environmental impacts
- 3rd highest public support

Alternative 6 (eliminated Round 1)

- Extensive potential human and natural environmental impacts

Alternative 7 (eliminated Round 2)

- Extensive potential human and natural environmental impacts
- Public controversy
- High utility conflicts

Upgrade Existing South (eliminated Round 1)

- Does not meet project goal and objectives
- Extensive potential human and natural environmental impacts