

# Anomalous Intrusions

The Trail's main anomalous intrusions are unsightly industrial operations and dilapidated structures. Also extraction industry is having an adverse impact on the natural qualities and scenic views.

Of course, its not all good news. While we are making progress in terms of preservation and planning for development to co-exist with our intrinsic qualities, there are still some anomalous intrusions.

On- grade development right against the Byway brim is a particular problem in rural Eastern Kanawha County and to the west in South Charleston and

In the Upper Kanawha Valley, some industrial operations detract from views of the river and the mountains. The Association has embraced the concept of vegetative screening.

There are two large metal recycling facilities on the Byway, one approximately 10 miles east of Charleston, the other west of Charleston near the Putnam County line. At this writing the latter is under court order to clean up their area.

The other R&J Recycling (formerly Raleigh Junk) sits between the Byway and the Kanawha River, and breaks the landscape and a view of the Kanawha River with heaps of materials which rise above a fence. We have worked with them in the past and will continue to work with the new owners to secure more effective screening and to monitor potential damage to the Kanawha River and the view. One solution to this intrusion is the planting of pine trees and establishment of a roadside park with shelter and picnic tables.

On segments of the Trail, especially in Fayette and Kanawha Counties, are derelict structures which intrude on the Trail's natural beauty.

Since our 2000 CMP many of these have been addressed. For instance, at the curve overlooking the Sewell Plateau the dilapidated, abandoned Lee's Tree Tavern, a two-story cinder block structure, has been removed. Now that the demolition has been accomplished we will work toward making this an official Trail pull-off. It will be a perfect spot for a mural project installation, with an expansive vista of the Greenbrier Valley and its historical significance to Civil War tourism.



Billboards upstage beautiful mountain scenery, breaking the traveler's relationship with nature. Coal and timber trucks bigger than houses and with dusty wakes travel sections of the Trail day and night. Junk- yards, large billboards and dilapidated structures challenge and undermine visitors' satisfaction with their Trail experience. MTSHA strives to lead a variety of interests towards a unified vision of peaceful green.

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In Greenbrier County, a quarrying operation very close to the Trail needs a vegetative screen. While pines have been planted, more and larger trees are needed to conceal this site effectively.

Extraction is still alive and well in eastern Kanawha County. But actually the coal tipples are of interest to tourists and part of our future plans include working with the coal companies to create industrial interpretation for them.

As for the other extraction businesses - gas and timber, where they exist, they are having a very adverse effect on the natural qualities on the Byway. Flooding and erosion that accompany spring rains create road hazards from falling rocks and mud slides. See photos of massive slides caused by unregulated timbering in the Charlton

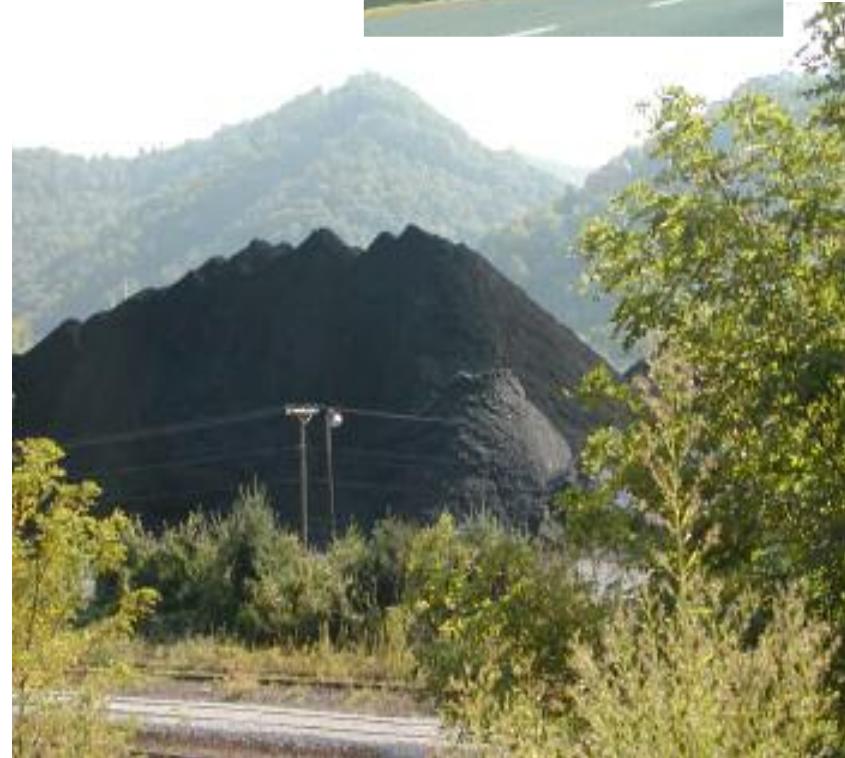
Heights area near Mile 30/91.

Heavy truck traffic, other than for the coal and timber, continues to decline as more semi-truckers move to I64 and I77.

MTSHA has a good friend in WV's newly elected Governor, Joe Manchin, who seems very committed to cleaning up the road ways, scenic views, small towns, and rural roads and streams. He has created a staff position to focus on the removal of junk cars and trash and has plans to enforce clean-



In Ceredo the tipple that loads coal on the Ohio River barges provides a good example of proper screening. Screening as a backdrop for a mix of blooming trees and evergreens provides a safety shield and lowers the impact on the scenic view.



Seeing Mountains of Coal at tipple facilities along the Byway adds to the visitor experience, if the job site is orderly and un-intrusive (above).

(Top): But signs of the extraction industry's practice of "Mountain Top Removal" adversely effects the natural and scenic qualities for the Visitor experience.

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These pictures show the devastation caused by clear cutting the Byway viewshed. Pictured right is the clear-cut mountain above Charlton Heights a village along the Byway. A July 4th rain brought this mess and millions of dollars of damage to the highway and homes.



These photos were taken by T. Paige Dalporto who became involved with MTSHA when the clear cutting started. They show Rt. 60 Midland Trail Scenic Byway after a mix of clear cutting and rain. Other nearby communities, hillsides, and waterfalls along the Byway were also demolished. In other communities make-shift access roads put in by other extraction industries like gas companies also contributed to devastation.

