

Myths and Facts about Corridor H: Wardensville Section

Why are Stewards of the Potomac Highlands and the Virginia Wilderness Committee suing in federal court? Learn more and make a tax-deductible contribution at www.highwaytonowhere.org

MYTH: *Corridor H will connect I-79 with I-66 and 81 at Strasburg, VA.*

FACT: Though Corridor H was originally proposed to reach 15 miles inside the Virginia line to Strasburg, Virginia transportation agencies went on record in 1995 as refusing to build the four-lane. VDOT reaffirmed its position in a 2025 report that the current two-lane is good through year 2102. [VDOT Route 55/US 48 \(John Marshall Highway\) Corridor Study. November 2025](#)

Corridor H Authority still circulates maps with the I-66 and 81 connection, <https://corridorh.com/maps> but WVDOH's contested seven-mile Wardensville to Virginia line project has the four-lane abruptly ending at the state line, funneling into two-lane Route 55. <https://storymaps.arcgis.com/stories/b16ee5b7e3544c81a5aef8bd79c4612e>

MYTH: *WVDOH has done adequate environmental studies and there are no major issues in the Wardensville-to-VA line section of Corridor H.*

FACT: WVDOH has done studies, but with no consideration of any alternative to building a four-lane. WVDOH acknowledges a public water supply threat in Wardensville. Corridor H would tear through the Andersons Ridge aquifer on the southern edge of Wardensville and blast through Great North Mountain on the WV-VA border, including through 2.4 miles of the George Washington National Forest, with unknown effects on trout stream tributaries of the Cacapon River and the groundwater in this area of sandstone/limestone geology. Also, bypassing Wardensville's historic Main Street, Corridor H would harm local businesses which have worked for 20 years to revitalize. WVDOH's Environmental Assessment documented these issues, suggesting halfhearted mitigations, but failed to consider spot safety improvements to Route 55 as an alternative to building this four-lane section. The lawsuit is now the only remaining process for citizens groups to address these concerns.

MYTH: *Appalachian Corridors are required to be four-lane in design.*

FACT: Parts of Appalachian Corridor K in North Carolina and Tennessee are built as two and three lanes to avoid environmental impacts there. Such an approach can save money in W.Va. <https://waysouth.org/corridor-k-should-be-a-model-for-future-highway-projects/> <https://www.ncdot.gov/projects/corridor-k/Pages/default.aspx>