

Morgantown Industrial Park Access

Finding of No Significant Impact

Monongalia County, West Virginia

State Project No. X331-MIPAR 00 23

Federal Project No. STBG-2023(312) D

U.S. Department of Transportation
Federal Highway Administration



West Virginia Department of Transportation
Division of Highways



June 2024

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1.0 Project History

The Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), has prepared this Finding of No Significant Impact (FONSI) pursuant to the Council on Environmental Quality Regulations (40 CFR, Parts 1500-1508) for the proposed Morgantown Industrial Park Access (IPA) Project, located in Monongalia County, West Virginia.

In accordance with the appropriate federal regulations, numerous alternatives were evaluated including a No Build Alternative and three build alternatives (Alternatives 1, 2, and 3). A preliminary impact analysis was conducted for the three potential build alternatives to determine the Preferred Alternative. Alternative 3 met the project's Purpose and Need and is the least environmentally damaging practicable alternative; therefore, is the Selected Alternative discussed in this document.

Subsequent to the preparation of the Environmental Assessment (EA), the FHWA determined that construction of the Selected Alternative will have no significant impact on the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), as amended in July 2020, revised by EO 13990 in April 2022, a further revised by rule issued on May 1, 2024.

2.0 Purpose and Needs

Project Purpose

The purpose of this project is to provide the Morgantown Industrial Park (MIP) and the residents along and south of River Road (CR 45) with improved access across the Monongahela River to US 119 and I-68.

Project Needs

1. The MIP and areas along and south of River Road currently lack direct access across the Monongahela River to US 119 and I-68.
2. Morgantown and the surrounding area have been experiencing rapid growth in recent years, including residential and industrial land uses along and south of River Road (CR 45) and at the MIP.
3. The Morgantown Monongalia Municipal Planning Organization's (MMMPO's) Metropolitan Transportation Plan (MTP) has projections for continued economic growth that include business growth at the MIP.

3.0 Selected Alternative

The alternatives assessed in the EA included a No Build Alternative and three build alternatives (Alternatives 1, 2, and 3). A preliminary impact analysis was conducted for the three potential build alternatives to determine the Preferred Alternative. Alternative 3 met the project's Purpose and Need and is the least environmentally damaging practicable alternative; therefore, is the Selected Alternative. Selected Alternative 3 includes upgrades to Rail Street and Master Graphics Road, a new crossing of the Monongahela River, and a connection at Smithtown Road before intersecting with Grafton Road (US 119).

Selected Alternative 3 meets the purpose of providing the MIP and the residents along and south of River Road (CR 45) with improved access across the Monongahela River to US 119 and I-68.

Selected Alternative 3 satisfies the need to:

- Provide direct access across the Monongahela River
- Provide alternative access in a growing area of Monongalia County
- Provide alternate access to MIP to continue economic growth

Selected Alternative 3 presents the least harm to:

- Residential, commercial, and industrial land uses
- EJ communities
- Potential Section 4(f)-Protected Caperton Trail
- Active USACE Lock and Dam system
- Historic Resources
- Archaeological Resources
- Hazardous Waste Sites

Based on the analysis and information presented in the EA, Selected Alternative 3 is the alternative of least harm for the Morgantown IPA Project.

4.0 Mitigation Commitments

Avoidance and minimization efforts have been undertaken for Selected Alternative 3 and include the following:

- Avoided historic and Section 4(f) impacts – Harmony Grove Meeting House
- Avoided impacts to community – no displacement of residences or businesses
- Avoided impacts to community facilities – Kingdom Hall of Jehovah's Witness; no land taken from the property, no change to stormwater impact, and improved access by upgrading the connector road to the facility.
- Minimized impacts to river navigation channel – bridge design includes a 470-foot span supported by in-stream piers located near the riverbanks to maximize the horizontal clearance for the Monongahela River's navigational channel.

- Minimized utility conflicts – longitudinal encroachment reduced to perpendicular crossing for the relocation of the FERC-regulated gas pipeline. Impacts to other utilities were avoided where possible, including an overhead transmission line on SR 119.

Table 1 identifies mitigation commitments for the project, as discussed in the EA.

Table 1: Proposed Mitigation

Resource/Element	Selected Alternative 3 Mitigation
Environmental Justice	WVDOH will notify West Virginia Department of Health and Human Services and North Central West Virginia Community Action when construction will begin to provide outreach and assistance for possible unhoused individuals in the project footprint.
Community Resources	No mitigation necessary.
Recreational Resources	WVDOH will adhere to permit conditions and Aids to Navigation (ATON) plan. WVDOH will coordinate with Mon River Trail Conservancy and Upper Mon River Association prior to and during construction to make the group aware of potential temporary closures. Public outreach, including onsite signage during closures, will be conducted to ensure trail users are aware of temporary impacts during construction. WVDOH will collaborate with the trail group during construction. Any compensation for temporary occupancy will be addressed during the right of way phase.
Economic Analysis	No mitigation is necessary.
Streams & Wetlands	WVDOH will provide compensatory mitigation for unavoidable stream and wetland impacts resulting in resource loss and will be coordinated with the resource agencies.
Navigable Waters	WVDOH will coordinate with the US Coast Guard (USCG) and operators prior to and during construction regarding navigational channel clearance and closures during construction.
Floodplains	Minimal increase in the Federal Emergency Management Association (FEMA) 100-Year Flood Elevation is anticipated and will require a Conditional Letter of Map Revision/Letter of Map Revision (CLOMR/LOMR) from FEMA to revise flood mapping. WVDOH will coordinate with the County Floodplain Coordinator for the Floodplain Development Permit. WVDOH will submit an Elevation Certificate, as well as a Construction Elevation Certificate following construction.
Land Use & Land Cover	No mitigation is being proposed. The development is consistent with MMMPO land use plans.

Table 1: Proposed Mitigation

Resource/Element	Selected Alternative 3 Mitigation
Vegetation and Invasive Species	WVDOH will implement construction Best Management Practices (BMPs) and Erosion and Sedimentation (E&S) Pollution Controls to reduce the spread of invasive species. All disturbed areas will be re-vegetated (using a native seed mixture) upon completion.
Rare, Threatened, & Endangered Species	WVDOH will implement of a seasonal tree clearing restriction to avoid potential impacts to federally protected bat species. Tree cutting is allowed between November 15th and March 31st. WVDOH will conduct a pre-construction mussel survey, and if necessary, relocation, prior to in-stream work to minimize direct impacts and avoid adverse impacts to state protected freshwater mussels.
Geology	WVDOH will avoid direct impacts to drainage features to reduce the risk of inducing instability. Additional geotechnical studies during final design are recommended.
Groundwater and Surface Water	WVDOH will implement an E&S Control Plan and stormwater management plan. Contractor will prepare and implement a spill prevention plan for use during construction. WVDOH will carry the spill prevention plan forward into post-construction. Once the bridge is open to the public, WVDOH will maintain a spill prevention plan outlining the steps for immediate notification in the event there is a traffic incident or hazardous material release. The Morgantown Utility Board (MUB) will be called (304-296-4322) in the event of a release.
Above Ground Resources & Historic Structures	WVDOH will avoid the Harmony Grove Meeting House property. WVDOH will also avoid the old family cemetery along Rail Street.
Archaeological Resources	No mitigation is necessary.
Section 4(f) Resources	No mitigation is necessary.
Air Quality	No mitigation is necessary.
Noise	No mitigation is necessary.
Hazardous Waste Sites	WVDOH will avoid impacts to the Aboveground Storage Tank (AST) along Rail Street. WVDOH will conduct a Limited Site Investigation (LSI) and/or a Phase II Environmental Site Assessment (ESA) if excavation is proposed on either railroad property.
Utilities	WVDOH will coordinate with the pipeline owner and regulating agencies, including the West Virginia Public Service Commission. WVDOH will continue coordination through final design to ensure the roadway crossing is designed appropriately for the necessary crossing requirements.

Table 1: Proposed Mitigation

Resource/Element	Selected Alternative 3 Mitigation
Indirect and Cumulative Impacts	No mitigation required.
Temporary Construction Impacts	WVDOH will adhere to state and federal permits and requirements to minimize temporary impacts.

5.0 Environmental Assessment and Technical Reports

The EA was approved for public availability and released to the public by the FHWA on April 1, 2024. The public comment period began on April 1, 2024 and ended on May 17, 2024. Notice of the Public Meeting and Availability of the Environmental Assessment (EA) was emailed to federal, state, and local agencies; municipalities; community facilities and services; senators and delegates; and tribal representatives (EA Section 8.0 Distribution List) on March 29, 2024. The Notice was also emailed to the first public meeting attendees on April 1, 2024.

A legal advertisement was published in *The Dominion Post* on March 29, 2024, and a follow-up ad was placed on April 5 and April 12, 2024.

The project website was updated on March 29, 2024 to include the notice, the EA document, and included information on how to comment on the EA digitally via the website or via letter.

The EA document was made available for review at the following local government offices:

- Monongalia County Clerk| 243 High Street, Rm 123| Morgantown, WV 26505
- Morgantown City Offices| 389 Spruce Street| Morgantown WV, 26505
- Westover City Hall| 500 DuPont Road| Westover, WV 26501
- Morgantown Public Library| 373 Spruce Street | Morgantown, WV 26505
- Morgantown Monongalia MPO| 243 High Street Room 026| Morgantown, WV 26501

Finally, the notice was physically posted in public locations throughout the project area including the library, gas stations, the grocery store, government buildings, Mon River Rail-Trail parking area, and several restaurants.

The Notice Public Meeting and Availability of the EA and Legal Ad placed in *The Dominion Post* can be found in Appendix A.

Technical reports were prepared for the following subject areas and are included in the project technical file and are available upon request as shown in Table 2.

Table 2: Project Technical Files

Resource/Element	Document
Project History	WVDOH MIP Preliminary Access Study 2016 MMMPO MIP Access Study 2018 MMMPO Metropolitan Transportation Plan 2022
Alternatives	WVDOH Design Study Report 2023 MMMPO MIP Southern Bridge Memo 2023 MMMPO Policy Board Approval Alt 3 2023
Public Involvement	Public Involvement Memo News Articles Public Comments Public Meeting Materials – October 2023

Resource/Element	Document
Traffic Analysis	Synchro Analysis for Alternative 3 intersections Purpose and Need Support - Traffic
Demographics and Environmental Justice	EJ Screen US Census Bureau
Community Resources	Schools Fire and EMS
Recreational Resources	Mon River Water Trail Mon River Rail-Trail
Economic Analysis	The Economic Impact of Expanding the Morgantown Industrial Park Morgantown Industrial Park Land Marketing Flyer
Streams & Wetland	Aquatic Resources Report
Navigable Waters and Floodplains	USCG Coordination and Documentation Hydraulic and Hydrologic Report
Vegetation and Land Cover	Anderson Land Use
Rare, Threatened, & Endangered Species	Agency Coordination Letters
Above Ground Resources & Historic Structures	Eligibility and Effects Reports WVDOH and SHPO letters
Archaeological Resources	Phase I Archaeological Survey Report WVDOH and SHPO letters
Section 4(f) Resources	Section 4(f) Non-Applicability Letters FHWA Approval Emails
Air Quality	Air Quality Report
Noise	Noise Analysis Report
Hazardous Waste Sites	Phase I Environmental Site Assessment

The EA Public Meeting was held April 17, 2024, at the Westwood Middle School at 670 River Road, Westover from 5 to 8 PM. Plans were on display, and WVDOH and FHWA representatives were available to discuss the project with interested residents. Boards were on display for the public to view and discuss. Comment forms were provided along with copies of the EA for review. Approximately 72 people signed in. Public meeting materials can be found in Appendix B.

At the close of the public comment period on May 17, 2024 a total of 104 comments were received. Comments included the following topics:

- transit options for the project,
- concern for air, noise, rail-trail, landslide, EJ, and drinking water (MUB) quality impacts,
- suggest routes and intersection types (roundabouts),
- disapproval of project in place of the Harmony Grove project,
- suggest use of funds toward maintenance of existing facilities before building new facilities,
- considerable support from Mountaintop Beverage and area residents and businesses.

Comments received during the 45-day comment period and a response to each comment along with original copies of public or agency comments are included in Appendix C.

6.0 Finding of No Significant Impact

The Finding of No Significant Impact (FONSI) is based on the project record including:

- Morgantown Industrial Park Access (IPA) Project Environmental Assessment and technical documents and studies referenced in this document; and
- Morgantown Industrial Park Access (IPA) Project Environmental Assessment Response to Comment Document (May 2024) – Appendix C

Accordingly, the FHWA determines that there is no practical alternative to construction of the Proposed Action and the Proposed Action includes all practical measures to minimize harm to natural, cultural, and socioeconomic resources, which may result from the proposed project.

The EA and Response to Comment have been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. They provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA and associated documentation.



FOR FEDERAL HIGHWAY ADMINISTRATION

6/14/24
DATE OF APPROVAL

Pursuant to:

42 U.S.C. 4231-4347
40 CFR 1500-1508
23 CFR 771
23 CFR 772
36 CFR 800
49 U.S.C. 303(c)
23 CFR 774
16 U.S.C. 1531-1544
33 U.S.C. 1251 et seq. (1972)
Executive Order 11988
Executive Order 11990
Executive Order 12898
Executive Order 13985
Executive Order 14008
Executive Order 14091
Executive Order 14096

Appendices

Appendix A – Notice Public Workshop and EA Availability



U.S. Department
of Transportation

**Federal Highway
Administration**

Morgantown Industrial Park Access Project

CR 45 to US 119



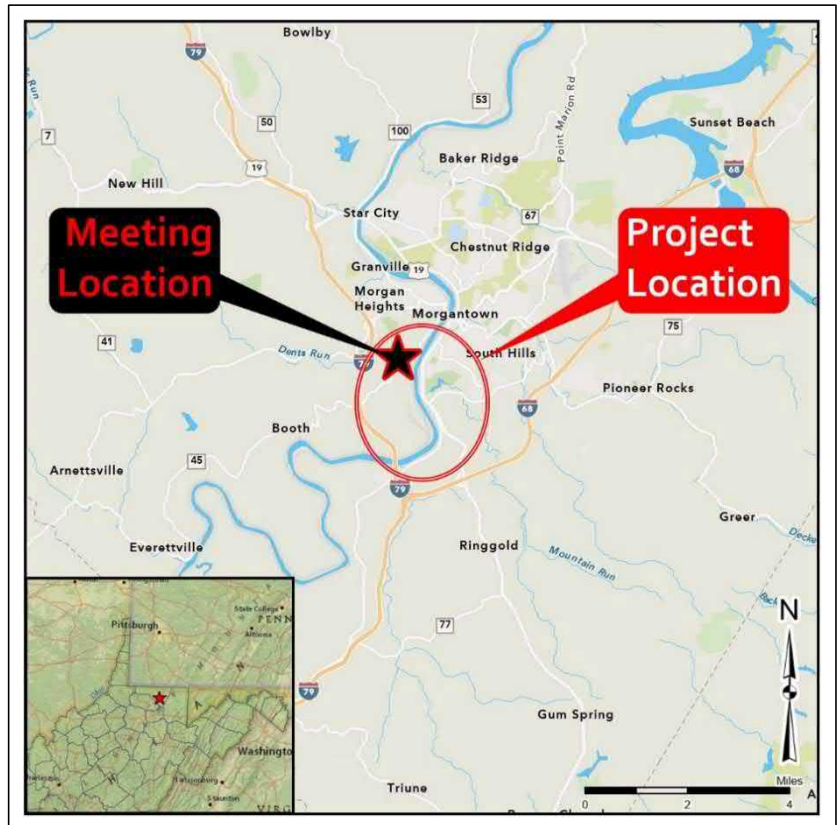
State Project: X331- MIPAR 00 23
Federal Project: STBG-2023(312)D

NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT and PUBLIC INFORMATIONAL WORKSHOP

The West Virginia Division of Highways (WVDOT) is conducting a public informational workshop to review the Environmental Assessment (EA) for the Morgantown Industrial Park Access Project between CR 45 (River Road) near Harmony Grove to US 119 (Grafton Road) in Monongalia County. This meeting complies with the public involvement requirements of the *National Environmental Policy Act* (NEPA) and Section 106 of the *National Historic Preservation Act*. The EA comment period begins on April 1, 2024 and ends on May 17, 2024.

Project Description

The project consists of building a new road and bridge across the Monongahela River between CR 45 (River Road) near Harmony Grove to US 119 (Grafton Road) in Morgantown. The purpose of this project is to provide the Morgantown Industrial Park and the residents along and south of River Road (CR 45) improved access across the Monongahela River to US 119 and I-68. The Environmental Assessment evaluated three build alternatives in a Preliminary Impact Analysis. That analysis advanced Alternative 3 as the Preferred Alternative because it meets the project's Purpose and Need and is the least environmentally damaging practicable alternative.



PUBLIC INFORMATION WORKSHOP

Wednesday, April 17, 2023 – 5:00 to 8:00 PM

Westwood Middle School
670 River Road, Westover, West Virginia



U.S. Department
of Transportation

**Federal Highway
Administration**

Morgantown Industrial Park Access Project

CR 45 to US 119



State Project: X331- MIPAR 00 23
Federal Project: STBG-2023(312)D

PUBLIC REVIEW AND COMMENT

The EA and supporting technical files are being made available for public review during the comment period on the project website:

[https://transportation.wv.gov/highways/engineering/comment/Pages/
MORGANTOWN-INDUSTRIAL-PARK-ACCESS.aspx](https://transportation.wv.gov/highways/engineering/comment/Pages/MORGANTOWN-INDUSTRIAL-PARK-ACCESS.aspx)

The EA document will be available for review at the following local government offices:

Monongalia County Clerk | 243 High Street, Rm 123 | Morgantown, WV 26505 | (304) 291-7257

Morgantown City Offices | 389 Spruce Street | Morgantown WV, 26505 | (304) 284-7405

Westover City Hall | 500 DuPont Road | Westover, WV 26501 | (304) 296-6860

Morgantown Public Library | 373 Spruce Street | Morgantown, WV 26505 | (304) 291-7425

Morgantown Monongalia MPO | 243 High Street Room 026 | Morgantown, WV 26501 | (304) 291-9571

Written comments on the EA can also be provided at any time during the comment period.

Comments concerning the project must be submitted by May 17, 2024 to:

Written Comments:

Mr. Travis Long
Director, Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, WV 25301

Digital Comments:

[https://transportation.wv.gov/highways/engineering/
comment/Pages/MORGANTOWN-INDUSTRIAL-PARK-
ACCESS.aspx](https://transportation.wv.gov/highways/engineering/comment/Pages/MORGANTOWN-INDUSTRIAL-PARK-ACCESS.aspx)

All comments received at either of these locations during the designated comment or at the public hearing will be considered. These comments will become part of the public record associated with this action.

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs and activities. Please contact us at (304) 558-3931. Persons with hearing or speech impairments can reach all state agencies by calling (800) 982-8772 (voice to TDD) or (800) 982-8771 (TDD to voice), toll free. Public participation is solicited without regard to race, color, sex, age, national origin, or disability.

**Appendix B –
EA Public Meeting Materials**

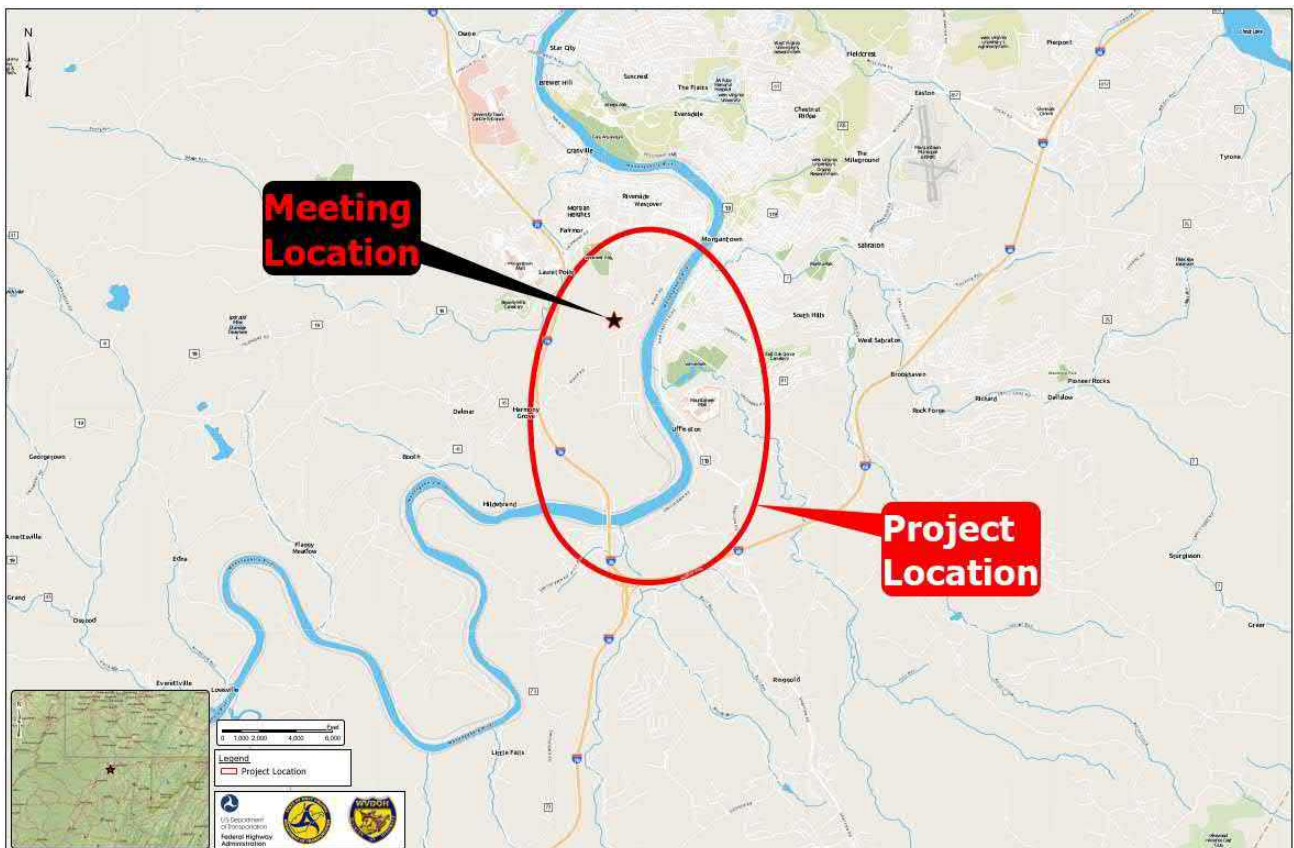
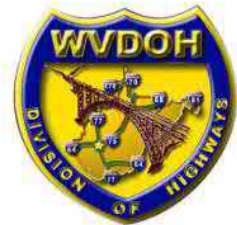
Display Boards

WELCOME

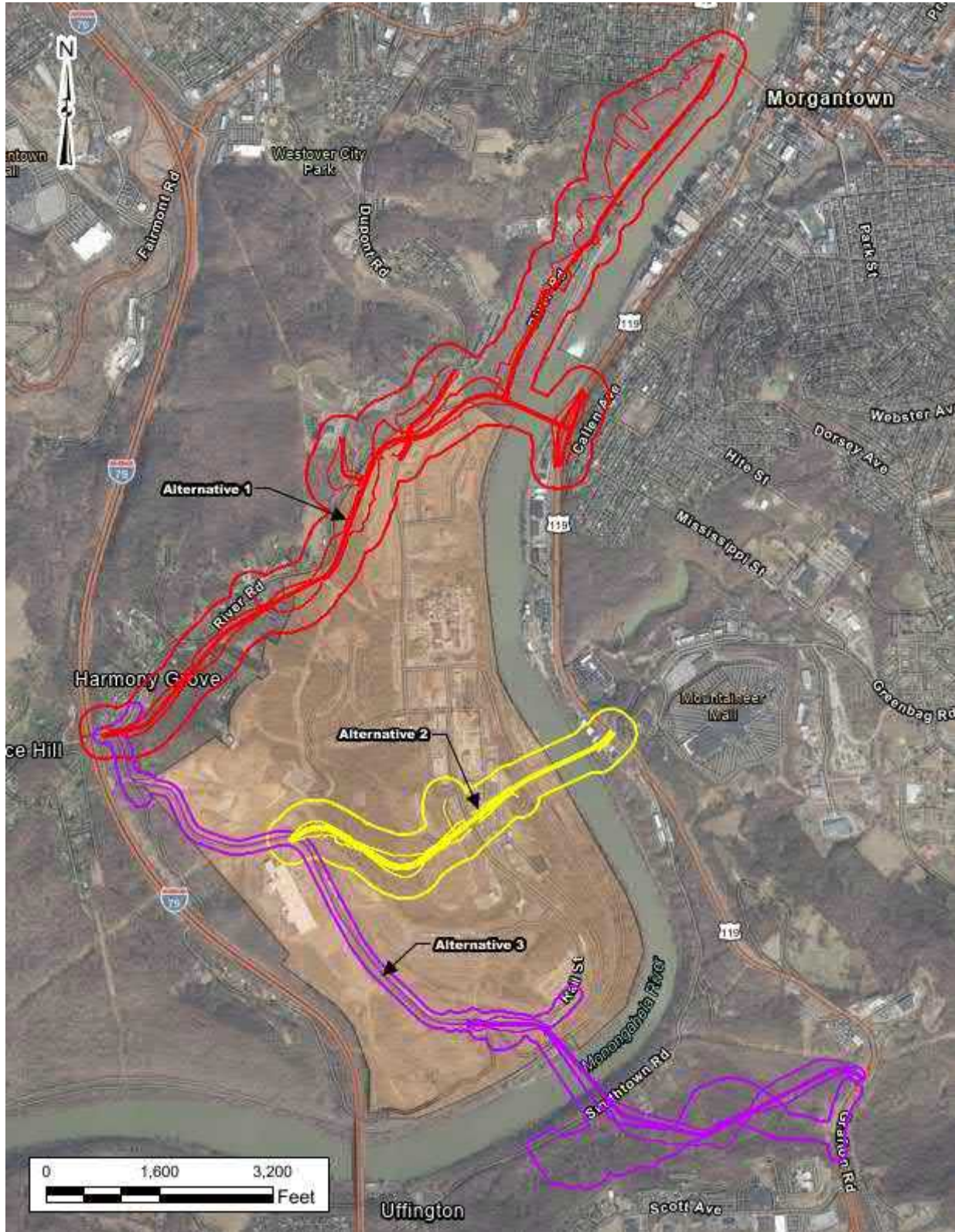
Morgantown Industrial Park Access Environmental Assessment Public Meeting: Wednesday April 17, 2024



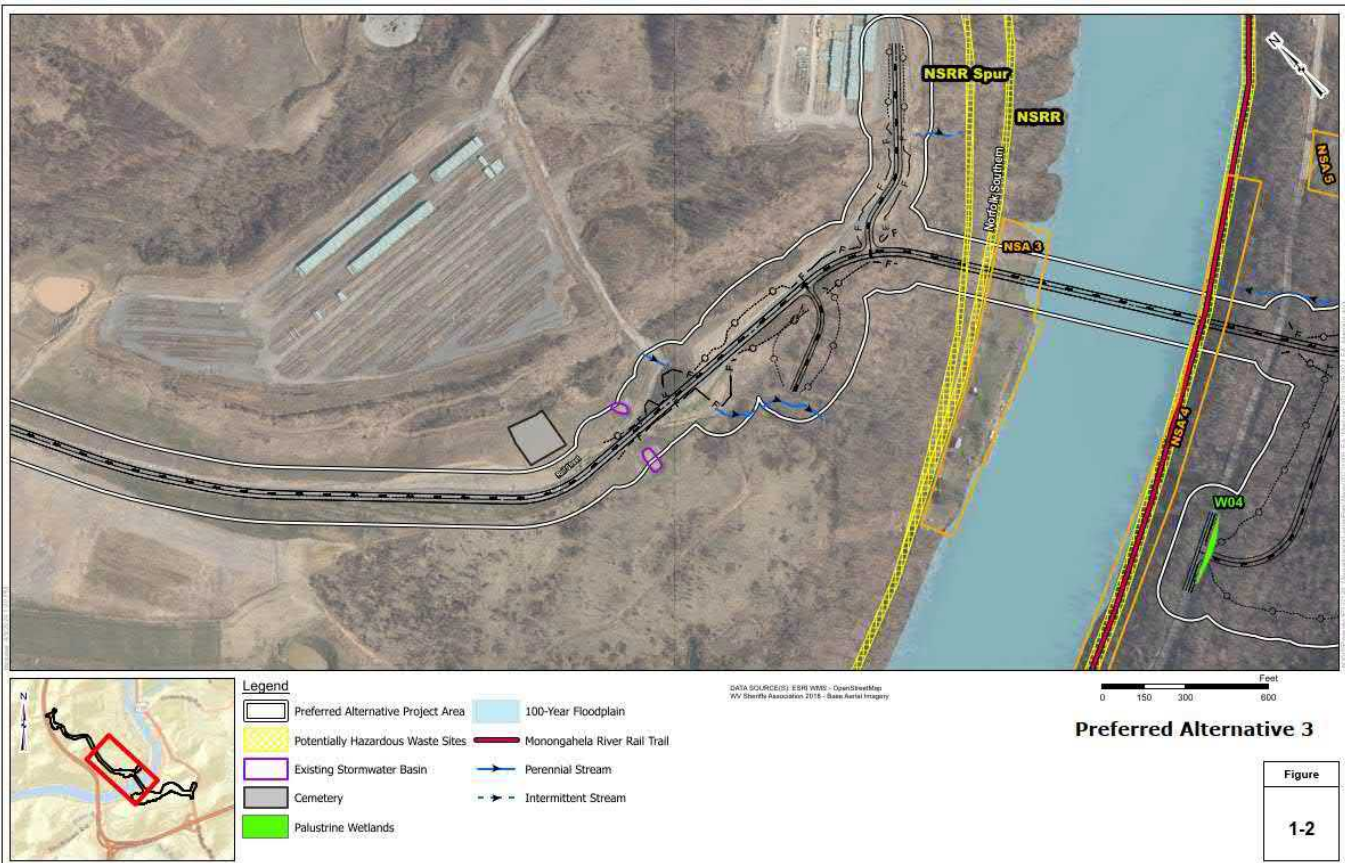
U.S. Department
of Transportation
Federal Highway
Administration



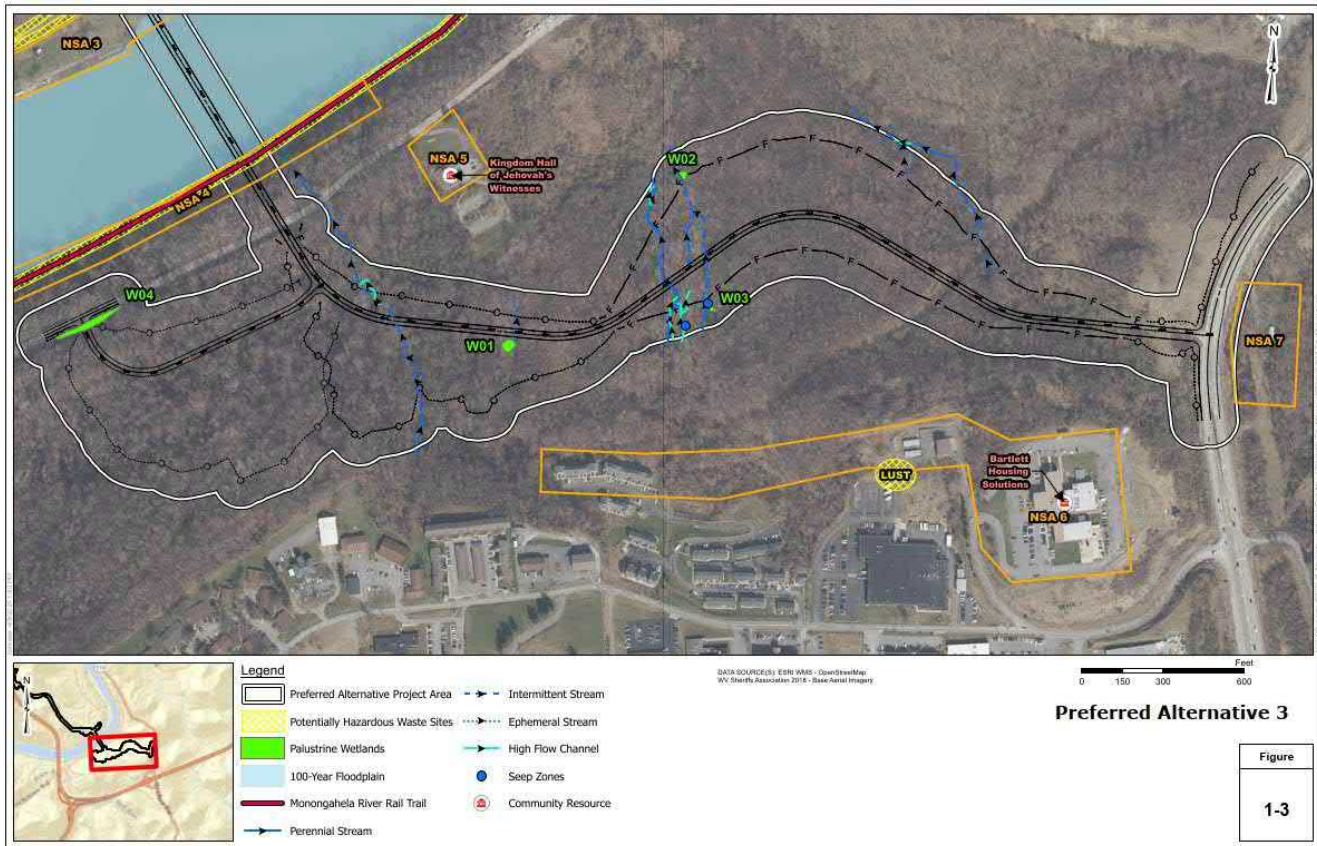
Morgantown Industrial Access Project – EA Public Meeting – April 17, 2024



Morgantown Industrial Access Project – EA Public Meeting – April 17, 2024



Morgantown Industrial Access Project – EA Public Meeting – April 17, 2024



Project Timeline

Project Phase	Date
Public Informational Workshop	October 3, 2023
ROW Activities	Spring 2024
Environmental Assessment Public Release	April 1, 2024
Environmental Assessment Public Meeting	April 17, 2024
Environmental Assessment Comments Due	May 17, 2024
*Expected Environmental Clearance	Summer 2024
*Expected Construction to Begin	Winter 2024/Spring 2025

* Dates are approximate and subject to change

Comments concerning the project must be submitted by May 17, 2024:

Via regular mail:

Mr. Travis Long
 Director, Technical Support Division
 West Virginia Division of Highways
 1334 Smith Street
 Charleston, WV 25301

or

Via website: <https://transportation.wv.gov/highways/engineering/comment/Pages/MORGANTOWN-INDUSTRIAL-PARK-ACCESS.aspx>



Scan the QR Code with your mobile device to provide comments via the website.

Morgantown Industrial Access Project – EA Public Meeting – April 17, 2024

Handout



U.S. Department
of Transportation
**Federal Highway
Administration**

Morgantown Industrial Park Access Project CR 45 to US 119



State Project: X331- MIPAR 00 23
Federal Project: STBG-2023(312)D

Environmental Assessment - Public Meeting

Westwood Middle School – 670 River Road

Westover, West Virginia

Wednesday April 17 – 5:00 to 8:00 PM

The West Virginia Division of Highways (WVDOH) is conducting a public informational workshop to review the Environmental Assessment (EA) for the Morgantown Industrial Park Access Project between CR 45 (River Road) near Harmony Grove to US 119 (Grafton Road) in Monongalia County. This meeting complies with the public involvement requirements of the *National Environmental Policy Act (NEPA)* and Section 106 of the *National Historic Preservation Act*. The EA comment period begins on April 1, 2024 and ends on May 17, 2024.

Project Description

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Preferred Alternative 3





U.S. Department of Transportation
Federal Highway Administration

Morgantown Industrial Park Access Project

CR 45 to US 119



State Project: X331- MIPAR 00 23
Federal Project: STBG-2023(312)D

Tentative Project Schedule

Public Informational Workshop	October 3, 2023
ROW Activities	Spring 2024
Environmental Assessment Public Release	April 1, 2024
Environmental Assessment Public Meeting	April 17, 2024
Environmental Assessment Comments Due	May 17, 2024
*Expected Environmental Clearance.....	Summer 2024
*Expected Construction to Begin.....	Winter 2024/Spring 2025

*Dates are approximate and subject to change

Public Review and Comment

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Morgantown Public Library | 373 Spruce Street | Morgantown, WV 26505 | (304) 291-7425

Morgantown Monongalia MPO | 243 High Street Room 026 | Morgantown, WV 26501 | (304) 291-9571

Written comments on the EA can also be provided at any time during the comment period.

Comments concerning the project must be submitted by May 17, 2024 to:

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Mr. Travis Long
Director, Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, WV 25301

Digital Comments:

<https://transportation.wv.gov/highways/engineering/comment/Pages/MORGANTOWN-INDUSTRIAL-PARK-ACCESS.aspx>

All comments received at either of these locations during the designated comment or at the public hearing will be considered. These comments will become part of the public record associated with this action.

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Morgantown Industrial Access Project – EA Public Meeting – April 17, 2024

DATE:

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

MEETING DATE: Wednesday April 17, 2024
LOCATION: Westwood Middle School, 670 River Road, Westover, WV
SUBJECT: PUBLIC MEETING
PROJECT: Morgantown Industrial Park Access Project
Monongalia County

COMMENTS DUE BY: Friday May 17, 2024

Please consider the following comments:

(Please print the following information)

NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Public Informational Workshop?

Project Information and Comment Sheets can be found online at our WVDOH website at:
<https://transportation.wv.gov/highways/engineering/comment/Pages/MORGANTOWN-INDUSTRIAL-PARK-ACCESS.aspx>

Morgantown Industrial Access Project – EA Public Meeting – April 17, 2024

Sign in Sheet

Morgantown Industrial Park Access EA Public Meeting 4-17-24

PLEASE PRINT

NAME	ADDRESS OR EMAIL
Sydney Burke	
Tom Laurita	
Antonio Gonzalez	
Jason Todd	
DEILAND SLAUGHTER	
Jim Kotcov	
Marion Macdon	
Rod Mackley	
John W. Symms	
Matthew Cross	
Forest Weyen	
Wendy Thomas Puderbaugh	
Maureen Newcome	
Danielle Trumble	
WARD STONE, JR	
Norma Venoble	
Mary Ann Edz	
Bob Bishop	
Sharlene Fortney	
Michael Kay	
David Johnson	
Rachel Betty Anderson	

Morgantown Industrial Park Access EA Public Meeting 4-17-24

PLEASE PRINT

NAME	ADDRESS OR EMAIL
Wendy O'Brien	
LARRY HARRIS	
Isaac WITTMAR	
Casey Veronda	
Chris McElroy	
Harry S. Owens	
MICHAEL BRADLEY	
Patrice Brennan	
Mike Neely	
Hilary Atfield	
Milce "	
Joe Nelson	
Toby Horon	
Daniel Day	
GREG FABER	
Bill Owsen	
Wade Suttle	
Eston Lee Kirkland	
Jeffrey Goss	
Don Conlan	
Parker Grimes	
Kara Greathouse	

Appendix C - Public and Agency Comments and Responses

Appendix C: EA Comments and Responses

Comment	Response
<p><i>Jeffery Goff</i> ████████████████████ ██████████</p> <p>Consider a roundabout where Alternative 3 enters US 119.</p>	<p>Thank you for your comment. A roundabout was considered at this location and dismissed during the preliminary design phase for the following reasons:</p> <ul style="list-style-type: none"> ■ Roundabouts have larger footprints and therefore more impacts, that in this case, would include residential displacements. ■ With 3 adjacent signalized intersections along US 119, coordinated signalization rather than introduce another intersection type will be more predictable and consistent for drivers. ■ The high-speed nature of US 119 lends itself less to a roundabout and reduces some of the safety benefits of roundabouts. ■ US 119 would not require reconstruction with a signalized intersection reducing construction time and cost. ■ Industrial access is prone to more truck traffic and oversized loads, which have more difficulty navigating roundabouts. ■ US 119 is in both a horizontal and vertical curve at the location of the roundabout which would add complexity to the design and likely extend disturbance limits. ■ Roundabouts are helpful to signal a speed/corridor change to drivers, which would not be the case here. ■ Traffic information indicates signalization will be adequate for the design year.
<p><i>Vicki Koon</i> ████████████████████</p> <p>None of the above. 1 involves the River Road landslides. 2 & 3 by bad intersections and, if fluid leaks into river, shut down or water plant. Make an exit off of I-79.</p>	<p>Thank you for your feedback.</p> <p>Due to the location of MUB’s raw water intake located approximately 1.4 miles downstream of the proposed Preferred Alternative 3’s bridge crossing, the contractor will be required to prepare and implement a spill prevention plan to prevent a release into the Monongahela River during construction. The spill prevention plan will include steps for immediate notification to MUB and emergency services in the event of a release to the river during construction.</p> <p>In the event there is a traffic incident or hazardous material release once the bridge is open to traffic, WVDOH will maintain a spill prevention plan outlining</p>

Appendix C: EA Comments and Responses	
Comment	Response
	<p>the steps for immediate notifications. In a letter dated October 10, 2023, the MUB provided its support for the project and noted their requirement for immediate notification, which has been included on the design plans.</p> <p>The Harmony Grove Interchange project, sponsored by a private entity (not WVDOH), is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have Federal Highway Administration approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support for the Harmony Grove Interchange is noted.</p>
<p><u>Corey Anderson</u></p> <p>Is this project specifically beneficial to Morgantown area?</p>	<p>Thank you for your comment. The Morgantown IAP will remove truck traffic from River Road, the Westover Bridge, and the City of Morgantown. This will reduce vehicular and school bus conflicts with truck traffic and reduce congestion at key intersections. The residents of Morgantown, Westover, and those living along River Road will benefit, however, with residents along River Road and Westover to likely see the greatest advantages.</p>
<p><u>Frank D. Gmeindl</u> [REDACTED]</p> <p>Thank you for accepting public comment input on the subject project. I recommend the No Build Option. The Environmental Assessment does not seem to include the "Harmony Grove Interchange Only" as part of the No Build analysis. The Harmony Grove Interchange may adequately serve the privately owned Morgantown Industrial Park with less environmental impact on the Morgantown residents that the proposed bridge over the Monongahela River.</p> <p>The Westover Bridge (US 19) provides adequate access across the Monongahela River to US 119 and I-68 for residents of Morgantown. The</p>	<p>Thank you for your comment. Your support for the No Build Alternative is noted.</p> <p>It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p> <p>The Harmony Grove Interchange project has projected potentially fewer impacts than the Morgantown IAP, however, the design of the interchange, sponsored by a private entity (not WVDOH), is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have Federal Highway Administration approval. To bring the</p>

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<p>resources for the proposed bridge would benefit the Morgantown residents more if they were applied to upgrading and maintaining: US 19 between Morgantown and Fairmont; CR-45 between Morgantown and US 19 at Arnettsville; WV 7 between Brookhaven and I-68 and US 119; WV 100 between Westover and Maidsville.</p> <p>All of these roads have seen decades of neglect and are damaging rather than serving the communities through which they pass. They also present a sorry picture to visitors to our wonderful city.</p> <p>In the past year, US 19 was beautifully repaved all the way from the PA state line to Morgantown. It is already deteriorating due to lack of shoulder maintenance and apparently inadequate design and construction of roadway edges.</p> <p>Over a period of approximately 15 to 5 years ago, WV 100 between Maidsville and US 19 was repaved in 3 stages and was smooth from end-to-end for the first time in 50 years. Now, it is rapidly returning to its former poor condition due to poor drainage, poor shoulder maintenance and heavy truck traffic. The bumps and cracks that I painfully remember from travelling it frequently for over the past 50 years are all returning, indicating inadequate engineering in the first place. WV 100 between Westover and Maidsville has been like a minefield for as long as I can remember.</p> <p>I encourage WVDOT to upgrade and maintain the existing infrastructure before proceeding with a bridge project of questionable merit for the citizens of Morgantown.</p>	<p>design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p><i>Scott Soderholm</i> [REDACTED]</p> <p>I have read the EA published March 2024, and am dismayed at the waste of money that any of these projects seem to represent. On page</p>	

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<p>15, it is stated that the Harmony Grove interchange project was initiated in 2020. That appears to be the simple and cost-effective solution to give truck traffic access to MIP and the interstates. None of the Alternatives include the Harmony Grove interchange as part of their analysis after that brief mention, and this analysis is woefully incomplete without an Alternative looking at the Harmony Grove interchange alone. It appears that Alternative 3 envisions trucks accessing I-79N by crossing the river on a new bridge, driving 1/4 mile on Rt. 119, then traveling back along I-68 only to re-cross the river near where they started in Harmony Grove. Getting to I-79S or I-68E are a little less ridiculous, but no better with the new bridge project proposed than they would be with a simple interchange at Harmony Grove. Why would we spend \$72 million on a redundant bridge & road project that will disrupt traffic in a busy part of town (Rt. 119) and require closure of our award-winning rail trail system that is used by many citizens not just for health but also for transportation? The Harmony Grove interchange alone is sufficient. Put effort into making that project happen, rather than building a redundant bridge that will be seen as an expensive mistake once the Harmony Grove interchange is constructed. At the very least, honesty requires you to evaluate what a Harmony Grove interchange-only Alternative would cost and what its impacts would be. Without that analysis, it is clear that you will not have considered all of your options.</p>	<p>Thank you for your comment.</p> <p>It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p> <p>The Harmony Grove Interchange project, sponsored by a private entity (not WVDOH), is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have Federal Highway Administration approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p>
<p><i>Brian Powell</i> [REDACTED]</p> <p>As shown in the public comments recorded in the EA, the public is overwhelmingly against this project. I didn't see a single comment calling for building this project. By WVDOH's own analysis, two-thirds explicitly opposed the project.</p> <p>It is troubling to see WVDOH so clearly ignore public</p>	<p>Thank you for your feedback, your disapproval of the project is noted.</p>

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<p><i>Mark Brazaitis</i> [Redacted]</p> <p>April 16, 2024</p> <p>Dear Mr. Long: I am writing to express my grave concerns about the proposed bridge across the Mon River to the Westover Industrial Park. I believe it should not be built. My concerns are as follows:</p> <p>Any bridge construction will have adverse effects on recreational use of the Mon River Rail-Trail, a popular, high-use public greenspace</p> <p>Increased truck traffic and associated increases in air and noise pollution will negatively impact residential neighborhoods</p> <p>Already frequent landslides will increase due to increases in storm water runoff from non-permeable surfaces</p> <p>Any short-term benefits of a bridge are outweighed by the long-term costs to the environment (air and noise pollution; environmental impact of construction and new structures)</p> <p>Spending \$71 million state tax dollars on a bridge that will primarily serve a private company shortchanges Mon County taxpayers who already drive on state roads that are in disrepair</p> <p>Thank you.</p> <p>Sincerely, Mark Brazaitis [Redacted]</p>	<p>Thank you for your comment. Your support for the No Build Alternative is noted.</p> <p>Understanding that safety is key to the enjoyment of the Mon River Rail-Trail user, temporary closures are needed for protection and safety during bridge construction. While no permanent impacts will occur to the rail-trail, the Mon River Trails Conservancy will be made aware of potential closures, including temporary signage noting the time of closure. Public outreach will be conducted to ensure rail-trail users and water trail uses are aware of temporary impacts during construction.</p> <p>A qualitative Air Quality Analysis was conducted in compliance with the Clean Air Act (CAA) and its amendments, related Federal regulations, and FHWA guidance. The assessment indicates that the project meets all applicable air quality requirements of the NEPA and, as applicable, federal and state transportation conformity regulations. As such, the project does not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS) established by the US EPA.</p> <p>A Preliminary Design Noise Analysis for was conducted in accordance with the WVDOH’s Statewide Noise Policy (May 26, 2011) and FHWA regulations at 23 CFR 772 for the project. A comparison of predicted existing, future Build, and future No Build noise levels were analyzed. While decibel levels for two areas within 500 feet of Preferred Alternative 3 would increase in the future, that increase relates directly to the traffic on I-79 in 2050 and not the proposed Morgantown IAP. Noise mitigation was not warranted for this project.</p>

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<p><i>Michaela Edwards</i> [REDACTED]</p> <p>Hello, I am really concerned about the impact this will have on the residents in the area as well as the immensely harmful impact this will have on the environment. This will increase road noise and negatively traffic to the area. Can we not just improve current infrastructure and roads to increase safety instead of letting it continue to deteriorate and building something new instead? Are there no other solutions?</p>	<p>Thank you for your comment. WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p> <p>Preferred Alternative 3 was chosen in this analysis of three alternatives (Alternatives 1, 2, 3) due to the least harm to:</p> <ul style="list-style-type: none"> ■ Residential, commercial, and industrial land uses ■ EJ communities ■ Potential Section 4(f)-Protected Caperton Trail ■ Active USACE Lock and Dam system ■ Historic Resources ■ Archaeological Resources ■ Hazardous Waste Sites <p>Based on the analysis in the EA, Preferred Alternative 3 is the alternative of least harm for the Morgantown IPA Project.</p>
<p><i>Jackson Hurst</i> [REDACTED]</p> <p>I approve and support WVDOT's/WVDOH's Morgantown Industrial Park Access Project. I have reviewed the Environmental Assessment for WVDOT's/WVDOH's Morgantown Industrial Park Access Project and I support the findings in the document. I also approve and support the preferred alternative for WVDOT's/WVDOH's Morgantown Industrial Park Access Project because the preferred alternative will avoid impacts to the middle and north portion of the Morgantown Industrial Park.</p>	<p>Thank you for your support of the project.</p>
<p><i>John Nabors</i> [REDACTED]</p> <p>How is a bridge from South University Avenue to the industrial park? Beneficial or cost-effective, it seems to me.</p>	<p>Thank you for your comment. A bridge from South University Drive to the Industrial Park was included in Alternative 1, which was dismissed from further study for numerous reasons noted in the EA.</p> <p>Transportation solutions have been studied since 2016 focusing south of Westover. If an option to the north is viable, consider reaching out to the</p>

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<p>The location for a bridge would be on the North side of town to extend 68 On West and put the off ramp at harmony Grove. It makes no sense to have 2 bridges within eyesight of each other.</p>	<p>Morgantown Monongahela Metropolitan Planning Organization (MMMPO) to have such an option evaluated.</p>
<p><i>Maria Smith</i> <i>Mountain Line Transit</i> [REDACTED]</p> <p>If there were interest in the industrial park for public transit service this bridge would certainly help us access the area and provide meaningful service through the area. It is not likely that any of our routes will change when the bridge opens but it will allow us faster entry to that part of the county. We may use this as a means to bypass downtown traffic and begin our service on Rt 4 Orange Line and for our MicroTransit service.</p>	<p>Thank you for sharing this information about possible future transit opportunities and confirming that Preferred Alternative 3 will not impact any existing transit routes.</p>
<p><i>Austin Bartgis</i> [REDACTED]</p> <p>maybe before spending 80 million on a bridge how about use that money for completely re paving roads like across the westover bridge all the way to Collasantes or from pizza hut in South Park to the end of Walnut St. by the Sheriff's station or all of Spruce and High St. as well! Perhaps stop allowing the dump trucks that come from sabraton to cut through downtown which ruins the roads!!!</p>	<p>Thank you for your comment. WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p><i>Charles Harris</i> [REDACTED]</p> <p>Attended the April 17 meeting to learn about this project and ask questions. The description of Alternative 3 was clearly explained from both an environmental and engineering perspective. After consideration of the location and cost of the project I would favor the NO BUILD alternative. The interchange at Harmony Grove would accomplish the same thing at a lower cost. The DOH could put some of this money</p>	<p>Thank you for your comment. It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p>

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<p>towards fixing our existing roads, and learning how to fill potholes smoothly. I spoke with the environmental consultant who is also involved in Corridor H, whose construction near the Blackwater River would cause damage to this important trout stream. My suggestion here is to GO NORTH to avoid the Blackwater. This was the same suggestion made years ago when Corridor H was forced to alter its course to avoid damaging of the trout streams along Rte. 33.</p>	<p>The Harmony Grove Interchange project has projected potentially fewer impacts than the Morgantown IAP, however, the design of the interchange, sponsored by a private entity (not WVDOH), is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have Federal Highway Administration approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p><i>Catherine Fonseca</i> [REDACTED]</p> <p>I am not in support of this bridge's proposed location. This would be more universally beneficial if it directly connected Greenbag Road at the Grafton junction, rather than only Grafton Rd. That would allow for greater benefit to Morgantown residents, since it could direct truck traffic away from residential areas. It would also see more use by residents themselves, rather than creating another inefficient route skirting the city. Otherwise, this is only benefiting a single company without doing much for county residents.</p>	<p>Thank you for your comment. The alternative that intersected with Greenbag Road (Alternative 2) was dismissed due to the proximity to the surface water intake, and impacts to Environmental Justice populations, displacements, and historic resources. Additionally, Alternative 2 was dropped from further study by the MMMPO and WVDOH due to the bridge elevation, disruption to MIPs internal roadway network, and impacts to MIP tenants.</p>
<p><i>Parker Grimes</i> [REDACTED]</p> <p>As a lifelong resident of the Morgantown area and one who resides and travels River Road on a daily basis my primary support would be for the Harmony Grove interchange that would limit the need for any truck traffic on River Road and would significantly reduce the truck traffic through Westover. I see benefit of having another access to the industrial park as is presented with the proposed bridge to Rail Street. My concern is, would that access from I68 truly limit truck traffic</p>	<p>Thank you for your comment. It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p> <p>The design of the interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal</p>

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<p>through Westover with trucks continuing to get off of the Westover from I-79 to access the industrial park. The Harmony Grove interchange allows for much better access to the interstate for residents and businesses in that area. The bridge to rail street does not serve the same purpose.</p>	<p>highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p>
<p><i>Arthur Diefenbach</i> [REDACTED]</p> <p>I STRONGLY OPPOSE THE NEW BRIDGE!</p> <p>It will result in increased air pollution:</p> <p>Because there are hundreds of diesel trucks per day to travel in and out of the Morgantown Industrial Park, this will add significantly to air pollution in the Valley. The terrain is steep so pollution can be retained.</p> <p>It will endanger morgantown water supply:</p> <p>The preferred route (from MPO and local government) near Scott Avenue (Alternative 3), would cross the Mon River close to, and upstream from, the primary drinking water intake for MUB. It creates a risk of water contamination, especially if it will be used to truck inputs to the chemical plant or finished products from the chemical plant.</p> <p>It will result in landslides which could close Route 73 and the rail trail:</p> <p>The Alternative 3 option at Scott Avenue is in an area prone to landslides. Landslides impacting the rail-trail have cost tens of thousands to clean up. Increasing stormwater issues by changing drainage in this area will likely add to existing problems on Smithtown Road (Route 73) and the Mon River Rail-Trail.</p> <p>Though they have estimated a 5 week closure of the rail-trail in construction area, other bridge construction in the state close the rail-</p>	<p>Thank you for your feedback.</p> <p>A qualitative Air Quality Analysis was conducted in compliance with the Clean Air Act (CAA) and its amendments, related Federal regulations, and FHWA guidance. The assessment indicates that the project meets all applicable air quality requirements of the NEPA and, as applicable, federal and state transportation conformity regulations. As such, the project does not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS) established by the US EPA.</p> <p>Due to the location of MUB’s raw water intake located approximately 1.4 miles downstream of the proposed bridge crossing, the contractor will be required to prepare and implement a spill prevention plan to prevent a release into the Monongahela River during construction. The spill prevention plan will include steps for immediate notification to MUB and emergency services in the event of a release to the river during construction.</p> <p>Several standard measures will be put in place to reduce potential impacts to the river and its water quality including a detailed Erosion & Sedimentation Pollution Control Plan and Stormwater Management Plan to minimize sedimentation and maintain water quality during construction. In the event there is a traffic incident or hazardous material release once the bridge is open to traffic, WVDOH will maintain a spill prevention plan outlining the steps for immediate notifications. In a letter dated October 10, 2023, the MUB provided its support of the project and noted their requirement for immediate notification, which has been included on the design plans.</p>

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<p>trail in the construction zone for years while it is being built, the Wellsburg Bridge over the Ohio is now open but the Brooke Pioneer Rail-Trail is still closed 5 years and counting. The Mon Rail Trail is one of the Premier recreational attractions in the state!</p> <p>I recommend the No Build Option. The Environmental Assessment does not seem to include the "Harmony Grove Interchange Only" as part of the No Build analysis. The Harmony Grove Interchange may adequately serve the privately owned Morgantown Industrial Park with less environmental impact on Morgantown residents than the proposed Bridge over the Monongahela River.</p> <p>The Westover Bridge (US 19) provides adequate access across the Monongahela River to US 119 and I-68 for residents of Morgantown. The resources for the proposed bridge would benefit Morgantown residents more if they were applied to upgrading and maintaining:</p> <ul style="list-style-type: none"> ■ US 19 between Morgantown and Fairmont - the section in Westover is like a war zone it is so bad ■ CR-45 between Morgantown and US 19 at Arnettsville; ■ WV 7 from E. Brockway to S. Walnut street in Morgantown is in terrible condition and I avoid it ■ WV 100 between Westover and Madsville. <p>All of these roads have seen decades of neglect and are damaging rather than serving the communities through which they pass. They also present a sorry picture to visitors to our wonderful city.</p> <p>I encourage WVDOT to upgrade and maintain existing infrastructure before proceeding with a bridge project of questionable merit for the citizens of Morgantown.</p>	<p>Geotechnical studies have been completed for the project and landslide concerns will continue to be evaluated to prevent or mitigate landslides throughout the project area.</p> <p>Understanding that safety is key to the enjoyment of the rail-trail user, temporary closures are needed for protection and safety during bridge construction. While no permanent impacts will occur to the rail-trail, the Mon River Trails Conservancy will be made aware of potential closures, including temporary signage noting the time of closure. Public outreach will be conducted to ensure rail-trail users and water trail users are aware of temporary impacts during construction.</p> <p>It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p> <p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p><i>Patricia Diefenbach</i></p>	<p>Thank you for your feedback.</p>

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<p>the No Build analysis. The Harmony Grove Interchange may adequately serve the privately owned Morgantown Industrial Park with less environmental impact on Morgantown residents than the proposed Bridge over the Monongahela River.</p> <p>The Westover Bridge (US 19) provides adequate access across the Monongahela River to US 119 and I-68 for residents of Morgantown. The resources for the proposed bridge would benefit Morgantown residents more if they were applied to upgrading and maintaining:</p> <ul style="list-style-type: none"> ■ US 19 between Morgantown and Fairmont - the section in Westover is like a war zone it is so bad ■ CR-45 between Morgantown and US 19 at Arnettsville; ■ WV 7 from E. Brockway to S. Walnut street in Morgantown is in terrible condition and I avoid it ■ WV 100 between Westover and Madsville. <p>All of these roads have seen decades of neglect and are damaging rather than serving the communities through which they pass. They also present a sorry picture to visitors to our wonderful city.</p> <p>I encourage WVDOT to upgrade and maintain existing infrastructure before proceeding with a bridge project of questionable merit for the citizens of Morgantown.</p>	<p>conducted to ensure rail-trail users and water trail uses are aware of temporary impacts during construction.</p> <p>It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p> <p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p><i>Sharlene Forney</i> [REDACTED]</p> <ol style="list-style-type: none"> 1) Will we be able to have garbage service and paper delivery? 2) If there is to be a drainage system next to the larger Hickory tree the root system goes under the corner of our building and under the road. Also, we have a drainage pipe from the front of our building. 	<p>Thank you for your concerns.</p> <ol style="list-style-type: none"> 1) Existing garbage and paper delivery services should not be affected by Preferred Alternative 3. 2) Drainage concerns will be shared with the project’s design staff for further consideration as the project progresses. 3) The work required along Master Graphics Road in this area will not affect the existing gas line to your property. Should the design

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<p>3) Will there be changes to the current gas lines connected to our property? 4) Will all vegetation be removed thus raising the noise level from the raised road? Is there a planned barrier?</p>	<p>necessitate utility interruptions or replacement, you would be contacted by the WVDOH prior to the start of any work. 4) Only vegetation within the proposed roadway work limit of disturbance will be removed. Based on the current design, approximately 20 feet outside the existing roadway right-of-way may be affected along your property. During the right-of-way process, WVDOH will discuss the required impacts and negotiate payment for that property. A comparison of predicted existing, future Build, and future No Build noise levels were analyzed. While decibel levels for two areas within 500 feet of Preferred Alternative 3 would increase in the future, those increases relate directly to the traffic on I-79 in 2050 and not the proposed Morgantown IAP; therefore, noise mitigation was not warranted.</p>
<p><i>Madison Muilenburg</i> [REDACTED]</p> <p>As a team member at Mountaintop Beverage, we are in support of this project so we can continue to expand our business!</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Beth Pratt</i> [REDACTED]</p> <p>As a team member at Mountaintop Beverage, I am in complete support of the bridge project in the Morgantown Industrial Park. This will allow us to continue to grow our business and provide strong paying careers for even more members in the communities where we live and work. Minimizing the truck traffic will also provide less disruption to those who live in the Westover area.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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<p><i>Doug Janzi</i> [REDACTED]</p> <p>Fully support new bridge for access and job creation in WV. We have a terrific workforce and ready to grow the business in the future. The site access is terrible. River Road is absolutely a travesty and doesn't show well when we bring customers from across the country. Soon 19 in westover is closing for repair and recently we had one way in and out as river road due to flooding and slides is routinely shut down. The business can't grow without better access for our customers to pick up their products. Routinely independent third party carriers get turned around and or go wrong way creating bottlenecks and issues. The bridge will be another place for nesting and wildlife such as the peregrine falcons on the 79 bridge. Lets Go! Time to move forward Morgantown and WV</p>	<p>Thank you for your comment. Your concerns related to River Road and support for the project have been noted.</p>
<p><i>Hannah Matthews</i> [REDACTED]</p> <p>I, Hannah Matthews, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Bob Milvet</i> [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Bob Milvet, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p><i>Susan Kucish</i> [REDACTED]</p> <p>I, Susan Kucish support the bridge project to enhance access to the Morgantown Industry Park.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Lee Cross</i> [REDACTED]</p> <p>I, Lee Cross, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>John Armbruster</i></p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, John Armbruster, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Cindy Hall</i></p> <p>I, Cindy Hall, support the bridge project to enhance access to the Morgantown Industrial Park. This project will not only benefit the people of Morgantown but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Chad McGuire</i> [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I Chad McGuire support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p>residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	
<p><i>Terri Stottlemeyer</i> [REDACTED]</p> <p>I Terri Stottlemeyer support the bridge project to enhance the access to the Morgantown Industrial park. This project will benefit not only the residents of Monongalia County but also the state of WV by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Sherri Grim</i> [REDACTED]</p> <p>I Sherri Grim, support the bridge project to enhance the access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County, but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Douglass Allard</i> [REDACTED]</p> <p>I support the bridge project to enhance the business at the Morgantown industrial park.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Marc Helmick</i> [REDACTED]</p> <p>I, Marc Helmick, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p><i>Amy Gibson</i> [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Amy Gibson, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Daniel Bloom</i> [REDACTED]</p> <p>I, Daniel R Plume, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Jennifer Cook</i></p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Jennifer Cook, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Colin Goodrich</i> [REDACTED]</p> <p>The bridge is desperately needed to control traffic through town. There are now twice as many, if not more of trucks and the businesses needing trucks continue to grow in the industrial park. So our fear is this is only getting worse by the day. There are safety hazards as well with all the truck traffic on the roads in town. and truck traffic by schools.</p>	<p>Thank you for your comment. Your concern related to truck traffic and support for the project have been noted.</p>

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Comment	Response
<p><i>Eugenia Marcelli</i> [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Eugenia Marcelli, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Jeffery Sokal</i> [REDACTED]</p> <p>I am very supportive of the project to add a bridge to improve access to the Morgantown Industrial Park and the positive economic impact it will have on the local community and the State.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Sherri Walker</i> [REDACTED]</p> <p>I support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Mon County, but also the state of WV by further promoting local business growth. There are lots of businesses in the Industrial Park and currently, the only viable way to get to them is via River Road (which is narrow and dangerous) or through Westover via DuPont Road. Thank you!</p>	<p>Thank you for your comment. Your concerns related to River Road and support for the project have been noted.</p>
<p><i>Peter Jantzi</i> [REDACTED]</p> <p>I, Peter Jantzi, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p><i>Tina Sinsel</i> [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Tina Sinsel, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Haylee Swinchock</i> [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Haylee Swinchock, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County, but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Travis Miller</i> [REDACTED]</p> <p>I, Travis Miller, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Kurt Johnson [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Kurt Johnson, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth. This will allow our team to expand and reach our true potential!</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p>Nick Harpold [REDACTED]</p> <p>This project is an absolutely waste of money that will benefit nobody except a couple businesses that had no business being built where they are. This will disturpt downtown Morgantown and have adverse imapcts on home values in First Ward. An exit off river run would satisfy this need and have a minimal affect on this community. Morgantown is already being destroyed by Greer Quarry's trucks, with no support from the state to recify the issue. I and the overwhelming majority of Morgantown residents vehemently oppose this development and the people proposing this initiative need to be audited to determine their personal benefit from pushing this forward.</p>	<p>Thank you for you feedback. Alternative 3 was advanced due to the fewest impacts to residents and the environment, especially the First Ward (since this alternative does not affect that neighborhood as Alternative 1 did).</p> <p>The Harmony Grove interchange is still under consideration; however, as designed, the interchange does not meet state and federal highway safety design standards and thus does not have Federal Highway Administration approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p>
<p>Elijah Romine [REDACTED]</p> <p>This seems like a useless bridge. What is the point of spending this much money when you could simply connect the industrial park to the interstate? Who's getting paid for this waste?</p> <p>This project makes no sense and is a massive waste of money. This is a useless bridge to help rich people increase their property value. Anyone involved in this is a parasite on society</p>	<p>The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>Thank you for your feedback, your disapproval of the project is noted.</p>
<p>David K [REDACTED]</p> <p>Do not build this. We have much more pressing matters in this county and city than wasting money on a kickback project.</p>	<p>Thank you for your feedback, your disapproval of the project is noted.</p>
<p>Marvin Davis [REDACTED]</p>	<p>Thank you for your comment. The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design</p>

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Comment	Response
<p>I do not support this bridge and believe it to be a gross use of public funds when they should be directed at the Harmony Grove interchange, the Exit 155 interchange, paving of the cratered, poor roadways across Monongalia County, or a host of other projects that make more sense. I refuse to believe a bridge providing benefit to only one company and a few stakeholders is a better investment than any of what I listed.</p>	<p>standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p>Leo Cervillos [REDACTED]</p> <p>I'm very concerned by the high price tag of this project, especially for a bridge that nobody seems to want. I believe this funding can be better spent elsewhere.</p>	<p>Thank you for your comment. Your concerns for the project have been noted.</p>
<p>Tim Reynolds [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Tim Reynolds, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Ryan Dragonir [REDACTED]</p> <p>I fail to see how spending \$80 million dollars on a bridge is smart when the possibility of an additional interchange is possible in the near future. Especially when there appears to be a lot of infrastructure projects around the state that could use \$80 million.</p>	<p>Thank you for your comment. The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p>

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Comment	Response
	<p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p>Ian Bird [REDACTED]</p> <p>The new interchange should be prioritized and accelerated in place of this project. This bridge will only further strain already limited resources.</p>	<p>Thank you for your comment. The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p>
<p>Parker Morgan [REDACTED]</p> <p>This project is a gross misuse of funds that we need to focus onto repairing existing roads and providing faster alternatives to get trucks OFF OF residential access roads like Holland Ave. The noise pollution coming off the Monongalia from only one bridge is already ridiculous, please do not provide more reasons for heavy truck traffic to barrel through.</p>	<p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p> <p>Preferred Alternative 3 would remove truck traffic from local roads including roads with subsidence issues and school bus conflicts.</p> <p>A Preliminary Design Noise Analysis for was conducted in accordance with the WVDOH’s Statewide Noise Policy and FHWA regulations at 23 CFR 772 for the project. A comparison of predicted existing, future Build, and future No Build noise levels were analyzed. While decibel levels for two areas within 500 feet of Preferred Alternative 3 would increase in the future, that increase relates directly to the traffic on I-79 in 2050 and not the proposed Morgantown IAP. Noise mitigation was not warranted for this project.</p>
<p><u>Mark Rockwell</u></p> <p>I think that this would be a great step forward until the exit is built. This will reduce town large truck traffic and also help alleviate additional traffic congestion for the cities. It will also reduce the traffic on the problem riddled River Road.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p>Kevin Griffith [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Kevin Griffith, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Brian Simpson [REDACTED]</p> <p>I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Jaime Simpson [REDACTED]</p> <p>I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>James Simpson [REDACTED]</p> <p>I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p>Ella Simpson [REDACTED]</p> <p>I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Lexi Simpson [REDACTED]</p> <p>I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Craig Jantzi [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Craig Jantzi, fully support the bridge project to enhance access to the Morgantown Industrial Park. It's imperative with large brands delivery access and their impressions of making it easier to do business in West Virginia, which will lead to more expansions. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Michael Liquori [REDACTED]</p> <p>I approve of this bridge being built. There are too many trucks that can slow traffic down in our residential areas. This will allow the trucks to safely get to the interstates.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p>Steve Aversa [REDACTED]</p> <p>River Road needs to re-paved (it's in horrible condition) and with the Truck Traffic going thru Westover it's just a matter of time before those roads start looking bad; this planned new access road will help. Also a Exit off 79 straight to plant would also help traffic issues in Westover</p>	<p>Thank you for your comment. Your concern for the condition of River Road and support for the project have been noted.</p>
<p>Jeff Darnell [REDACTED]</p> <p>There needs to be better access to Morgantown Industrial Park because River Road is unreliable with frequent landslides and it's narrow. Also with other businesses coming the amount of road traffic through Westover will tax the roads there.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Raymond Frankhouser [REDACTED]</p> <p>I Raymond Frankhouser support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Paul Curtis [REDACTED]</p> <p>I Paul Curtis support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p>Neil McKnight [REDACTED]</p> <p>I Neil McKnight support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Wallace Venable [REDACTED]</p> <p>The Environmental Assessment for the planned road connecting the Mountaintop Beverage plant and Morgantown Industrial Park (MB & MIP) in general to I-68 appears to address traffic and environmental issues well.</p> <p>There are background issues which I have not found covered in the planning.</p> <p>The first is the accommodation of driver's needs along the route.</p> <p>I have seen nothing which indicates that MB & IMP provide, or plan to provide, facilities for the rest, sanitation, and food needs of drivers. I have seen mornings on which truckers using the I-79 rest areas north and south of Morgantown have spilled out on to the ramps and auto parking. I will also point out that there is no food service in such facilities. On the I-68 routing I am not aware of significant truck support facilities until well into Maryland, and while the Welcome Centers at the WV-MD line provide restrooms there is limited parking. We do not have the facilities which truckers serving us need within our area.</p> <p>The new bridge and road will bring potentially major traffic challenges within our community.</p>	<p>Thank you for your feedback on the EA.</p> <p>The proposed road and bridge project is designed to utilize the already existing Rail Street prior to crossing the Monongahela River, with a connection along Smithtown Road prior to intersecting with US 119. The total length is under 3 miles. It is expected that this short connection would not require additional facilities. Equally, to minimize impacts and provide the highest benefit, such facilities tend to be located on major interstates rather than local roads.</p> <p>Once the new road and bridge are in operation, the WV DOH/DOT may reconsider detour and emergency routes due to the new access points. Your concern related to additional bypass routes and a prescribed plan by WVDOH during those events is noted.</p>

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Comment	Response
<p>We can expect the new bridge and road through MIP to become a bypass route between I-68 and I-79 in case of restrictions on I-68 between the US 119 and Mile 0 exits, Uffington Bridge repairs or replacement on I-79, or an accident on I-79 such as the one which recently shut down I-79 for several hours. This could result in hundreds of vehicles being re-routed through Westover via the DuPont Road. Through AI, traffic may also be re-routed to I-79 at Star City via Beechurst. While this bypass routing is overall a positive contribution to emergency traffic flow in the area, we should have clearly defined procedures in place.</p>	
<p>Terry Nicholson [REDACTED]</p> <p>I, Terry Nicholson, fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Jeremy Davis [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Jeremy Davis, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Logan Elliott [REDACTED]</p> <p>I, Logan Elliott, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p>John Moats [REDACTED]</p> <p>Would be great for the business park. As well as for the safety of the community of Westover. Never know if River Road is open or close</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>JoNell Strough [REDACTED]</p> <p>I support the "NO BUILD" option. The proposed bridge will become superfluous when the Harmony Grove interchange is completed. Construction of the proposed bridge will disrupt the community and have detrimental consequences for the rail-trail.</p>	<p>Thank you for your comment. The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>Preferred Alternative 3 was advanced due to its minimal impacts to the community (unlike Alternative 1 along River Road); therefore, community impacts should be minimal. Similarly, the rail-trail will not be permanently impacted by the project; however short-term closures will be required for safety throughout construction, with prior notification.</p>
<p>Daniel Deal [REDACTED]</p> <p>I think this bridge will greatly help business growth in Morgantown. It will also benefit the residents of Harmony grove as well as those who live on Smithtown Rd who have to use the Smithtown/Don Knotts Blvd intersection</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Adam Raese [REDACTED]</p> <p>The proposed route will become redundant and a "bridge to nowhere" once the highway interchange is completed. It seems a very large</p>	<p>Thank you for your comment. The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to</p>

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Comment	Response
<p>expense for a temporary solution, something that could be invested elsewhere, either the Alt1 route or repairs to river road, to provide more benefit to this area.</p>	<p>standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>Alternative 1 had the highest impacts to the community and the environment and was therefore not advanced for further consideration. Similarly, substantial improvements to River Road would have considerable impacts to the community as well.</p>
<p>Christiann Abildso [REDACTED]</p> <p>In the Morgantown Monongalia Metropolitan Planning Organization’s current LRTP, a southern Mon River Bridge (project C10) is scored as the <second lowest priority> on the entire list, tied with Dug Hill Road Improvements for 98th out of 100 projects. That alone, shows there is no public support for providing this bridge IN ADDITION to the new interchange. The cost is far too high (and still a low-ball estimate at \$70-80 million). It will provide almost no benefit in relieving traffic congestion to the industrial park when considering it along with the new Harmony Grove interchange.</p> <p>The bridge will also likely have major deleterious effects on Smithtown Road because of the proposed interchange from the bridge with Smithtown. Trucks could more easily use Smithtown (without multiple signalized intersections) to head south on I79 than by taking the bridge to 119, then I68 & I79. Smithtown Road is already starting to deteriorate and cause negative issues to down the hill to the rail-trail and river. This would exacerbate that.</p> <p>The governor has a financial stake in the industrial park that should not be overlooked. There are 97 other community priorities that should be funded before this bridge is considered. It is a maintenance expense albatross that will burden transportation dollars in perpetuity.</p>	<p>Thank you for your feedback. Since the completion of the WVDOH Design Study (2023) analyzing the bridge crossing locations (Alternatives 1, 2, 3), the MMMPO produced a memo reviewing Alternatives 1 and 3. The MMMPO and WVDOH recommended dropping Alternative 2 from consideration due to bridge elevation and impacts to the MIP road network. Alternative 3 was recommended to the MMMPO Policy Board for advancement. At their August meeting, the Policy Board unanimously recommended that WVDOH advance Alternative 3 for further study. While this does not evaluate the bridge against other local projects, it illustrates the MMMPO’s support for the project.</p> <p>Geotechnical studies have been completed for the project and landslide concerns will continue to be evaluated to prevent or mitigate landslides throughout the project area, including along the Rail-Trail and Smithtown Road.</p> <p>Your concerns related to other local priorities and long-term maintenance expenses of this project are noted.</p> <p>Understanding that safety is key to the enjoyment of the rail-trail user, temporary closures are needed for protection and safety during bridge construction. While no permanent impacts will occur to the rail-trail, the Mon River Trails Conservancy will be made aware of potential closures, including temporary signage noting the time of closure. Public outreach will be conducted to ensure rail-trail users and water trail users are aware of temporary impacts during construction.</p>

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Comment	Response
<p>Construction will shut down the rail-trail running beneath it, exacerbate existing landslides and create new landslides in that area, further harming the rail-trail, a much more important community asset than a bridge or an industrial park. Please, slow down. Wait to see if the FHWA approves the interchange. If they don't, then start the process on other alternatives, including this bridge.</p>	<p>The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p>
<p>Michael Jones [REDACTED]</p> <p>I oppose the bridge and believe there should be the Harmony Grove interchange ONLY!</p> <p>The EA does include the "No Build" alternative, as required by NEPA. The analysis does not include the "Harmony Grove interchange Only" as part of the No Build analysis. For example, the traffic analysis apparently assumes all trucks to the Industrial Park will use the bridge, not the interchange. The air quality analysis concludes there would be no impacts, nor is there an energy analysis or analysis of greenhouse gas emissions.</p> <p>Because there are hundreds of diesel trucks per day to travel in and out of the Morgantown Industrial Park, this will add significantly to air pollution in the Valley. The terrain is steep so pollution can be retained. The Harmony Grove Interchange will provide adequate access, shorter access in most cases, and very much cheaper access. Bridge construction will also facilitate landslides and exposed soils, resulting in erosion and sediment into the Mon River. A short email from you could make a lot of difference in these options. The Governor wants to build both a new Interchange AND a new bridge. \$80 million of public funds could be better spent on other projects in West Virginia than a bridge to basically serve one private company in a private industrial park.</p>	<p>Thank you for your comment.</p> <p>It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p> <p>A qualitative Air Quality Analysis was conducted in compliance with the Clean Air Act (CAA) and its amendments, related Federal regulations, and FHWA guidance. The assessment indicates that the project meets all applicable air quality requirements of the NEPA and, as applicable, federal and state transportation conformity regulations. As such, the project does not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS) established by the US EPA.</p> <p>In response to your concerns:</p> <ol style="list-style-type: none"> 1) The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing, not approved or under construction. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer

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Comment	Response
<p>Reasons I am opposed:</p> <p>1) bridge estimated to cost \$70-\$82 million will be redundant once the Harmony Grove Interchange (estimate is \$42 million) is built. It would provide no more positive impact than the Harmony Grove Interchange currently being built and will come at great expense.</p> <p>2) The new bridge will also bring with it increased truck traffic hauling potential contaminants to and from the industrial park.</p> <p>3) In terms of source water protection, any potential contaminant within five hours flow time of MUB’s intake “be it along the Monongahela River or one of its tributaries” is considered inside the zone of critical concern. McNulty said the location preferred for the new bridge is mere minutes from MUBs water treatment plant.</p> <p>4) Though they have estimated a 5 week closure of the rail-trail in construction area. HOWEVER,, other bridge construction in the state close the rail-trail in the construction zone for years while it is being built, the Wellsburg Bridge over the Ohio is now open but the Brooke Pioneer Rail-Trail is still closed 5 years and counting.</p> <p>5) I do not know if the bridge design is to include piers in the river. I believe the Corps and U.S. Coast Guard would both prefer less piers in navigable rivers that can be hit- leading to damage and possible collapse of the bridge and possible loss of life with it. Impoundments in our precious WV waterways should be avoided at all costs.</p> <p>It does not make economic sense to build this bridge. It harms the environment. An alternative is already being planned. NO to the Bridge.</p> <p>Thank you Michael Jones</p>	<p>acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>2) The MIP is a well-established industrial park that has been in operation for decades involving hazardous materials. The bridge will not change the previous uses or future uses in the industrial park. With an alternate route, less potential contaminants will be required to travel through neighborhoods in Westover and Morgantown.</p> <p>3) Due to the location of MUB’s raw water intake located approximately 1.4 miles downstream of the proposed bridge crossing, the contractor will be required to prepare and implement a spill prevention plan to prevent a release into the Monongahela River during construction. The spill prevention plan will include steps for immediate notification to MUB and emergency services in the event of a release to the river during construction. Additionally, several standard measures will be put in place to reduce potential impacts to the river and its water quality including a detailed Erosion & Sedimentation Pollution Control Plan and Stormwater Management Plan to minimize sedimentation and maintain water quality during construction. In the event there is a traffic incident or hazardous material release once the bridge is open to traffic, WVDOH will maintain a spill prevention plan outlining the steps for immediate notifications. In a letter dated October 10, 2023, the MUB provided its support of the project and noted their requirement for immediate notification, which has been included on the design plans.</p> <p>4) Understanding that safety is key to the enjoyment of the rail-trail user, temporary closures are needed for protection and safety during bridge construction. While no permanent impacts will occur to the rail-trail, the Mon River Trails Conservancy will be made aware of potential closures, including temporary signage noting the time of closure. Public outreach will be conducted to ensure rail-trail users and water trail uses are aware of temporary impacts during construction.</p> <p>5) Per the EA “WVDOH and the project design team initiated coordination with the U.S. Coast Guard Bridge Program in July 2023 as part of the bridge engineering design. ... The bridge structure associated with</p>

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Comment	Response
	<p>Preferred Alternative 3 will have no permanent impacts on the navigability of the Monongahela River. The proposed bridge has been designed to more than satisfy USCG’s minimum clearances. The proposed bridge design will provide 169 feet of vertical clearance (USCG required 48 feet) over the river’s normal pool elevation and 457 feet of horizontal clearance (USCG required 350 feet) across the navigation channel between the bridge’s two instream piers. The proposed bridge’s horizontal clearance will approximately match the nearby I-79 structure and the proposed piers will be located in the shallower portions of the channel near the banks, leaving the deeper navigable portion unobstructed.”</p> <p>Your concerns and disapproval for the bridge have been noted.</p>
<p>Matt Calvert [REDACTED]</p> <p>Subject: Morgantown Industrial Park access project, Mon County I support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit the area of Morgantown as well as the entire state of West Virginia by promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p>Barb Howe [REDACTED]</p> <p>I am opposed to building a bridge for all the reasons that the Mon Valley Clean Air Coalition, MUB, and others address. The Mon Valley Clean Air Coalition (MVCAC) is concerned about any of the alternatives involving a bridge over the Mon River. Here is their summary: Because there are hundreds of diesel trucks per day to travel in and out of the Morgantown Industrial Park, this will add significantly to air pollution in the Valley. The terrain is steep so pollution can be retained.</p>	<p>Thank you for your feedback.</p> <p>A qualitative Air Quality Analysis was conducted in compliance with the Clean Air Act (CAA) and its amendments, related Federal regulations, and FHWA guidance. The assessment indicates that the project meets all applicable air quality requirements of the NEPA and, as applicable, federal and state transportation conformity regulations. As such, the project does not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS) established by the US EPA.</p> <p>In response to your concerns:</p>

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<p>The Harmony Grove Interchange will provide adequate access, shorter access in most cases, and very much cheaper access.</p> <p>The Morgantown Dominion Post has also questioned the need for a bridge as a short-term solution until the interchange is built.</p> <p>Other reasons:</p> <p>1) bridge will be redundant once the Harmony Grove Interchange is built at less expense.t expense.</p> <p>2) Alternative 1 will add truck traffic noise and air pollution to the Mon Valley and most directly impact the adjacent First Ward and Wharf District neighborhoods and businesses.</p> <p>3) The preferred route (from MPO and local government) near Scott Avenue (Alternative 3), would cross the Mon River close to, and upstream from, the primary drinking water intake for MUB. It creates a risk of water contamination, especially if it will be used to truck inputs to the chemical plant or finished products from the chemical plant.</p> <p>More from MUB article on October 22, 2023 The preferred location of the project, presented by the DOH as Alternative 3, would connect to U.S. 119 near Scott Avenue, include a multi-span bridge across the river and tie into an improved Rail Street, which is part of the industrial parks existing street network. That would put the bridge about 7,500 feet, or roughly 1.5 miles, from MUBs primary drinking water intake.</p> <p>MUB General Manager Mike McNulty addressed that issue in an Oct. 10 letter to the DOH. We are concerned that construction activities will cause significant sediment disturbances which could negatively impact the 10+ million gallons of source water our treatment plant processes on a daily basis, McNulty explained, noting significant care must be taken during construction to prevent river contamination.</p>	<ol style="list-style-type: none"> 1) The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted. 2) Alternative 1 was not advanced for further consideration. 3) Due to the location of MUB’s raw water intake located approximately 1.4 miles downstream of the proposed bridge crossing, the contractor will be required to prepare and implement a spill prevention plan to prevent a release into the Monongahela River during construction. The spill prevention plan will include steps for immediate notification to MUB and emergency services in the event of a release to the river during construction. Additionally, several standard measures will be put in place to reduce potential impacts to the river and its water quality including a detailed Erosion & Sedimentation Pollution Control Plan and Stormwater Management Plan to minimize sedimentation and maintain water quality during construction. In the event there is a traffic incident or hazardous material release once the bridge is open to traffic, WVDOH will maintain a spill prevention plan outlining the steps for immediate notifications. In a letter dated October 10, 2023, the MUB provided its support of the project and noted their requirement for immediate notification, which has been included on the design plans. 4) Geotechnical studies have been completed for the project and landslide concerns will continue to be evaluated to prevent or mitigate landslides throughout the project area, including along the Rail-Trail and Smithtown Road. Additionally, an Erosion & Sedimentation Pollution Control Plan and Stormwater Management Plan will be in place during construction to minimize runoff and possible subsidence issues.

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<p>The new bridge will also bring with it increased truck traffic hauling potential contaminants to and from the industrial park. A spill event on or near the proposed bridge poses a significant risk of contaminating the public's drinking water supply given the proximity and quick travel time to our intake, McNulty wrote.</p> <p>In terms of source water protection, any potential contaminant within five hours flow time of MUBs intake" be it along the Monongahela River or one of its tributaries" is considered inside the zone of critical concern. McNulty said the location preferred for the new bridge is mere minutes from MUBs water treatment plant.</p> <p>4) The Alternative 3 option at Scott Avenue is in an area prone to landslides. Increasing stormwater issues by changing drainage in this area will likely add to existing problems on Smithtown Road (Route 73) and the very popular Mon River Rail-Trail.</p> <p>What happens when there is a hazardous material incident on the bridge as a result of an accident or from a fuel leak from a vehicle? How likely is it that toxic materials could fall into the river and pollute the water?</p> <p>Thank you for considering these comments and those of others opposed to this bridge that seems designed to just serve one company at great public expense.</p>	<p>Your concerns and disapproval for the bridge have been noted.</p>
<p>Mike Breiding [REDACTED]</p> <p>I think there should be a "No Build" option. A Harmony Grove exit off of I-79 would be more cost effective and less disruptive than a new bridge over the Mon River.</p> <p>If the new bridge is the chosen option, keeping the Mon River Rail-Trail open during ALL phases of planning and construction should be included in the planning and construction process.</p>	<p>Thank you for your comment.</p> <p>The No Build was considered as part of the EA process and was not advanced as the preferred alternative because it did not meet the purpose and need of the project.</p> <p>It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown</p>

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Comment	Response
	<p>IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p> <p>The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>Understanding that safety is key to the enjoyment of the rail-trail user, temporary closures are needed for pedestrian protection and safety during bridge construction. While no permanent impacts will occur to the rail-trail, the Mon River Trails Conservancy will be made aware of potential closures, including temporary signage noting the time of closure. Public outreach will be conducted to ensure rail-trail users and water trail uses are aware of temporary impacts during construction.</p>
<p><i>Mike Caputo</i> [REDACTED]</p> <p>Dear Mr. Long,</p> <p>I write in support of the proposed road and bridge between CR 45 and US 119 (River Road near Harmony Grove to Grafton Road). This road would grant increased and much-needed access to Morgantown Industrial Park, where Mountaintop Beverage and the WVU Hospital Warehouse are both located. Both of those facilities will have significant shipping and employee traffic, and increasing access to the Industrial Park will ease the minds of both industry and employees. Right now, if traffic gets bad or there is a wreck, there aren't many ways to get into or out of the Park. River Road is not suitable for large trucks.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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<p>I believe that the proposed bridge will be a boon to the local area and continue the investments and developments the county, state, and federal governments have put into the Park.</p> <p>Thank you for allowing me to file these comments. Sincerely, Mike Caputo [REDACTED]</p>	
<p><i>Sean P. Sikora, County Commissioners</i> [REDACTED]</p> <p>Dean Mr. Long:</p> <p>On behalf of the Monongalia County Commission, I am writing to express our support for the Morgantown Industrial Park Access Bridge Project.</p> <p>As predicted, Mountaintop Beverage is in the process of ramping up shipping volumes which, combined with projected growth of the Morgantown Industrial Park over the next five years and the continued deterioration of River Road, the access, in the addition to the Harmony Grove Interchange is crucial in fulfilling a need for alternative routes to this area for our residents and business community.</p> <p>I-79 Exit 152 is already exceeding capacity and additional infrastructure is critical to address the traffic burden in that area as well as improving access to the Morgantown Industrial Park. Furthermore, the current Dupont Road/River Road area is home to two public schools which, in the event of an emergency, lacks critical ingress/egress given the existing traffic.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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<p>Thank you for your consider in this matter. Please do not hesitate to contact our office if you have any questions or if we can be of further assistance.</p> <p>Warmest Regards Sean P. Sikora President Monongalia County Commission</p>	
<p><i>Bill Bissett, Ed.D. Manufacturers Association</i></p> <p>Dear Mr. Long:</p> <p>My name is Bill Bissett and I serve as the President of the West Virginia Manufacturers Association (WVMA), which was formed in 1915 to advance the interests of the manufacturing industry in West Virginia. Through policy advocacy and issue mobilization, the WVMA works to retain existing and attract new manufacturing to the Mountain State. I am writing to you on behalf of one of our newer members, Mountaintop Beverage LLC.</p> <p>As you may know, Mountaintop Beverage is a great economic success story, which is located in Morgantown. It is now fully operational, and its leadership team is evaluating plans to expand their production. That said, the current transportation infrastructure is inadequate to meet its current demands thus putting any future expansion plans in jeopardy. With additional growth at Mountaintop Beverage on the near horizon, this infrastructure expansion has become an urgent need.</p> <p>In both the delivery of raw materials to their facility and the outflow of finished product, current and future truck traffic requires better access to nearby Interstate highways. With customers across the United States and throughout North America, the movement of product to the end</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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<p>user is a major component of this business’ ongoing success. Increased traffic creates slow and possibly dangerous conditions for residents and other existing businesses in the area.</p> <p>Additionally, another large employer who serves the healthcare industry is about to come online nearby. This new organization provides warehousing and distribution of medical and surgical supplies to hospitals throughout West Virginia. Even more truck traffic should be expected. As an issue that has been discussed at the federal, state, and local level for some time now, progress needs to occur to address this situation as soon as possible.</p> <p>With the opportunity to add 1,500-2,000 jobs in the next five years, both through additional employment at Mountaintop Beverage and other existing and future tenants located in the same industrial park, having adequate transportation resources are needed to be responsive to this much-needed growth.</p> <p>On behalf of Mountaintop Beverage and the membership of the WVMA, we would ask that transportation access be expanded as soon as possible to meet this growing need and bolster this ongoing investment in West Virginia’s economy. If there is an opportunity to provide feedback or public testimony regarding the importance of this expansion, please know that we stand ready to do so.</p> <p>Should you have any questions, please contact me at [REDACTED] or [REDACTED]</p> <p>Sincerely, Bill Bissett, Ed.D. President, West Virginia Manufacturers Association</p>	

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Comment	Response
<p><i>Justin Adams</i> [REDACTED]</p> <p>The Harmony Grove interchange is definitely needed and needs to be built. The alternative 3 is the worst use of money in this state and a poor decision by the DOH. The road should have a second bridge to meet somewhere between or before the Morgantown Lock. Instead the state feels wasting large copious amounts of money on a bridge that will become obsolete once the interchange is built is best. The state and government officials should be working to ensure the interchange is built as priority. It could mean the loss of 1000s of jobs to our area if not completed. Morgantown has been ignored for a number of years for large road work projects to help alleviate and improve traffic in our city as it grows only for state officials and DOH officials to favor Kanawha and southern projects over improving and maintaining roads in our area and the panhandles. The need is evident and the demand for this connector and its partner connector are showing demand by the business community and the people who live, work and play in the Morgantown/Monongalia County area. Morgantown deserves better and the DOH has long ignored the pleas of us here.</p>	<p>Thank you for your feedback.</p> <p>The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>Alternatives 1 and 2 provided bridges near the Morgantown Lock and were dismissed due to higher impacts and constructability concerns.</p> <p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction; however, you concern on planning and programming of maintenance projects is noted.</p>
<p><i>Adam Webster</i> [REDACTED]</p> <p>As a resident of [REDACTED], I am adamantly opposed to a new bridge crossing the Monongahela in order to reach the industrial park and nearby properties. The amount of funding aimed at this project is a misuse of public monies and does not serve long term needs of the public, in general, however greatly profits private business. Clearing trees and spanning a bridge across the river will cause noise pollution up and down the river and will disrupt quality of living into Morgantown's neighborhoods and waterfront, the latter of which is supposed to be the calling card of the community. Increased traffic will also add to air pollution, especially during temperature inversions. Please consider a</p>	<p>Thank you for your feedback.</p> <p>Necessary studies related to environmental impacts of the project were completed in accordance with state and federal regulation including air, noise, vegetation, recreation, community/residents, and social and economic resources (among others) as outlined in the EA. It was found that Preferred Alternative 3 was the alternative of least harm in comparison to the other build alternatives and therefore advanced; however your disapproval of the bridge is noted.</p>

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<p>highway exit instead of a bridge to meet the needs of businesses and to ensure the quality of living of citizens in the area, let alone to demonstrate responsible spending of public funds.</p> <p>Again, I am adamantly opposed to a new bridge across the Monongalia River. The way we plan and build today will greatly impact our community for years to come. The Morgantown area already suffers from decades of lacking zoning and planning and this bridge should not be another insult to the public's desire to have both a working and livable community, in which the government supports the health and wellness of its people and spends the people's money responsibly.</p>	<p>Planning and zoning are out of the purview of the state or federal transportation agencies and something to be advanced on the local level.</p>
<p><i>Kelly Williams</i> [REDACTED]</p> <p>Regarding the new bridge planned for the Mon River, I really think it would be best to proceed with the Harmony Grove Interchange first. I really can't see spending 80 million dollars for this bridge when there are so many roads and bridges in this county that really need repair and replacing.</p>	<p>Thank you for your feedback.</p> <p>The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p><i>Samantha Chambers</i> [REDACTED]</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Samantha Chambers, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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Comment	Response
<p><i>Ally Hawkins</i> ██████████</p> <p>Project: Morgantown Industrial Park Access Project, Mon County I, Ally Hawkins, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Jake Huntington</i> ██████████</p> <p>I, Jake Huntington, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>
<p><i>Tristan Dennis</i> ██████████</p> <p>A bridge JUST for the industrial park?! It will be obsolete in only a few years! This is not needed. Nobody FROM our community has asked for this, but please by all means spend OUR money how YOU see fit. There are countless other infrastructures in desperate need of attention. Please, do not do this. I have lived here nearly 30 years and I want to spend many more here in peace without the disgusting influences of Greer and other companies who've monopolized our community.</p>	<p>Thank you for your feedback.</p> <p>While the bridge connects to the industrial park, the use of the road will be available to all residents and reduce truck traffic on city and borough roads. WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p> <p>Your disapproval of the bridge and concern for better infrastructure planning and programming is noted.</p>
<p><i>Rachelle Thorne</i> ██████████</p> <p>The EA does not include the "Harmony Grove interchange Only" as part of the No Build analysis. The EA must include the interchange only as an option in the analysis.</p>	<p>It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p>

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Comment	Response
<p>Recreation Concerns: The work will negatively impact the Mon River Rail-Trail. If this project goes through, the language in the final contract must agree to pay MRTC the fees owed for trail access and closure. Construction will also negatively impact the Upper Mon Water Trail. The project once complete will negatively impact Dorsey's Knob even more than the Industrial Park already has on the high point view.</p> <p>Environmental Justice Concerns: The preferred alternative disproportionately affects more minority low-income populations and the EA claims without any data, such as surveys of the residents on Scott Avenue, that an industrial park bridge is what low-income minority families want near their homes while their children are playing because it's going to give them a job. Is this true? It seems like the residents should be consulted about whether they are looking for jobs at the industrial park and if those jobs are going to pay more than the jobs they already have and if so if they are willing to value that so much that they would prefer a road/bridge to go right in front of where they live and where their kids play because the kids on Scott Ave are out playing all the time. As a parent, I'd rather travel further to get to my job than have a heavy truck-traffic road/bridge next to where my kid plays.</p> <p>Archaeological Concerns: Knowledge passed down within a family that has lived in this project area for the past 90+ years indicates that there are Native American mounds in this area. They may have been disturbed by this point, but still important to consider.</p> <p>Noise Concerns: EA says: "The industrial park currently generates approximately 300 trucks/day; full build-out projects that truck traffic could more than double to 700 trucks/day. Mountaintop Beverage proposes to expand its operations by</p>	<p>Recreation Concerns: There will be no permanent impacts to the Rail-Trail, however short-term closures will be necessary for the safety of the trail users during specific construction activities. While this may not be ideal, it is required for safety purposes. The request for payment for trail closure is noted. The rail-trail does not own the land (rail-banked with State Rail Authority). The request can be considered further during the right-of way process in final design.</p> <p>The US Coast Guard will be issuing a permit in accordance with federal regulations related to commercially navigable waters which will more than satisfy recreational traffic needs as well. Additionally, an Aids to Navigation Plan will be implemented to direct water traffic during construction, therefore impacts to the Water Trail will also only be temporary.</p> <p>The EA assessed impacts of resources in the Limit of Disturbance and while Dorsey's Knob is adjacent to the project, it is not impacted.</p> <p>Environmental Justice Concerns: Your concerns about EJ communities are noted, however, the analysis outlined in the EA was carried out via the guidance provided by the US EPA. Low-income communities are located throughout the project area and the intent of Executive Order 12898 is to identify and address the disproportionately high and adverse human health or environmental effects of federal actions. For example, in a transportation alternatives analysis, to advance an alignment through a low-income community over an alignment through a non-low-income community would represent disproportionately high adverse effects to that low-income community. That is not the case with this project. The proposed project alignment will be east of Scott Avenue and will not interact with the streets of the Scott Avenue neighborhood. Finally, while there is no assumption that those who live in the Scott Avenue area are seeking employment, the proposed project is intended to provide improved access to a growing employment base for the area. Finally, the members of the Scott</p>

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<p>400,000 square feet. The expansion could increase their full-time employment from 200 to as many as 450 employees and increase truck traffic from 100 trucks/day to 200-300 trucks/day. Currently, the ADT volume on River Road between DuPont Road and the Westover Bridge intersection is 3,900 with 220 trucks operating at LOS C. It is estimated that future growth in the area will result in an increased ADT volume on River Road to 10,400 (38% increase) with 586 trucks operating at LOS F by 2050 (166% increase)." <i>Does the noise analysis include trucks braking? How many trucks are used for the noise analysis? The estimated maximum number?</i></p> <p>Air Quality Concerns: The air quality analysis concludes there would be no impacts. It is impossible that there would be no impact. As a resident in the proposed project area, we smell the chemical plant at least 4 times a year, due likely to temperature inversions. <i>For air quality, is the claimed no impact for the construction itself or the projected maximum car traffic plus 900+ trucks using the bridge?</i> As the Mon Valley Clean Air Coalition pointed out: "We know that the large heavy diesel trucks generate various pollutants including fine particulates, free radical fragments, nitrogen oxides, carbon monoxides and a long list of hazardous and volatile organic compounds. These can and do accumulate in valleys where the weather conditions vary significantly over days at a time. Weather inversions are particularly hazardous in this regard. The health effects involved are not limited to asthma and lung cancer, both of which are common in this area already. The number of trucks per day on any of these roads would be very large perhaps excessive, rated at 150 trucks per day or more in the present configuration, a number that could reach 300 trucks per day in a few years. No one knows the actual number but it is projected to be incredibly large or excessive for this type of project. Other companies in the Morgantown Industrial Park would have access to this bridge system that will add additional trucks, that must be planned for at this time. These liquid loads represent heavy trucks with diesel engines.</p>	<p>Avenue community were given multiple opportunities to provide feedback throughout the NEPA process, however, no such concerns have been received.</p> <p>Archaeological Concerns: Thank you for providing local knowledge of possible archaeological resources. The area was evaluated as outlined in the EA, but further consideration will be taken during earth disturbance should something be discovered.</p> <p>Noise Concerns: Traffic data for the noise analysis were supplied by HNTB as annual average daily traffic (AADT) volumes for both the Existing (2019) and the Design Year (2050) roadway networks. Design Hour percentages, directional distributions, truck percentages and speed limits were provided for each roadway and used in the noise analysis. The analysis focused potential impacts associated with Preferred Alternative 3. The traffic numbers quoted from the EA represent River Road. A comparison of predicted existing, future Build, and future No Build noise levels were analyzed. While decibel levels for two areas within 500 feet of Preferred Alternative 3 would increase in the future, that increase relates directly to the traffic on I-79 in 2050 and not the proposed Morgantown IAP. Noise mitigation was not warranted for this project. Unfortunately, FHWA's Traffic Noise Model does not and cannot account for jake braking or acceleration or deceleration noise. The only means to control jake braking is through signage and enforcement, which is outside the purview of WVDOH.</p> <p>Air Quality Concerns: Your concerns related to air quality are noted, however, the qualitative Air Quality Analysis completed for the project accounted for the build condition, meaning the anticipated air quality when the bridge is in operation and being</p>

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<p>Past air pollution studies have shown that the hazardous pollutants generated in the Morgantown Industrial Park or its vicinity can travel for five miles or more, over the City of Morgantown as far as the end of Collins Ferry Road. The public health literature now contains details of the damages of fine particulates and very fine particulates; these are taken into the lungs where they enter the blood stream which distributes them to the heart and the brain. This is the most damaging set of mechanisms. Asthma and other lung impairments result. Depending upon the chemical nature of the fine particulates, lung cancer can result as is known from decades of medical research studies."</p> <p>Any more detail on the gas pipeline crossing?</p> <p>Landslide Concerns: EA says: "There could be indirect impacts to geologic resources that present geotechnical concerns as dealing with steep grades can be difficult to maintain, but upfront engineering solutions will be built into the roadway and bridge design to avoid and minimize those effects." <i>What type of maintenance is anticipated? How much will that cost over time? Smithtown Rd at this section honestly looks like it is going to slide down to the river at any point and anyone that commutes on Smithtown or uses the rail-trail below can see this. So how expensive is the difficult maintenance of a road and bridge in a landslide zone? Since this cost will fall on the taxpayers for the life of the bridge.</i></p> <p>Water Quality Concerns: MUB states: "MUB's primary drinking water intake is located approximately 7,500 feet from the proposed location of the new bridge. We are concerned that construction activities will cause significant sediment disturbances which could negatively impact the 10+ million gallons of source water our treatment plant processes on a daily basis. Significant care must be taken during construction to prevent any river contamination since MUB's water intake is mere minutes of river water travel from the proposed construction area. We also are concerned</p>	<p>used by the traveling public (both trucks and cars). The analysis indicates that the project meets all applicable air quality requirements of the NEPA and, as applicable, federal and state transportation conformity regulations.</p> <p>The emissions from industries within the MIP are not considered in an air analysis conducted for vehicular traffic during a transportation study. Truck traffic from MIP would be forced to travel more densely populated routes should the bridge not be built; therefore, the proposed project will improve access and reduce the opportunity for congestion, which aids in reducing air quality concerns.</p> <p>Yes, the design team has coordinated with the gas pipeline owner. The gas pipeline will be replaced as part of the roadway construction and is included in the final design and permitting plans for the project.</p> <p>Landslide Concerns: The EA stated that steep grades can be hard to maintain so upfront engineering solutions will be sought first, to avoid expensive, long term maintenance costs. Proper grading and necessary stormwater controls are proposed in this area to avoid introducing subsidence issues. Maintenance costs can be hard to predict, but your concern related to subsidence and landslide potential along Smithtown Road is noted.</p> <p>Water Quality Concerns: The West Virginia Department of Environmental Protection (WVDEP) is the regulatory agency charged with protecting the State's air, land, and water. A WVDEP-approved Erosion & Sedimentation Control Plan and Stormwater Management Plan will need to be maintained during construction by the contractor and WVDOH. Should excess sedimentation occur, the WVDEP has the authority to require corrective to alleviate the issue.</p>

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<p>about the risk posed by increased truck traffic hauling contaminants to and from the industrial park. A spill event on or near the proposed bridge poses a significant risk of contaminating the public's drinking water supply given the proximity and quick travel time to our intake." <i>The EA mentions coordinating with appropriate entities regarding any sedimentation during construction. Does that mean the DOH will pay for any extra costs incurred for MUB to treat the drinking water if sedimentation becomes an issue during the construction? Or do we face higher water bills? And who pays for the costs in the long-term if there is a chemical spill? How are those future costs and impacts measured? It's all taxpayer-funded one way or another, but will it fall on the city, county, or state?</i></p> <p>EA says: "Preferred Alternative 3 encompasses an existing road on the west side of the river, with an existing access point. On the east side of the river, there will be new connection points; however, the topography limits the cumulative effects related to development. Conversely, the Harmony Grove Interchange provides a major access point where one does not otherwise exist. Together, the two transportation projects could provide enhanced access to a relatively depressed area that is slated for growth in local planning documents." <i>This section points out that the bridge is not ideal due to the limitations in topography while the interchange will become a major access point, so why then risk air, water, landslides, etc when the interchange is already in the works?</i></p> <p>EA says: "Even with the proposed interchange in place, the bridge would provide additional access to the MIP and serve to reduce truck traffic on local roads, provide new transit routes, and emergency access." <i>Yet no one who lives in Mon County and has provided comments agrees with this statement. Everyone who has submitted a comment has taken time to thoughtfully and respectfully argue that the Harmony Grove interchange is sufficient. Are we who live here not knowledgeable enough to advocate for what our county does and does</i></p>	<p>Related to the potential for chemical spills, in an industrial area of Morgantown, along a commercially travelled section of the Monongahela River already bridged by an interstate, water quality concerns exist today. After the Elk River chemical spill in 2014, SB 373 required public water systems across the state to draft or update source water protection plans with the public's involvement. The plans are designed to help manage pollution from general sources that could endanger drinking water supplies.</p> <p>EA:</p> <p>The EA states that the topography limits cumulative effects of the new roadway which would include additional development that is not part of the roadway project but made possible by the new access to otherwise inaccessible land. Please see the previous comment on the status and relationship of Morgantown IPA and the Harmony Grove interchange.</p> <p>EA:</p> <p>While some residents may not agree with how the transportation process has unfolded in this area, the bridge will reduce truck traffic on River Road, it will provide new transit routes for buses, and it will provide an additional emergency access point where one does not exist today.</p> <p>Thank you for your comprehensive review of the EA and thorough comments.</p>

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<p><i>not need? As taxpayers, are we not to speak up when we see a reckless expenditure proposed?</i></p> <p>Thank you for your consideration of my comments and concerns.</p>	
<p><i>Senator Michael A. Oliverio II</i> [REDACTED]</p> <p>Dear Mr. Long,</p> <p>As a WV Senator I am writing you with concerns about jobs in my district with new and future employers to come. With the arrival of these new companies comes concerns with safety of vehicular traffic, especially in the community of Westover.</p> <p>As you may know, Mountaintop Beverage is a great economic success story, which is located in Morgantown. It is now fully operational, and its leadership team in evaluating plans to expand their production. That said, the current transportation infrastructure is inadequate to meet its current demands thus putting any future expansion plans in jeopardy. With additional growth at Mountaintop Beverage on the near horizon, this infrastructure expansion has become an urgent need.</p> <p>In both the delivery of raw material to their facility and the outflow of finished product, current and future truck traffic requires better access to nearby interstate highways. With customers across the United States and throughout North America, the movement of product to the end user is a major component of this business’ ongoing success. Increased traffic creates slow and possibly dangerous conditions for residents and other existing businesses in the area.</p> <p>Additionally, another large employer who serves the healthcare industry is about to come online nearby. This new organization provides warehousing and distribution of medical and surgical supplies to hospitals throughout West Virginia. Even more truck traffic should be</p>	<p>Thank you for your comment. Your sense of urgency and support for the project have been noted.</p>

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<p>expected. As an issue that has been discussed at the federal, state and local level for some time now, progress needs to occur to address this situation as soon as possible.</p> <p>With the opportunity to add 1,500-2,000 jobs in the next five years, both through additional employment at Mountaintop Beverage and other existing and future tenants located in the same industrial park, having adequate transportation resources are needed to be responsive to this much-needed growth.</p> <p>On behalf of the citizens I represent in Monongalia County, I would ask that transportation access be expanded as soon as possible to meet this growing need and bolster this ongoing investment in West Virginia’s economy. If there is an opportunity to provide feedback or public testimony regarding the importance of this expansion, please know that I am ready to do so.</p> <p>Should you have any questions, please contact me at [REDACTED]</p> <p>Sincerely, Senator Micheal A. Olivero II</p>	
<p><i>Shelley Moore Capito</i> [REDACTED]</p> <p>Dear Director Long,</p> <p>I write in support of the West Virginia Division of Highway’s application for the Harmony Grove Exit and bridge construction project affecting the Morgantown Industrial Park. Completing these projects will allow for numerous economic benefits to North Central West Virginia.</p> <p>As Ranking Member of the Senate Environmental and Public Works Committee, I am proud to have spearheaded the bipartisan IJJA that</p>	<p>Thank you for your comment. Your support for the project has been noted.</p>

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<p>directly invests in our nation’s infrastructure needs. The IIJA will provide transformational support to our communities, and I am very happy to see the positive effects this legislation is already having in West Virginia.</p> <p>Should this project commence, WVDOH will being construction of a bridge connecting the Morgantown Industrial Park to the Harmony Grove exit. This Industrial Park, as a whole, represents a large amount of jobs, commerce, and taxes for the Morgantown area. Within five years, there is a potential for over a thousand high paying jobs that could be located within the Park. However, without this bridge, commercial truck traffic will be delayed and will cause numerous issues and headaches for the local business community that relies on the as a reliable truck docking and transportation hub.</p> <p>West Virginia’s best days are ahead of us and every investment made centered around the children in our state bridge us closer to the shared goal of uplifting Mountaineers everywhere. It is more important that ever that encourage domestic manufacturing and support our nation’s energy needs, which is why I am writing to show my continued support of WVDOH’s project. I remain a committed partner to our federal, state, and local entities working in West Virginia. Please give this letter of support your full consideration.</p> <p>Sincerely, Shelley Moore Capito</p>	
<p><i>Ella Belling</i> <u><i>Monongahela River Trails Conservancy</i></u></p> <p>Thank you for your recent correspondence detailing expected impacts to the Mon River Rail-Trail during construction of the above referenced project. The Monongahela River Trails Conservancy (MRTC) has the following comments and questions, and requests your response as appropriate:</p>	<p>Thank you for your feedback, please find responses to your comment, questions, and requests below.</p>

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<p>1. To help reduce the impact of expected increases in commercial and regional traffic in the area resulting from construction of the industrial park bridge, we suggest WVDOT consider the following:</p> <ul style="list-style-type: none"> a. Provide written support from the WVDOT and facilitate written support from the WVDOH Central Planning Office and WVDOH District 4 for the recently proposed pedestrian/bicycle bridge over US-19/Don Knotts at Meadow Lane. This bridge would eliminate the need to provide surface crossing improvements on this already high-stress roadway by directly connecting the rail-trail corridor to the First Ward neighborhood, White Park, and several safe routes to schools. The proposal addresses a priority, first-tier project in the Monongalia-Morgantown MPO Transportation Plan and has a current design grant proposal awaiting WVDOH approval from the MPO Sub-Allocated Grant Program. b. Deed the WVDOH-owned parcels that form Mountaineer Heritage Park to the City of Morgantown. This property is currently leased by the WVDOH to BOPARC in lease #: 95-0431 PM05-4-MONO-1. The deed transfer would provide management control needed for eligibility for state and federal grant funding. The transfer would facilitate construction of the above referenced pedestrian bridge and would allow Morgantown to more easily transform the area into a gateway park at the entrance to the Morgantown Wharf and Downtown Business Districts. <p>2. Please clarify if project work will occupy the rail-trail corridor at any time during construction other than to place trail closure barricades and signage. Will the corridor be used to access the site to perform the riverbank slope protection work, for example? Will the corridor be utilized to store equipment or materials? MRTC charges \$2500 for access to the rail-trail for work unrelated to the trail itself. Please confirm that, if needed, project-related contract documents will include language to cover this standard charge.</p>	<ul style="list-style-type: none"> 1. WVDOH encourages the trail group to seek enhancement grants to provide funding for their initiatives. This collaboration and encouragement demonstrate a cooperative approach to infrastructure development and community engagement. The deed transfer request can be discussed as part of the right of way process. 2. Project work will <u>not</u> occupy the rail-trail corridor during construction other than to access the river. The storage of equipment and material will not be allowed on the trail. 3. WVDOH and HNTB are aware of MRTCs concerns since they were originally expressed to the MMMPO in a letter dated August 10, 2023 (excerpt below). MRTC’s concerns were integrated within the design from the outset which was shared with MRTC in September 2023. <i>“The Smithtown Road connection is a more direct route, more expensive, and is located in an area that is prone to landslides. Our concerns are a result of on-going experiences with improper planning, stormwater failures, and increased development in this area that have resulted in landslides across the rail-trail. MRTC has spent tens of thousands in clean-up and restoration on a 2.5-mile section of the rail-trail below Smithtown Road. In such an unstable area, a bridge would need careful geo-technical planning and construction to secure it as well as protect the area around and below it.”</i> MRTC’s follow up letter received November 28, 2023 was responded to in a December 11, 2023 email outlining measures being undertaken to mitigate MRTC’s concerns including stormwater. These same measures were shared with MRTC conversationally at the public meeting. 4. WVDOH will collaborate with the trail group during construction. Any compensation for temporary occupancy will be addressed during the right of way phase.

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<p>3. MRTC is concerned about the increased upslope and downslope landslide potential and surface runoff that could negatively impact trail corridor integrity. This section of trail has multiple landslide, debris flow, and erosion issues which has cost MRTC tens of thousands in cleanup and restoration work. Over 90 percent of the Alternate 3 project area east of Rt. 73 is within areas shown on the WV Geological Survey 1976 map as "Older Landslides" or "Slide Prone Areas." MRTC requests a written and perpetual commitment to restore the rail-trail in a timely manner if landslides, slopewash deposits, and/or erosion occur on the trail corridor in the vicinity of the proposed bridge.</p> <p>4. Your letter, dated November 9, 2023, details an estimated five weeks of expected trail closure during bridge construction. Though temporary and necessary for safety, this closure still has an economic impact on trail communities on either side of this work and impacts the health our communities. Like a road, a trail functions properly only when it is open the entire route. The work will disrupt residential use and impact trail tourism. MRTC charges a standard \$500 per calendar day of trail closure for work unrelated to the trail itself. Please confirm that project-related contract documents will include language to cover this standard charge.</p> <p>Feel free to email me at [REDACTED] or call at [REDACTED]</p> <p>Sincerely,</p> <p>Ella Belling, MRTC Executive Director On behalf of the Monongahela River Trails Conservancy Board of Directors</p>	
<p><i>Anita Mayer</i> [REDACTED]</p> <p>I am against the construction of the proposed bridge crossing at Rt 73 and request new feasibility studies be required to fully assess the management of commercial traffic to and from the targeted zone,</p>	<p>Thank you for your feedback.</p>

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<p>including but not limited to the industrial park. The study should project no less than 50 years of proposed growth and service and address the future impacts to the transportation corridors, the river, the communities, storefronts and the Mon River Trail system including limitations the proposed access would inflict. The overt failure to provide factual and proposed impacts on the community already impeded by commercial truck use is a disservice to the area and the citizens on Mon. Co. No one disagrees that transportation is critical but because it is, we expect better of our constituents, not just the least worst proposal. Give us other options that may fold in with larger projects, such as the redesign and reconstruction of the two interchanges already in overuse on the west side of the River accessing Westover and a Shopping Center,. You do that and fold in a new industrial park interchange also on the west side of the river and the community will applaud you.</p>	<p>The Morgantown IPA project design and environmental analyses were done in accordance with all state and federal standards.</p> <p>Your disapproval of the project is noted.</p>
<p><i>Ella Belling</i> [REDACTED]</p> <p>I request the NO-BUILD Option, or rather the Harmony Grove Interchange Only option to provide access to the Morgantown Industrial Park. The DOH preferred route, Alternate 3, has major challenges including being in a landslide prone area, having a steep grade for trucks making it dangerous, and putting Greater Morgantown’s drinking water at risk if there are any truck wrecks with chemical spills. According to WV Geological Survey 1976 map, this area east of Route 73 is considered a “Slide Prone Area” which can be proven with a visit to the Mon River Rail-Trail which already has multiple active and inactive landslides next to it for 3 miles in the vicinity of this project area. This is project with a high cost of estimated \$80+ million has little value to the surrounding community, especially after Harmony Grove Interchange is built. It threatens to come at a higher cost and detriment to the community with decreased air quality, threats to drinking water, and potential for damaging and closing Route 73 and the Mon River Rail-Trail with landslides.</p>	<p>Thank you for your feedback. Your approval of the No Build Alternative, or Harmony Grove Only option, is noted. The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>The WVDOH acknowledges the topography in the area lends itself to concern about up slope development; therefore, the roadway and bridge have been designed accordingly from the outset. Geotechnical studies and engineering reviews will be further incorporated in the final design phase of the project.</p> <p>Due to the location of MUB’s raw water intake located approximately 1.4 miles downstream of the proposed bridge crossing, the contractor will be required to prepare and implement a spill prevention plan to prevent a release into the Monongahela River during construction. The spill prevention plan will include steps for immediate notification to MUB and emergency services in the event</p>

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<p>The preferred location of the project, presented by the DOH as "Alternative 3," would put the bridge about 7,500 feet, or roughly 1.5 miles, from MUB's primary drinking water intake. MUB General Manager Mike McNulty addressed that issue in an Oct. 10 letter to the DOH. "We are concerned that construction activities will cause significant sediment disturbances which could negatively impact the 10+ million gallons of source water our treatment plant processes on a daily basis," McNulty explained, noting "significant care" must be taken during construction to prevent river contamination. The new bridge will also bring with it increased truck traffic hauling potential contaminants to and from the industrial park. A spill event on or near the proposed bridge poses a significant risk of contaminating the public's drinking water supply given the proximity and quick travel time to our intake."</p> <p>The EA seems lacking in recognizing these dangers or issues to quality-of-life impacts to those of us who live here. The traffic analysis apparently assumes all trucks to the Industrial Park will use the bridge, not the Harmony Grove Interchange, also a federally funded project. The air quality analysis concludes there would be no impacts, nor is there an energy analysis or analysis of greenhouse gas emissions. This project seems rushed and does not consider the impacts on those living along Route 73 that will be living with more truck traffic (air and noise pollution), with the addition of a ramp to the bridge. Smithtown Road (Route 73) has foundation and erosion issues already without this additional traffic and weight. Truck drivers often stop at the gas station at Goshen Road exit and then could choose to drive Route 73 to the ramp to the bridge or choose to do the same from the Morgantown side, thus causing more issues to the existing road. Changing stormwater routes will also change drainage causing problems at the road and the Mon River Rail-Trail which have culverts in place to handle current conditions.</p> <p>Though estimating a 5-week closure of the rail-trail in construction area for this project, other bridge construction in the state has closed rail-</p>	<p>of a release to the river during construction. Additionally, several standard measures will be put in place to reduce potential impacts to the river and its water quality including a detailed Erosion & Sedimentation Pollution Control Plan and Stormwater Management Plan to minimize sedimentation and maintain water quality during construction. In the event there is a traffic incident or hazardous material release once the bridge is open to traffic, WVDOH will maintain a spill prevention plan outlining the steps for immediate notifications. In a letter dated October 10, 2023, the MUB provided its support of the project and noted their requirement for immediate notification, which has been included on the design plans.</p> <p>Necessary studies related to environmental impacts of the project were completed in accordance with state and federal regulation including air, noise, vegetation, recreation, community/residents, and social and economic resources (among others) as outlined in the EA.</p> <p>As outlined in the EA, during the time the bridge is being constructed, the trail will remain open and available for public use except for the following time periods; during active steel erection immediately over the trail, during the setting of overhead stay-in-place and hanging forms, and during removal of overhang forms. The rail-trail temporary closures are needed for protection and safety of the trail users during bridge construction. No physical construction or staging activities will be allowed within the property boundary of the rail-trail. The only right-of-way impact to the rail-trail property will be that of an aerial easement for the new bridge. While other projects may have experienced different timelines, this project's mitigation commitment outlines an approximate 5-week closure.</p> <p>Your disapproval for the project is noted.</p>

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<p>trails in the construction zone for years while a bridge is being built. The Wellsburg Bridge over the Ohio is now open (September 2023) but the Brooke Pioneer Rail-Trail is still closed in the construction area (6 years and counting) with damage to the trail that has yet to be fixed. This Ohio River bridge project also had federal funding, an EA, engineering design, and a 3-year estimated close time for trail during construction.</p> <p>Please use these funds elsewhere on more useful and needed transportation improvements in West Virginia. Do not build this financially wasteful project that even our Morgantown Monongalia Metropolitan Planning Organization ranked as a low transportation priority for the region. But if you do plan to move forward, please carefully consider and provide the public with a more thorough EA before going to construction phase. As a resident of [REDACTED], I appreciate the opportunity to provide public comment.</p>	
<p><i>Brad Stephens</i> [REDACTED]</p> <p>I request the NO-BUILD Option, or rather the Harmony Grove Interchange Only option, to provide access to the Morgantown Industrial Park. The DOH preferred route, Alternate 3, has major challenges, including being in a landslide prone area, having a dangerously steep grade for trucks, and putting Greater Morgantown’s drinking water at risk if there are any truck accidents precipitating chemical spills. According to the West Virginia Geological Survey 1976 map, this area east of Route 73 is considered a “Slide Prone Area,” which can be proven with a visit to the Mon River Rail-Trail--already plagued by multiple active and inactive landslides next to it for three miles in the vicinity of the proposed project area. This project has a comparatively high cost, estimated at \$80 million and likely more, and would offer no tangible value to the surrounding community, especially after the Harmony Grove Interchange on I-79 is built. It threatens to come not only at a higher cost, but also as a detriment to the community, with</p>	<p>Thank you for your feedback. As discussed in previous responses, the required core borings and detailed geotechnical studies to identify and mitigate for subsidence issues have been completed and will continue in Final Design. Similarly, preventative plans and mitigative measures have been and will continue to be put in place to avoid drinking water contamination should an incident occur. Finally, the air analysis concluded that the project meets all applicable air quality requirements of the NEPA and, as applicable, federal and state transportation conformity regulations.</p>

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<p>decreased air quality, threats to drinking water, and almost certainly, landslides which will force damage to and closure of Route 73 and the Mon River Rail-Trail, and potentially serious injuries to trail users.</p> <p>Thank you for the opportunity to comment on this proposed project.</p>	
<p><i>J. Steven Kite</i> [REDACTED]</p> <p>As one who has studied and mapped landslides and debris flows in the Central Appalachians for four decades, I am obliged to share my concerns over the proposed Morgantown Industrial Park Access Alternate 3. Although the March 2024 Environmental Assessment briefly mentions an awareness of slope stability issues, the document does not provide enough information for a geologist with my experience to conclude that the eastern portion of the proposed project area is appropriate for any road project of this nature and scope.</p>	<p>Thank you for your feedback. The Preferred Alternative 3 design has been verified with core borings. The materials made publicly available are audience focused and not intended for detailed engineering design. The project will be designed commensurate with professional engineering roadway and bridge design standards including a geotechnical consultant and WVDOH approval.</p> <p>The WVDOH acknowledges the topography in the area lends itself to concern about up slope development; therefore, the roadway and bridge have been designed accordingly from the outset. Geotechnical studies and engineering reviews will be further incorporated in the final design phase of the project.</p>
<p><i>Kendra Hatcher</i> [REDACTED]</p> <p>As a citizen and business owner in Morgantown I am opposed to all of the three alternatives presented in the EA. The EA was also not correctly completed by omitting the No Build alternative and the Harmony Grove interchange in the analysis. These are both viable options that should be included and considered. If included the EA analysis should have determined this bridge is duplicative and unnecessary given the planned interchange at Harmony Grove. The cost of the project is exorbitant to solely benefit a handful of business owners. There are so many other more pressing road conditions that need addressed in this county for the DOH to invest in, including improvements along River Road of which is of great concern in the EA. I do not see how this will not create congestion and potential dangerous traffic conditions on Grafton Road with the increase of truck traffic. As a citizen who lives in First Ward I am concerned with the increase in noise that will result in any of the</p>	<p>Thank you for your feedback. Your approval of the No Build Alternative, or Harmony Grove Only option, is noted. The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>Due to the location of MUB’s raw water intake located approximately 1.4 miles downstream of the proposed bridge crossing, the contractor will be required to prepare and implement a spill prevention plan to prevent a release into the Monongahela River during construction. The spill prevention plan will include steps for immediate notification to MUB and emergency services in the event of a release to the river during construction. Additionally, several standard measures will be put in place to reduce potential impacts to the river and its</p>

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Comment	Response
<p>alternatives presented in the EA. I am also concerned with any alternative that includes significant construction, followed by increased truck traffic-- with trucks likely to be transporting hazardous materials-- within the Zone of Critical Concern for the Morgantown drinking water supply. This is an unnecessary, expensive project that will not benefit the majority of Monongalia Citizens.</p>	<p>water quality including a detailed Erosion & Sedimentation Pollution Control Plan and Stormwater Management Plan to minimize sedimentation and maintain water quality during construction. In the event there is a traffic incident or hazardous material release once the bridge is open to traffic, WVDOH will maintain a spill prevention plan outlining the steps for immediate notifications. In a letter dated October 10, 2023, the MUB provided its support of the project and noted their requirement for immediate notification, which has been included on the design plans.</p> <p>A Preliminary Design Noise Analysis for was conducted in accordance with the WVDOH's Statewide Noise Policy (May 26, 2011) and FHWA regulations at 23 CFR 772 for the project. A comparison of predicted existing, future Build, and future No Build noise levels were analyzed. While decibel levels for two areas within 500 feet of Preferred Alternative 3 would increase in the future, that increase relates directly to the traffic on I-79 in 2050 and not the proposed Morgantown IAP. Noise mitigation was not warranted for this project.</p>
<p><i>Marc Glass</i> [REDACTED]</p> <p>I have reviewed the EA and disagree that it supports the conclusion that Alternative 3 is supportive of the stated purpose and need.</p> <p>Alternative 3 is the most expensive option and disproportionately consumes public resources for a small private benefit to the Morgantown Industrial Park. Alternative 3 proposes nearly 2/3 of the total project linear footage to be constructed through the Morgantown Industrial Park!, with the remaining 1/3 displacing mature hardwood forest. EA Figure 6 graphically demonstrates this point and the literal redundancy to existing and planned access points.</p> <p>On it's face stating that the need is to spend 70 to upwards of 80 million dollars of public funds to construct roads a bridge to access a private property and serve private businesses simply does not make wise use of resources compared to other options that are either already</p>	<p>Thank you for your feedback.</p> <p>While Preferred Alternative 3 does represent a higher cost than Alternative 2, it does represent a similar cost to Alternative 1, therefore the cost is not disproportionate when compared across all three alternatives. Similarly, the removal of vehicular and truck traffic from River Road will reduce school bus conflicts and reduce congestion at the Westover Bridge intersection.</p> <p>The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the</p>

Appendix C: EA Comments and Responses

Comment	Response
<p>planned/scheduled. The planned I-79 Harmony Grove Interchange will already provide direct access to the Morgantown Industrial Park while providing very little service improvement for other area needs identified through public participation. The EA does not justify why the Morgantown Industrial Park merits another bridge when the planned Harmony Grove Interchange will provide direct access to I-79, with almost zero environmental or environmental justice impacts compared to the EA Alternative 3, that crosses acres of mature hardwood forest along the Monongahela River floodplain.</p> <p>Alternative 3 is by far the most environmentally damaging alternative, which is not properly represented by the EA. The destruction of significantly more mature woodlands via Alternative 3 negatively impacts regional resiliency to climate change by increasing erosion and river valley destabilization, decreasing the ability to moderate temperature extremes, decreasing contaminant travel times to the area primary drinking water supply source (Monongahela River), and decreasing protective cover from increased intensity precipitation events.</p> <p>The EA appears to go to strive to justify Alternative 3 when the EA clearly shows that is is the least favorable option. One of several examples of this is that while the EA does include the "No Build" alternative, the analysis does not include the "Harmony Grove interchange Only" as part of the No Build analysis. This misrepresents the reality that the Harmony Grove access is already planned. The EA traffic analysis appears to presume that all trucks to the Industrial Park will use the Alternative 3 bridge, but not the Harmony Grove interchange, which inappropriately skews the analysis.</p> <p>I encourage WVDOT to upgrade and maintain existing infrastructure, and implement projects that have already been prioritized by genuine public participation rather than what very much appears as political leapfrogging, before proceeding with a bridge project of questionable merit for the citizens of Morgantown and Monongalia County. The EA</p>	<p>project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted.</p> <p>As per NEPA, three reasonable alternatives were evaluated in the EA. Preferred Alternative 3 was the alternative of least harm when compared against all natural, social, and cultural resource impacts. While the southeastern portion of Preferred Alternative 3 does impact former forested tracts, much of this land has been cleared or disturbed potentially due to utility lines; however, your concern related to forest land impacts is noted.</p> <p>It was established early in the transportation development process that the Morgantown IAP had logical termini and independent utility making it a stand-alone project. While both the Harmony Grove Interchange and Morgantown IAP are located in the same vicinity, each project has its own logical termini, independent utility, and purpose and need, therefore the Harmony Grove Interchange was not analyzed in the Morgantown IAP EA.</p> <p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p> <p>Since the completion of the WVDOH Design Study (2023) analyzing the bridge crossing locations (Alternatives 1, 2, 3), the MMMPO produced a memo reviewing Alternatives 1 and 3. The MMMPO and WVDOH recommended dropping Alternative 2 from consideration due to bridge elevation and impacts to the MIP road network. Alternative 3 was recommended to the MMMPO Policy Board for advancement. At their August meeting, the Policy Board unanimously recommended that WVDOH advance Alternative 3 for further</p>

Appendix C: EA Comments and Responses

Comment	Response
<p>lacks explanation and justification for the proposed project being prioritized ahead of other projects, or those that have been prioritized for years but not implemented, such as improvement of the U.S. Route 19 "Westover Bridge" that crosses the Monongahela River about a mile from, and would improve service to the Morgantown Industrial Park, and U.S. Route 19 from Don Knotts Boulevard through Westover to it's connection with I-79 Interchange/Exit 152. These projects would improve area service deficiencies for vehicle, pedestrian, and bicycle traffic combined far and above EA alternative 3.</p>	<p>study. While this does not evaluate the bridge against other local projects, it illustrates the MMMPO's support for the project.</p>
<p><i>JoNell Strough</i> [REDACTED]</p> <p>Dear Mr. Long: I am writing on behalf of the Mon Valley Green Space Coalition to express our grave concerns about the proposed bridge across the Mon River to the Westover Industrial Park. Our concerns are as follows:</p> <ul style="list-style-type: none"> ■ Any bridge construction will have adverse effects on recreational use of the Mon River Rail-Trail, a popular, high-use public greenspace ■ Increased truck traffic and associated increases in air and noise pollution will negatively impact residential neighborhoods ■ Already frequent landslides will increase due to increases in storm water runoff from non-permeable surfaces ■ Any short-term benefits of a bridge are outweighed by the long-term costs to the environment (air and noise pollution; environmental impact of construction and new structures) ■ Spending \$71 million state tax dollars on a bridge that will primarily serve a private company shortchanges Mon County taxpayers who already drive on state roads that are in disrepair ■ The proposed bridge will become obsolete when the Harmony Grove interchange is completed 	<p>Thank you for your feedback. Your concerns related to recreational, air, noise and geotechnical impacts have been noted.</p> <p>As outlined in the EA, during the time the bridge is being constructed, the trail will remain open and available for public use except for the following time periods; during active steel erection immediately over the trail, during the setting of overhead stay-in-place and hanging forms, and during removal of overhang forms. The rail-trail temporary closures are needed for protection and safety of the trail users during bridge construction. No physical construction or staging activities will be allowed within the property boundary of the rail-trail.</p> <p>Similarly, the air analysis concluded that the project meets all applicable air quality requirements of the NEPA and, as applicable, federal and state transportation conformity regulations.</p> <p>A Preliminary Design Noise Analysis for was conducted for the project finding that while decibel levels for two areas within 500 feet of Preferred Alternative 3 would increase in the future, that increase relates directly to the traffic on I-79 in 2050 and not the proposed Morgantown IAP. Noise mitigation was not warranted for this project.</p>

Appendix C: EA Comments and Responses

Comment	Response
<ul style="list-style-type: none"> ■ Given the above, we support the "NO BUILD" option. ■ Thank you. <p>Sincerely, JoNeil Strough Chair, Mon Valley Green Space Coalition</p>	<p>As discussed in previous responses, the required core borings and detailed geotechnical studies to identify and mitigate for subsidence issues have been completed and will continue in Final Design.</p> <p>Your support of the No Build Alternative is noted.</p>
<p><i>Susan Eason</i></p> <p>I oppose the building of this bridge!</p> <p>1) The bridge estimated to cost \$70-\$82 million will be redundant once the Harmony Grove Interchange (estimate is \$42 million) is built. It would provide no more positive impact than the Harmony Grove Interchange currently being built and will come at great expense. BUILD HARMONY GROVE INTERCHANGE. NOT THIS ONE.</p> <p>2) The preferred route (from MPO and local government) near Scott Avenue (Alternative 3), would cross the Mon River close to, and upstream from, the primary drinking water intake for MUB. It creates a risk of water contamination, especially if it will be used to truck inputs to the chemical plant or finished products from the chemical plant.</p> <p>The preferred location of the project, presented by the DOH as "Alternative 3," would connect to U.S. 119 near Scott Avenue, include a multi-span bridge across the river and tie into an improved Rail Street, which is part of the industrial park's existing street network. That would put the bridge about 7,500 feet, or roughly 1.5 miles, from MUB's primary drinking water intake.</p> <p>MUB General Manager Mike McNulty addressed that issue in an Oct. 10 letter to the DOH.</p>	<p>Thank you for your feedback.</p> <p>In response to your concerns:</p> <ol style="list-style-type: none"> 1) The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing, not approved or under construction. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost; however, your support of the Harmony Grove Interchange is noted. 2) Due to the location of MUB's raw water intake located approximately 1.4 miles downstream of the proposed bridge crossing, the contractor will be required to prepare and implement a spill prevention plan to prevent a release into the Monongahela River during construction. The spill prevention plan will include steps for immediate notification to MUB and emergency services in the event of a release to the river during construction. Additionally, several standard measures will be put in place to reduce potential impacts to the river and its water quality including a detailed Erosion & Sedimentation Pollution Control Plan and Stormwater Management Plan to minimize sedimentation and maintain water quality during construction. In the event there is a traffic incident or hazardous material release once the bridge is open

Appendix C: EA Comments and Responses

Comment	Response
<p>"We are concerned that construction activities will cause significant sediment disturbances which could negatively impact the 10+ million gallons of source water our treatment plant processes on a daily basis," McNulty explained, noting "significant care" must be taken during construction to prevent river contamination.</p> <p>The new bridge will also bring with it increased truck traffic hauling potential contaminants to and from the industrial park. "A spill event on or near the proposed bridge poses a significant risk of contaminating the public's drinking water supply given the proximity and quick travel time to our intake," McNulty wrote.</p> <p>In terms of source water protection, any potential contaminant within five hours flow time of MUB's intake — be it along the Monongahela River or one of its tributaries — is considered inside the "zone of critical concern." McNulty said the location preferred for the new bridge is "mere minutes" from MUB's water treatment plant.</p> <p>3) The Alternative 3 option at Scott Avenue is in an area prone to landslides. Landslides impacting the rail-trail have cost tens of thousands to clean up. Increasing stormwater issues by changing drainage in this area will likely add to existing problems on Smithtown Road (Route 73) and the Mon River Rail-Trail.</p> <p>4) Though they have estimated a 5 week closure of the rail-trail in construction area, other bridge construction in the state closed the rail-trail in the construction zone for years while it was being built, the Wellsburg Bridge over the Ohio is now open but the Brooke Pioneer Rail-Trail is still closed 5 years and counting. I LOVE the railtrail and ride this stretch all the time. You cannot take this away from our recreational and psychosocial health.</p> <p>5) You will have to have piers in the river. I believe the Corps and U.S. Coast Guard would both prefer that there be no piers in navigable rivers</p>	<p>to traffic, WVDOH will maintain a spill prevention plan outlining the steps for immediate notifications. In a letter dated October 10, 2023, the MUB provided its support of the project and noted their requirement for immediate notification, which has been included on the design plans.</p> <p>3) The Preferred Alternative 3 design has been verified with core borings. The project will be designed commensurate with professional engineering roadway and bridge design standards including a geotechnical consultant and WVDOH approval.</p> <p>4) As outlined in the EA, during the time the bridge is being constructed, the trail will remain open and available for public use except for the following time periods; during active steel erection immediately over the trail, during the setting of overhead stay-in-place and hanging forms, and during removal of overhang forms. The rail-trail temporary closures are needed for protection and safety of the trail users during bridge construction. While other projects may have experienced different timelines, this project's mitigation commitment outlines an approximate 5-week closure.</p> <p>5) Per the EA "WVDOH and the project design team initiated coordination with the U.S. Coast Guard Bridge Program in July 2023 as part of the bridge engineering design. ... The bridge structure associated with Preferred Alternative 3 will have no permanent impacts on the navigability of the Monongahela River. The proposed bridge has been designed to more than satisfy USCG's minimum clearances. The proposed bridge design will provide 169 feet of vertical clearance (USCG required 48 feet) over the river's normal pool elevation and 457 feet of horizontal clearance (USCG required 350 feet) across the navigation channel between the bridge's two instream piers. The proposed bridge's horizontal clearance will approximately match the nearby I-79 structure and the proposed piers will be located in the shallower portions of the channel near the banks, leaving the deeper navigable portion unobstructed."</p> <p>Your support of the Harmony Grove Interchange is noted.</p>

Appendix C: EA Comments and Responses

Comment	Response
<p>that can be hit- leading to damage and possible collapse of the bridge and possible loss of life with it.</p> <p>6.) Build the Harmony Grove Interchange!</p>	
<p><i>MaryAnn Folz</i> [REDACTED]</p> <p>I've talked to several people around Mon County and the general consensus is that we should build either the Harmony Grove Exit or the Bridge, but not both, and most folks want the Harmony Grove Exit instead of the Bridge as it adds the most value for citizens. The reasonings for not building the bridge are: it's too much money to build both, the bridge will get little use after the Exit is built, the road going up the hill will be steep for the trucks, a bridge will create a lot of noise for the citizens of Scott Ave, and there will be mud slides onto Rt 73 by disturbing the hillside. Many people also commented that they want our roads repaired and paved before new roads are built. Some felt the bridge option meeting at Greenbag Rd would be the best one to add value for citizens. I tend to agree with these comments.</p>	<p>Thank you for your feedback. Your concern for the ultimate construction of one project over the construction of two separate projects is noted. 1) The design of the Harmony Grove interchange is sponsored by a private entity (not WVDOH) and is ongoing, not approved or under construction. As designed, the interchange does not meet state and federal highway safety design standards and thus does not have FHWA approval. To bring the design up to standard, the Harmony Grove Interchange design will likely require considerably longer acceleration and deceleration lanes on mainline I-79. These extensions would increase the project footprint, impacts, and cost.</p> <p>Alternative 2 (Greenbag Road) was not advanced for further consideration by the MMMPO and WVDOH due to bridge elevation and impacts to the MIP road network.</p> <p>Your concerns related to impacts of Preferred Alternative 3 have been noted.</p>
<p><i>Louise Deal</i> [REDACTED]</p> <p>I support the bridge project to enhance access to the Morgantown Industrial Park, and I also want a new exit to be added ASAP. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>	<p>Thank you for your comment. Your support for this project and the Harmony Grove Interchange have been noted.</p>
<p><i>Kelly Williams</i></p> <p>I understand Friday is the last day to comment on the bridge to Mountain Top Beverage.</p>	<p>Thank you for your comment. Your support for this project and the Harmony Grove Interchange have been noted.</p>

Appendix C: EA Comments and Responses

Comment	Response
<p>I think all effort should go into advancing the Harmony on I 79. The 80 million dollars should be spent on improving the roads around Morgantown which have been neglected by WV Doh over the years. Thank you, Kelly Williams</p>	<p>WVDOH will continue to maintain existing infrastructure as projects are advanced through design and construction.</p>
<p><i>David Lorenze</i> [REDACTED]</p> <p>Thank you for your leadership in guiding our state to a prosperous and bright future. Like you, I love Almost Heaven and have chosen to raise my family in our beautiful state. Economic growth and quality of life are important to me. Jobs drive an economy's well-being while also supporting quality of life enhancement via taxes. These are the main driving forces behind my desire to see additional industrial development opportunities enter our state, region and local Morgantown market.</p> <p>I believe in leveraging strengths, while working on critical weaknesses, to produce the greatest success. Morgantown, WV has many strengths, including an R1 higher education institution and the corresponding labor pool candidates, but also has some glaring weaknesses that hurt its ability to enjoy further growth. North Central West Virginia has beautiful terrain while serving as an industrial nightmare. Flat, buildable land is rare in Morgantown and the surrounding area. To further diversify our economy and strengthen job growth, I feel we need to support industrial lands and parks similar to Morgantown Industrial Park.</p> <p>Infrastructure is a critical component to all sectors of commercial real estate with industrial being at the top of the list. Proximity to primary travel routes, most notably interstates, drives industrial decision making. I have been a commercial real estate agent for 18 years. During my career, I have witnessed projects lost in our state due to proximity to major thoroughfares. I strongly believe building the Morgantown Industrial Park bridge and constructing the interchange will set Morgantown up for continued growth, industrial diversification and long-term success. By default, Morgantown's growth will benefit the</p>	<p>Thank you for your comment. Your support for the project has been noted. Also, your support for both the bridge and the interchange has been noted.</p>

Appendix C: EA Comments and Responses

Comment	Response
<p>state via higher tax base. Building the bridge feels like a win-win from a ROI standpoint.</p> <p>I recently send an email to a prospective spec industrial builder. Proximity to the interstate is one of his critical concerns. In that email, I presented numerous users that I am aware are/were looking throughout north central WV including a keen interest in Morgantown Industrial Park. Confidentially, I have and pasted a portion of that email so you can better understand the magnitude of the interest. I have included the number of jobs where the information is known.</p> <ul style="list-style-type: none"> ▪ 100,000sf to 200,000sf: Manufacturing company, 100+ jobs. Considering lease versus purchase options. ▪ 50,000sf to 100,000sf: Manufacturing company, 100+ jobs. Considering lease versus purchase options. ▪ 40,000sf to 60,000sf: West coast light manufacturing and distribution user. Considering lease and purchase options. ▪ 20,000sf to 25,000sf: Credit tenant with a destination oriented retail operation. Focused on leasing. ▪ 15,000sf to 25,000sf: Strong buyer that needs shop and yard space. Focused on buying. ▪ 12,000sf to 20,000sf: Credit tenant who needs some outdoor storage. Broker repped so info on use is limited. Prefers to lease. ▪ 10,000sf to 15,000sf: Regional tenant who needs some outdoor storage. Destination oriented retail. Focused on leasing. ▪ 6,000sf to 10,000sf: Client tenant that needs some yard. Destination oriented retail. Focused on leasing. ▪ Focused on buying. 	

Appendix C: EA Comments and Responses

Comment	Response
<p>My goal in presenting this information is to demonstrate demand that exists for large, industrial sites with strong access to interstate accessibility. In summary, easy accessibility is critical to attracting manufacturing, distribution and warehousing jobs to West Virginia. The demand is there.</p> <p>I appreciate your time, consideration and support for the Morgantown Industrial Park access project. Thank you also for continuing to be an advocate for a new I-79 interchange to Morgantown Industrial Park. Please call my cell phone [REDACTED] if you would like to further discuss any details in this letter.</p> <p>Respectfully, David Lorenze, CCIM</p>	

DATE: 4-17-2024

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

MEETING DATE: Wednesday April 17, 2024
LOCATION: Westwood Middle School, 670 River Road, Westover, WV
SUBJECT: ENVIRONMENTAL ASSESSMENT PUBLIC MEETING
PROJECT: Morgantown Industrial Park Access Project
Monongalia County

COMMENTS DUE BY: Friday May 17, 2024

Please consider the following comments:

Consider a "Round About" where
Alternative 3 enters 119.

(Please print the following information)

NAME: Jeffrey Goff
ADDRESS: [REDACTED]

ORGANIZATION (IF ANY): Old Colony Realtors

How did you hear about the Public Informational Workshop? my wife

DATE: 4/17/2024

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

MEETING DATE: Wednesday April 17, 2024
LOCATION: Westwood Middle School, 670 River Road, Westover, WV
SUBJECT: ENVIRONMENTAL ASSESSMENT PUBLIC MEETING
PROJECT: Morgantown Industrial Park Access Project
Monongalia County

COMMENTS DUE BY: Friday May 17, 2024

Please consider the following comments:

None of the above.
1 involves the River Road land slides
2 & 3 by bad intersections and, if
fluid leaks into River, shut down or water
plant.
Make an exit off of I-79

(Please print the following information)

NAME: [Redacted]
ADDRESS: [Redacted]
ORGANIZATION (IF ANY):

How did you hear about the Public Informational Workshop?

Radio

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

DATE: 4/17/24

MEETING DATE: Wednesday April 17, 2024
LOCATION: Westwood Middle School, 670 River Road, Westover, WV
SUBJECT: ENVIRONMENTAL ASSESSMENT PUBLIC MEETING
PROJECT: Morgantown Industrial Park Access Project
Monongalia County

COMMENTS DUE BY: Friday May 17, 2024

Please consider the following comments:

IS THIS PROJECT SLOWLY UNDEVELOPING BENEFICIAL
TO MORGANTOWN AREA?

(Please print the following information)

NAME: Corey Anderson

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Public Informational Workshop?

Project Information and Comment Sheets can be found online at our WVDOH website at:
<https://transportation.wv.gov/highways/engineering/comment/Pages/MORGANTOWN-INDUSTRIAL-PARK-ACCESS.aspx>



April 17, 2024

RECEIVED
APR 19 2024

Travis Long, Director
Technical Support Division,
West Virginia Division of Highways,
1334 Smith Street,
Charleston, West Virginia 25301

Subject: STATE PROJECT: X331-MIPAR-00 23
FEDERAL PROJECT: STBG-2023(312)D
MORGANTOWN INDUSTRIAL PARK ACCESS

Mr. Long,

Thank you for accepting public input on subject project. I recommend the No Build Option. The Environmental Assessment does not seem to include the "Harmony Grove Interchange Only" as part of the No Build analysis. The Harmony Grove Interchange may adequately serve the privately owned Morgantown Industrial Park with less environmental impact on Morgantown residents than the proposed Bridge over the Monongahela River.

The Westover Bridge (US 19) provides adequate access across the Monongahela River to US 119 and I-68 for residents of Morgantown. The resources for the proposed bridge would benefit Morgantown residents more if they were applied to upgrading and maintaining:
US 19 between Morgantown and Fairmont;
CR-45 between Morgantown and US 19 at Arnettsville;
WV 7 between Brookhaven and I-68 and US 119;
WV 100 between Westover and Madsville.

All of these roads have seen decades of neglect and are damaging rather than serving the communities through which they pass. They also present a sorry picture to visitors to our wonderful city.

In the past year, US 19 was beautifully repaved all the way from the PA state line to Morgantown. It is already deteriorating due to lack of shoulder maintenance and apparently inadequate design and construction of the roadway edges.

Over a period of approximately 15 to 5 years ago, WV 100 between Madsville and US 19 was repaved in 3 stages and was smooth from end-to-end for the first time in at least 50 years. Now, it is rapidly returning to its former poor condition due to poor drainage, poor shoulder maintenance and heavy truck traffic. The bumps and cracks that I painfully remember from traveling it frequently over the past 50 years are all returning, indicating inadequate engineering in the first place. WV 100 between Westover and Madsville has been like minefield for as long as I can remember.

I encourage WVDOT to upgrade and maintain existing infrastructure before proceeding with a bridge project of questionable merit for the citizens of Morgantown.

Sincerely,

A handwritten signature in cursive script that reads "Frank D. Gmeindl". The signature is written in dark ink and is positioned above the printed name.

Frank D. Gmeindl

[REDACTED]

PITTSBURGH PA 150

17 APR 2024 PM 1 L



Travis Long, Director
Technical Support Division,
West Virginia Division of Highways,
1334 Smith Street,
Charleston, West Virginia 25301

25301-143434



Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25301

DATE: 4-22-24

RECEIVED
APR 26 2024

MEETING DATE: Wednesday April 17, 2024
LOCATION: Westwood Middle School, 670 River Road, Westover, WV
SUBJECT: ENVIRONMENTAL ASSESSMENT PUBLIC MEETING
PROJECT: Morgantown Industrial Park Access Project
Monongalia County

COMMENTS DUE BY: Friday May 17, 2024

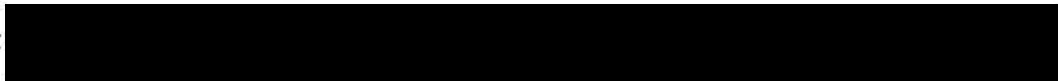
Please consider the following comments:

- 1) Will we be able to have garbage service & paper delivery.
- 2) If there is to be a drainage system next to the large Hickory tree the root system goes under the corner of our building & under the road. Also, we have drainage pipe from the front of our building.
- 3) Will there be changes to the current gas lines connected to our property.
- 4) Will all vegetation be removed thus raising the noise level from the raised road. Is there a planned barrier.

(Please print the following information)

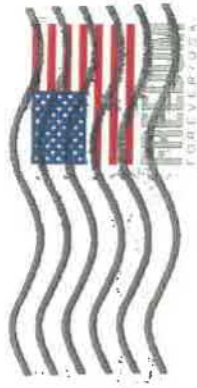
NAME: Sharlene Fontney

ADDRESS:



ORGANIZATION (IF ANY):

How did you hear about the Public Informational Workshop? Newspaper



PITTSBURGH PA 150

23 APR 2024 PM 4 L

Mr. Travis Long
Director, Technical Support Division
West Virginia Division of Highways
1334 Smith Street
Charleston, WV 25301

25301-143434



The Senate of West Virginia
Charleston

MIKE CAPUTO
STATE SENATOR
13TH SENATORIAL DISTRICT



STATE CAPITOL, ROOM W-218
1900 KANAWHA BLVD. EAST
CHARLESTON, WV 25305-0800
304-357-7961

May 15, 2024

Travis Long, Director
Technical Support Division
West Virginia Division of Highways
13354 Smith Street
Charleston, West Virginia 25301

Dear Mr. Long,

I write in support of the proposed road and bridge between CR 45 and US 119 (River Road near Harmony Grove to Grafton Road). This road would grant increased and much-needed access to Morgantown Industrial Park, where Mountaintop Beverage and the WVU Hospital Warehouse are both located. Both of those facilities will have significant shipping and employee traffic, and increasing access to the Industrial Park will ease the minds of both industry and employees. Right now, if traffic gets bad or there is a wreck, there aren't many ways to get into or out of the Park. River Road is not suitable for large trucks.

I believe that the proposed bridge will be a boon to the local area and continue the investments and developments the county, state, and federal governments have put into the Park.

Thank you for allowing me to file these comments.

Sincerely,

A handwritten signature in blue ink that reads "Mike Caputo".

Mike Caputo
13th District

MONONGALIA COUNTY COMMISSION

243 HIGH STREET, ROOM 202
COURTHOUSE
MORGANTOWN, WEST VIRGINIA 26505

Jeffrey L. Arnett, Commissioner
Thomas C. Bloom, Commissioner
Sean P. Sikora, Commissioner



Telephone: 304 291-7257

May 15, 2024

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
13354 Smith Street
Charleston, WV 25301

RE: Morgantown Industrial Park Access Bridge Project – Monongalia County

Dean Mr. Long:

On behalf of the Monongalia County Commission, I am writing to express our support for the Morgantown Industrial Park Access Bridge Project.

As predicted, Mountaintop Beverage is in the process of ramping up shipping volumes which, combined with the projected growth of the Morgantown Industrial Park over the next five years and the continued deterioration of River Road, this access, in addition to the Harmony Grove Interchange is crucial in fulfilling a need for alternative routes to this area for our residents and business community.

I-79 Exit 152 is already exceeding capacity and additional infrastructure is critical to address the traffic burden in that area as well as improving access to the Morgantown Industrial Park. Furthermore, the current Dupont Road/River Road area is home to two public schools which, in the event of an emergency, lacks critical ingress/egress given the existing traffic.

Thank you for your consideration in this matter. Please do not hesitate to contact our office if you have any questions or if we can be of further assistance.

Warmest Regards,

A handwritten signature in blue ink, appearing to be "S. Sikora", written in a cursive style.

Sean P. Sikora
President
Monongalia County Commission



May 14, 2024

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
13354 Smith Street
Charleston, WV 25301

Dear Mr. Long:

My name is Bill Bissett and I serve as the President of the West Virginia Manufacturers Association (WVMA), which was formed in 1915 to advance the interests of the manufacturing industry in West Virginia. Through policy advocacy and issue mobilization, the WVMA works to retain existing and attract new manufacturing to the Mountain State. I am writing to you on behalf of one of our newer members, Mountaintop Beverage LLC.

As you may know, Mountaintop Beverage is a great economic success story, which is located in Morgantown. It is now fully operational, and its leadership team is evaluating plans to expand their production. That said, the current transportation infrastructure is inadequate to meet its current demands thus putting any future expansion plans in jeopardy. With additional growth at Mountaintop Beverage on the near horizon, this infrastructure expansion has become an urgent need.

In both the delivery of raw materials to their facility and the outflow of finished product, current and future truck traffic requires better access to nearby Interstate highways. With customers across the United States and throughout North America, the movement of product to the end user is a major component of this business' ongoing success. Increased traffic creates slow and possibly dangerous conditions for residents and other existing businesses in the area.

Additionally, another large employer who serves the healthcare industry is about to come online nearby. This new organization provides warehousing and distribution of medical and surgical supplies to hospitals throughout West Virginia. Even more

truck traffic should be expected. As an issue that has been discussed at the federal, state, and local level for some time now, progress needs to occur to address this situation as soon as possible.

With the opportunity to add 1,500-2,000 jobs in the next five years, both through additional employment at Mountaintop Beverage and other existing and future tenants located in the same industrial park, having adequate transportation resources are needed to be responsive to this much-needed growth.

On behalf of Mountaintop Beverage and the membership of the WVMA, we would ask that transportation access be expanded as soon as possible to meet this growing need and bolster this ongoing investment in West Virginia's economy. If there is an opportunity to provide feedback or public testimony regarding the importance of this expansion, please know that we stand ready to do so.

Should you have any questions, please contact me at bill@wvma.com or 304-923-2821.

Sincerely,



Bill Bissett, Ed.D.

President, West Virginia Manufacturers Association

CC: The Honorable Alex X. Money, United State House of Representatives
The Honorable Jim Justice, Governor of West Virginia
The Honorable Riley Moore, West Virginia State Treasurer
The Honorable Kent Leonhardt, West Virginia Commissioner of Agriculture
The Honorable Craig Blair, West Virginia Senate President
The Honorable Mike Oliverio, West Virginia Senate
The Honorable Roger Hanshaw, Speaker of the West Virginia House of Delegates
The Honorable Joe Statler, West Virginia House of Delegates
Chief of Staff Brian Abraham, Office of the Governor of West Virginia
West Virginia Department of Transportation Secretary/Commissioner of Highways Jimmy Wriston, PE
Jeff Sokal, CEO, Mountaintop Beverage LLC
Glenn Adrian, Adrian Enterprises, LLC
Russell Rogerson, President & CEO, Morgantown Area Partnership

The Senate of West Virginia
Charleston

MICHAEL A. OLIVERIO II
STATE SENATOR
13TH SENATORIAL DISTRICT



STATE CAPITOL, ROOM W-206
1900 KANAWHA BLVD. EAST
CHARLESTON, WV 25305-0800
304-357-7919

May 14, 2024

Mr. Travis Long, Director
Technical Support Division
West Virginia Division of Highways
13354 Smith Street
Charleston, WV 25301

Dear Mr. Long:

As a WV Senator I am writing you with concerns about jobs in my district with new and future employers to come. With the arrival of these new companies comes concerns with the safety of vehicular traffic, especially in the community of Westover.

As you may know, Mountaintop Beverage is a great economic success story, which is located in Morgantown. It is now fully operational, and its leadership team is evaluating plans to expand their production. That said, the current transportation infrastructure is inadequate to meet its current demands thus putting any future expansion plans in jeopardy. With additional growth at Mountaintop Beverage on the near horizon, this infrastructure expansion has become an urgent need.

In both the delivery of raw materials to their facility and the outflow of finished product, current and future truck traffic requires better access to nearby Interstate highways. With customers across the United States and throughout North America, the movement of product to the end user is a major component of this business' ongoing success. Increased traffic creates slow and possibly dangerous conditions for residents and other existing businesses in the area.

Additionally, another large employer who serves the healthcare industry is about to come online nearby. This new organization provides warehousing and distribution of medical and surgical supplies to hospitals throughout West Virginia. Even more truck traffic should be expected. As an issue that has been discussed at the federal, state, and local level for some time now, progress needs to occur to address this situation as soon as possible.

With the opportunity to add 1,500-2,000 jobs in the next five years, both through additional employment at Mountaintop Beverage and other existing and future tenants located in the same industrial park, having adequate transportation resources are needed to be responsive to this much-needed growth.

On behalf of the citizens I represent in Monongalia County, I would ask that transportation access be expanded as soon as possible to meet this growing need and bolster this ongoing investment in West Virginia's economy. If there is an opportunity to provide feedback or public testimony regarding the importance of this expansion, please know that I stand ready to do so.

Should you have any questions, please contact me at mike.oliverio@wvsenate.gov or 304-357-7919.

Sincerely,



Senator Michael A. Oliverio II

CC: The Honorable Alex X. Mooney, United State House of Representatives
The Honorable Jim Justice, Governor of West Virginia
The Honorable Riley Moore, West Virginia State Treasurer
The Honorable Kent Leonhardt, West Virginia Commissioner of Agriculture
The Honorable Craig Blair, West Virginia Senate President
The Honorable Roger Hanshaw, Speaker of the West Virginia House of Delegates
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Chief of Staff Brian Abraham, Office of the Governor of West Virginia
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Jimmy Wriston, PE
Jeff Sokal, CEO, Mountaintop Beverage LLC
Glenn Adrian, Adrian Enterprises, LLC
Russell Rogerson, President & CEO, Morgantown Area Partnership

United States Senate

WASHINGTON, DC 20510-4805

May 15, 2024

Mr. Travis Long
Director
Technical Support Division
West Virginia Division of Highways
13354 Smith Street
Charleston, West Virginia 25301

Dear Director Long,

I write in support of the West Virginia Division of Highway's application for the Harmony Grove Exit and bridge construction project affecting the Morgantown Industrial Park. Completing these projects will allow for numerous economic benefits to North Central West Virginia.

As Ranking Member of the Senate Environment and Public Works Committee, I am proud to have spearheaded the bipartisan IJA that directly invests in our nation's infrastructure needs. The IJA will provide transformational support to our communities, and I am happy to see the positive effects this legislation is already having in West Virginia.

Should this project commence, WVDOH will begin construction of a bridge connecting the Morgantown Industrial Park to the Harmony Grove exit. This Industrial Park, as a whole, represents a large amount of jobs, commerce, and taxes for the Morgantown area. Within five years, there is a potential for over a thousand high paying jobs that could be located within the Park. However, without this bridge, commercial truck traffic will be delayed and will cause numerous issues and headaches for the local business community that relies on this as a reliable truck docking and transportation hub.

West Virginia's best days are ahead of us and every investment made centered around the children in our state brings us closer to the shared goal of uplifting Mountaineers everywhere. It is more important than ever that we encourage domestic manufacturing and support our nation's energy needs, which is why I am writing to show my continued support of WVDOH's project. I remain a committed partner to our federal, state, and local entities, working in West Virginia. Please give this letter of support your full consideration.

Sincerely,



Shelley Moore Capito
United States Senator

-



From: Long, Travis E <travis.e.long@wv.gov>
Sent: Tuesday, May 28, 2024 9:45 AM
To: Sondra L Mullins <Sondra.L.Mullins@wv.gov>; Kuncio, Gerald M <gkuncio@skellyloy.com>
Subject: Fwd: Bridge to Mountain Top Beverage

----- Forwarded message -----
From: **kelly r williams** <kellyrwilliams@msn.com>
Date: Thu, May 16, 2024 at 7:31 AM
Subject: Bridge to Mountain Top Beverage
To: travis.e.long@wv.gov <travis.e.long@wv.gov>

I understand Friday is the last day to comment on the bridge to Mountain Top Beverage.
I think all effort should go into advancing the Harmony on I 79.
The 80 million dollars should be spent on improving the roads around Morgantown which have been neglected by WV Doh over the years. Thank you, Kelly Williams Grove interc
Sent from my iPhone

May 17, 2024



West Virginia Division of Highways
Attn: Mr. Travis Long, Director
1334 Smith Street
Charleston, WV 25301

RECEIVED
MAY 31 2024

RE: Morgantown Industrial Park Access Project

Mr. Long,

Thank you for your leadership in guiding our state to a prosperous and bright future. Like you, I love Almost Heaven and have chosen to raise my family in our beautiful state. Economic growth and quality of life are important to me. Jobs drive an economy's well-being while also supporting quality of life enhancements via taxes. These are the main driving forces behind my desire to see additional industrial development opportunities enter our state, region and local Morgantown market.

I believe in leveraging strengths, while working on critical weaknesses, to produce the greatest success. Morgantown, WV has many strengths, including an R1 higher education institution and the corresponding labor pool candidates, but it also has some glaring weaknesses that hurt its ability to enjoy further growth. North Central West Virginia has beautiful terrain while serving as an industrial nightmare. Flat, buildable land is rare in Morgantown and the surrounding area. To further diversify our economy and strengthen job growth, I feel we need to support industrial lands and parks similar to Morgantown Industrial Park.

Infrastructure is a critical component to all sectors of commercial real estate with industrial being at the top of the list. Proximity to primary travel routes, most notably interstates, drives industrial decision making. I have been a commercial real agent for 18 years. During my career, I have witnessed projects lost in our state due to proximity to major thoroughfares. I strongly believe building the Morgantown Industrial Park bridge and constructing the interchange will set Morgantown up for continued growth, industrial diversification and long-term success. By default, Morgantown's growth will benefit the state via a higher tax base. Building the bridge feels like a win-win from a ROI standpoint.

I recently sent an email to a prospective spec industrial builder. Proximity to interstate is one of his critical concerns. In that email, I presented numerous users that I am aware are/were looking throughout north central WV including a keen interest in Morgantown Industrial Park. Confidentially, I have copy and pasted a portion of that email so you can better understand the magnitude of the interest. I have included the number of jobs where the information is known.

- 100,000sf to 200,000sf: Manufacturing company. 100+ jobs. Considering lease versus purchase options.
- 50,000sf to 100,000sf: Manufacturing company. 100+ jobs. Considering lease versus purchase options.
- 40,000sf to 60,000sf: West coast light manufacturing and distribution user. Considering lease and purchase options.
- 20,000sf to 25,000sf: Credit tenant with a destination oriented retail operation. Focused on leasing.

1399 Stewartstown Road • Morgantown, WV 26505

P 304.413.4350 F 304.599.3285 W BlackDiamondRealty.net

- 15,000sf to 25,000sf: Strong buyer that needs shop and yard space. Focused on buying.
- 12,000sf to 20,000sf: Credit tenant who needs some outdoor storage. Broker repped so info on use is limited. Prefers to lease.
- 10,000sf to 15,000sf: Regional tenant who needs some outdoor storage. Destination oriented retail. Focused on leasing.
- 6,000sf to 10,000sf: Credit tenant that needs some yard. Destination oriented retail. Focused on leasing.

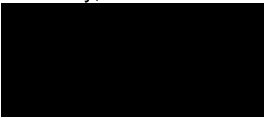
My goal in presenting this information is to demonstrate demand exists for large, industrial sites with strong access to interstate accessibility. In summary, easy accessibility is critical to attracting manufacturing, distribution and warehousing jobs to West Virginia. The demand is there.

I appreciate your time, consideration and support of the Morgantown Industrial Park access project. Thank you also for continuing to be an advocate for a new I-79 interchange to Morgantown Industrial Park. Please call my cell phone (304.685.3092) if you would like to further discuss any details in this letter.

Respectfully,



David Lorenze, CCIM
Black Diamond Realty LLC
Principal

First Name	Last Name	Comments
Scott	Soderholm	I have read the EA published March 2024, and am dismayed at the waste of money that any of these projects seem to represent. On page 15, it is stated that the Harmony Grove interchange project was initiated in 2020. That appears to be the simple and cost-effective solution to give truck traffic access to MIP and the interstates. None of the Alternatives include the Harmony Grove interchange as part of their analysis after that brief mention, and this analysis is woefully incomplete without an Alternative looking at the Harmony Grove interchange alone. It appears that Alternative 3 envisions trucks accessing I-79N by crossing the river on a new bridge, driving 1/4 mile on Rt. 119, then traveling back along I-68 only to re-cross the river near where they started in Harmony Grove. Getting to I-79S or I-68E are a little less ridiculous, but no better with the new bridge project proposed than they would be with a simple interchange at Harmony Grove. Why would we spend \$72 million on a redundant bridge & road project that will disrupt traffic in a busy part of town (Rt. 119) and require closure of our award-winning rail trail system that is used by many citizens not just for health but also for transportation? The Harmony Grove interchange alone is sufficient. Put effort into making that project happen, rather than building a redundant bridge that will be seen as an expensive mistake once the Harmony Grove interchange is constructed. At the very least, honesty requires you to evaluate what a Harmony Grove interchange-only Alternative would cost and what its impacts would be. Without that analysis, it is clear that you will not have considered all of your options.
Brian	Powell	As shown in the public comments recorded in the EA, the public is overwhelmingly against this project. I didn't see a single comment calling for building this project. By WVDOH's own analysis, two-thirds explicitly opposed the project. It is troubling to see WVDOH so clearly ignore public opinion. I hope FHWA addresses this issue and forces WVDOH to, at a minimum, develop new project alternatives if not right outright kill this project.
Mark	Brazaitis	April 16, 2024 Travis Long Director Technical Support Division, West Virginia Division of Highways, 1334 Smith Street, Charleston, West Virginia 25301 Dear Mr. Long: I am writing to express my grave concerns about the proposed bridge across the Mon River to the Westover Industrial Park. I believe it should not be built. My concerns are as follows: <ul style="list-style-type: none"> •Any bridge construction will have adverse effects on recreational use of the Mon River Rail-Trail, a popular, high-use public greenspace •Increased truck traffic and associated increases in air and noise pollution will negatively impact residential neighborhoods •Already frequent landslides will increase due to increases in storm water runoff from non-permeable surfaces •Any short-term benefits of a bridge are outweighed by the long-term costs to the environment (air and noise pollution; environmental impact of construction and new structures) •Spending \$71 million state tax dollars on a bridge that will primarily serve a private company shortchanges Mon County taxpayers who already drive on state roads that are in disrepair Thank you. Sincerely, 
Michaela	Edwards	Hello, I am really concerned about the impact this will have on the residents in the area as well as the immensely harmful impact this will have on the environment. This will increase road noise and negatively traffic to the area. Can we not just improve current infrastructure and roads to increase safety instead of letting it continue to deteriorate and building something new instead? Are there no other solutions?

Jackson	Hurst	I approve and support WVDOT's/WVDOH's Morgantown Industrial Park Access Project. I have reviewed the Environmental Assessment for WVDOT's/WVDOH's Morgantown Industrial Park Access Project and I support the findings in the document. I also approve and support the preferred alternative for WVDOT's/WVDOH's Morgantown Industrial Park Access Project because the preferred alternative will avoid impacts to the middle and north portion of the Morgantown Industrial Park.
John	Nabors	How is a bridge from South University Avenue to the industrial park? Beneficial or cost-effective, it seems to me. The location for a bridge would be on the North side of town to extend 68 On West and put the off ramp at harmony Grove. It makes no sense to have 2 bridges within eyesight of each other.
Maria	Smith	If there were interest in the industrial park for public transit service this bridge would certainly help us access the area and provide meaningful service through the area. It is not likely that any of our routes will change when the bridge opens but it will allow us faster entry to that part of the county. We may use this as a means to bypass downtown traffic and begin our service on Rt 4 Orange Line and for our MicroTransit service.
Austin	Bartgis	maybe before spending 80 million on a bridge how about use that money for completely re paving roads like across the westover bridge all the way to Collasantes or from pizza hut in South Park to the end of Walnut St. by the Sheriff's station or all of Spruce and High St. as well! Perhaps stop allowing the dump trucks that come from sabraton to cut through downtown which ruins the roads!!!
Charles	Harris	Attended the April 17 meeting to learn about this project and ask questions. The description of Alternative 3 was clearly explained from both an environmental and engineering perspective. After consideration of the location and cost of the project I would favor the NO BUILD alternative. The interchange at Harmony Grove would accomplish the same thing at a lower cost. The DOH could put some of this money towards fixing our existing roads, and learning how to fill potholes smoothly. I spoke with the environmental consultant who is also involved in Corridor H, whose construction near the Blackwater River would cause damage to this important trout stream. My suggestion here is to GO NORTH to avoid the Blackwater. This was the same suggestion made years ago when Corridor H was forced to alter its course to avoid damaging of the trout streams along Rte. 33.
Catherine	Fonseca	I am not in support of this bridge's proposed location. This would be more universally beneficial if it directly connected Greenbag Road at the Grafton junction, rather than only Grafton Rd. That would allow for greater benefit to Morgantown residents, since it could direct truck traffic away from residential areas. It would also see more use by residents themselves, rather than creating another inefficient route skirting the city. Otherwise, this is only benefiting a single company without doing much for county residents.
Parker	Grimes	As a lifelong resident of the Morgantown area and one who resides and travels River Road on a daily basis my primary support would be for the Harmony Grove interchange that would limit the need for any truck traffic on River Road and would significantly reduce the truck traffic through Westover. I see benefit of having another access to the industrial park as is presented with the proposed bridge to Rail Street. My concern is, would that access from I68 truly limit truck traffic through Westover with trucks continuing to get off of the Westover from I79 to access the industrial park. The Harmony Grove interchange allows for much better access to the interstate for residents and businesses in that area. The bridge to rail street does not serve the same purpose.

Arthur	Diefenbach	<p>I STRONGLY OPPOSE THE NEW BRIDGE!</p> <p>It will result in increased air pollution: Because there are hundreds of diesel trucks per day to travel in and out of the Morgantown Industrial Park, this will add significantly to air pollution in the Valley. The terrain is steep so pollution can be retained.</p> <p>It will endanger morgantown water supply: The preferred route (from MPO and local government) near Scott Avenue (Alternative 3), would cross the Mon River close to, and upstream from, the primary drinking water intake for MUB. It creates a risk of water contamination, especially if it will be used to truck inputs to the chemical plant or finished products from the chemical plant.</p> <p>It will result in landslides which could close Route 73 and the rail trail: The Alternative 3 option at Scott Avenue is in an area prone to landslides. Landslides impacting the rail-trail have cost tens of thousands to clean up. Increasing stormwater issues by changing drainage in this area will likely add to existing problems on Smithtown Road (Route 73) and the Mon River Rail-Trail.</p> <p>Though they have estimated a 5 week closure of the rail-trail in construction area, other bridge construction in the state close the rail-trail in the construction zone for years while it is being built, the Wellsburg Bridge over the Ohio is now open but the Brooke Pioneer Rail-Trail is still closed 5 years and counting. The Mon Rail Trail is one of the Premier recreational attractions in the state !</p> <p>I recommend the No Build Option. The Environmental Assessment does not seem to include the "Harmony Grove Interchange Only" as part of the No Build analysis. The Harmony Grove Interchange may adequately serve the privately owned Morgantown Industrial Park with less environmental impact on Morgantown residents than the proposed Bridge over the Monongahela River.</p> <p>The Westover Bridge (US 19) provides adequate access across the Monongahela River to US 119 and I-68 for residents of Morgantown. The resources for the proposed bridge would benefit Morgantown residents more if they were applied to upgrading and maintaining: US 19 between Morgantown and Fairmont - the section in Westover is like a war zone it is so bad CR-45 between Morgantown and US 19 at Arnettsville; WV 7 from E. Brockway to S. Walnut street in Morgantown is in terrible condition and I avoid it WV 100 between Westover and Madsville.</p> <p>All of these roads have seen decades of neglect and are damaging rather than serving the communities through which they pass. They also present a sorry picture to visitors to our wonderful city.</p> <p>I encourage WVDOT to upgrade and maintain existing infrastructure before proceeding with a bridge project of questionable merit for the citizens of Morgantown.</p>
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Patricia	Diefenbach	<p>I STRONGLY OPPOSE THE NEW BRIDGE!</p> <p>It will result in increased air pollution: Because there are hundreds of diesel trucks per day to travel in and out of the Morgantown Industrial Park, this will add significantly to air pollution in the Valley. The terrain is steep so pollution can be retained.</p> <p>It will endanger Morgantown's water supply: The preferred route (from MPO and local government) near Scott Avenue (Alternative 3), would cross the Mon River close to, and upstream from, the primary drinking water intake for MUB. It creates a risk of water contamination, especially if it will be used to truck inputs to the chemical plant or finished products from the chemical plant.</p> <p>It will result in landslides which could close Route 73 and the rail trail: The Alternative 3 option at Scott Avenue is in an area prone to landslides. Landslides impacting the rail-trail have cost tens of thousands to clean up. Increasing stormwater issues by changing drainage in this area will likely add to existing problems on Smithtown Road (Route 73) and the Mon River Rail-Trail.</p> <p>Though they have estimated a 5 week closure of the rail-trail in construction area, other bridge construction in the state close the rail-trail in the construction zone for years while it is being built, the Wellsburg Bridge over the Ohio is now open but the Brooke Pioneer Rail-Trail is still closed 5 years and counting. The Mon Rail Trail is one of the Premier recreational attractions in the state !</p> <p>I recommend the No Build Option. The Environmental Assessment does not seem to include the "Harmony Grove Interchange Only" as part of the No Build analysis. The Harmony Grove Interchange may adequately serve the privately owned Morgantown Industrial Park with less environmental impact on Morgantown residents than the proposed Bridge over the Monongahela River.</p> <p>The Westover Bridge (US 19) provides adequate access across the Monongahela River to US 119 and I-68 for residents of Morgantown. The resources for the proposed bridge would benefit Morgantown residents more if they were applied to upgrading and maintaining: US 19 between Morgantown and Fairmont - the section in Westover is like a war zone it is so bad CR-45 between Morgantown and US 19 at Arnettsville; WV 7 from E. Brockway to S. Walnut street in Morgantown is in terrible condition WV 100 between Westover and Madsville.</p> <p>All of these roads have seen decades of neglect and are damaging rather than serving the communities through which they pass. They also present a sorry picture to visitors to our wonderful city.</p> <p>I encourage WVDOT to upgrade and maintain existing infrastructure before proceeding with a bridge project of questionable merit for the citizens of Morgantown.</p>
Madison	Muilenburg	As a team member at Mountaintop Beverage, we are in support of this project so we can continue to expand our business!
Beth	Pratt	As a team member at Mountaintop Beverage, I am in complete support of the bridge project in the Morgantown Industrial Park. This will allow us to continue to grow our business and provide strong paying careers for even more members in the communities where we live and work. Minimizing the truck traffic will also provide less disruption to those who live in the Westover area.
Doug	Jantzi	Fully support new bridge for access and job creation in WV. We have a terrific workforce and ready to grow the business in the future. The site access is terrible. River Road is absolutely a travesty and doesn't show well when we bring customers from across the country. Soon 19 in westover is closing for repair and recently we had one way in and out as river road due to flooding and slides is routinely shut down. The business can't grow without better access for our customers to pick up their products. Routinely independent third party carriers get turned around and or go wrong way creating bottlenecks and issues. The bridge will be another place for nesting and wildlife such as the peregrine falcons on the 79 bridge. Lets Go! Time to move forward Morgantown and WV
Hannah	Matthews	I, Hannah Matthews, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Bob	Milvet	Project: Morgantown Industrial Park Access Project, Mon County I, Bob Milvet, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Susan	Kucish	I, Susan Kucish support the bridge project to enhance access to the Morgantown Industry Park.

Lee	Cross	I, Lee Cross, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
John	Armbrester	Project: Morgantown Industrial Park Access Project, Mon County I, John Armbrester, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Cindy	Hall	I, Cindy Hall, support the bridge project to enhance access to the Morgantown Industrial Park. This project will not only benefit the people of Morgantown but also the state of West Virginia by further promoting local business growth.
Cha	McGuire	Project: Morgantown Industrial Park Access Project, Mon County I Chad McGuire support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Terri	Stottlemeyer	I Terri Stottlemeyer support the bridge project to enhance the access to the Morgantown Industrial park. This project will benefit not only the residents of Monongalia County but also the state of WV by further promoting local business growth.
Sherri	Grim	I Sherri Grim, support the bridge project to enhance the access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County, but also the state of West Virginia by further promoting local business growth.
Douglas	Allard	I support the bridge project to enhance the business at the Morgantown industrial park.
Marc	Helmick	I, Marc Helmick, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth
Amy	Gibson	Project: Morgantown Industrial Park Access Project, Mon County I, Amy Gibson, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth
Daniel	Plume	I, Daniel R Plume, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Jennifer	Cook	Project: Morgantown Industrial Park Access Project, Mon County I, Jennifer Cook, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Colin	Goodrich	The bridge is desperately needed to control traffic through town. There are now twice as many, if not more of trucks and the businesses needing trucks continue to grow in the industrial park. So our fear is this is only getting worse by the day. There are safety hazards as well with all the truck traffic on the roads in town. and truck traffic by schools. Project: Morgantown Industrial Park Access Project, Mon County
Eugenia	Marcelli	I, Eugenia Marcelli, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Jeffrey	Sokal	I am very supportive of the project to add a bridge to improve access to the Morgantown Industrial Park and the positive economic impact it will have on the local community and the State.
Shari	Walker	I support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Mon County, but also the state of WV by further promoting local business growth. There are lots of businesses in the Industrial Park and currently, the only viable way to get to them is via River Road (which is narrow and dangerous) or through Westover via DuPont Road. Thank you!
Peter	Jantzi	I, Peter Jantzi, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.

Tina	Sinsel	Project: Morgantown Industrial Park Access Project, Mon County I, Tina Sinsel, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Haylee	Swinchock	Project: Morgantown Industrial Park Access Project, Mon County I, Haylee Swinchock, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County, but also the state of West Virginia by further promoting local business growth.
Travis	Miller	I, Travis Miller, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Kurt	Johnson	Project: Morgantown Industrial Park Access Project, Mon County I, Kurt Johnson, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth. This will allow our team to expand and reach our true potential!
Nick	Harpold	This project is an absolutely waste of money that will benefit nobody except a couple businesses that had no business being built where they are. This will disrupt downtown Morgantown and have adverse impacts on home values in First Ward. An exit off river run would satisfy this need and have a minimal affect on this community. Morgantown is already being destroyed by Greer Quarry's trucks, with no support from the state to rectify the issue. I and the overwhelming majority of Morgantown residents vehemently oppose this development and the people proposing this initiative need to be audited to determine their personal benefit from pushing this forward.
elijah	romine	This seems like a useless bridge. What is the point of spending this much money when you could simply connect the industrial park to the interstate? Who's getting paid for this waste?
David	K	Do not build this. We have much more pressing matters in this county and city than wasting money on a kickback project.
Marvin	Davis	I do not support this bridge and believe it to be a gross use of public funds when they should be directed at the Harmony Grove interchange, the Exit 155 interchange, paving of the cratered, poor roadways across Monongalia County, or a host of other projects that make more sense. I refuse to believe a bridge providing benefit to only one company and a few stakeholders is a better investment than any of what I listed.
Leo	Cevallos	I'm very concerned by the high price tag of this project, especially for a bridge that nobody seems to want. I believe this funding can be better spent elsewhere.
Timothy	Reynolds	Project: Morgantown Industrial Park Access Project, Mon County I, Tim Reynolds, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Timothy	Reynolds	Project: Morgantown Industrial Park Access Project, Mon County I, Tim Reynolds, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Ryan	Dragonir	I fail to see how spending \$80 million dollars on a bridge is smart when the possibility of an additional interchange is possible in the near future. Especially when there appears to be a lot of infrastructure projects around the state that could use \$80 million.
Ian	Bird	The new interchange should be prioritized and accelerated in place of this project. This bridge will only further strain already limited resources.
Parker	Morgan	This project is a gross misuse of funds that we need to focus onto repairing existing roads and providing faster alternatives to get trucks OFF OF residential access roads like Holland Ave. The noise pollution coming off the Monongalia from only one bridge is already ridiculous, please do not provide more reasons for heavy truck traffic to barrel through.
Mark	Rockwell	I think that this would be a great step forward until the exit is built. This will reduce town large truck traffic and also help alleviate additional traffic congestion for the cities. It will also reduce the traffic on the problem riddled River Road.

Kevin	Griffith	Project: Morgantown Industrial Park Access Project, Mon County I, Kevin Griffith, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Brian	Simpson	I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Jamie	Simpson	I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
James	Simpson	I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Ella	Simpson	I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Lexi	Simpson	I fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Craig	Jantzi	Project: Morgantown Industrial Park Access Project, Mon County I, Craig Jantzi, fully support the bridge project to enhance access to the Morgantown Industrial Park. It's imperative with large brands delivery access and their impressions of making it easier to do business in West Virginia, which will lead to more expansions. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Michael	Liguori	I approve of this bridge being built. There are too many trucks that can slow traffic down in our residential areas. This will allow the trucks to safely get to the interstates.
Steve	Aversa	River Road needs to re-paved (it's in horrible condition) and with the Truck Traffic going thru Westover it's just a matter of time before those roads start looking bad; this planned new access road will help. Also a Exit off 79 straight to plant would also help traffic issues in Westover
Jeff	Darnell	There needs to be better access to Morgantown Industrial Park because River Road is unreliable with frequent landslides and it's narrow. Also with other businesses coming the amount of road traffic through Westover will tax the roads there.
Raymond	Frankhouser	I Raymond Frankhouser support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Paul	Curtis	I Paul Curtis support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Neil	McKnight	I Neil McKnight support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth

Wallace	Venable	<p>The Environmental Assessment for the planned road connecting the Mountaintop Beverage plant and Morgantown Industrial Park (MB & MIP) in general to I-68 appears to address traffic and environmental issues well.</p> <p>There are background issues which I have not found covered in the planning.</p> <p>The first is the accommodation of driver's needs along the route.</p> <p>I have seen nothing which indicates that MB & IMP provide, or plan to provide, facilities for the rest, sanitation, and food needs of drivers. I have seen mornings on which truckers using the I-79 rest areas north and south of Morgantown have spilled out on to the ramps and auto parking. I will also point out that there is no food service in such facilities. On the I-68 routing I am not aware of significant truck support facilities until well into Maryland, and while the Welcome Centers at the WV-MD line provide restrooms there is limited parking. We do not have the facilities which truckers serving us need within our area.</p> <p>The new bridge and road will bring potentially major traffic challenges within our community.</p> <p>We can expect the new bridge and road through MIP to become a by-pass route between I-68 and I-79 in case of restrictions on I-68 between the US 119 and Mile 0 exits, Uffington Bridge repairs or replacement on I-79, or an accident on I-79 such as the one which recently shut down I-79 for several hours. This could result in hundreds of vehicles being re-routed through Westover via the DuPont Road. Through AI, traffic may also be re-routed to I-79 at Star City via Beechurst. While this bypass routing is overall a positive contribution to emergency traffic flow in the area, we should have clearly defined procedures in place.</p>
Terry	Nicholson	I, Terry Nicholson, fully support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Elijah	romine	This project makes no sense and is a massive waste of money. This is a useless bridge to help rich people increase their property value. Anyone involved in this is a parasite on society
Jeremy	Davis	Project: Morgantown Industrial Park Access Project, Mon County I, Jeremy Davis, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Logan	Elliott	I, Logan Elliott, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
John	Moats	Would be great for the business park. As well as for the safety of the community of Westover. Never know if River Road is open or close
JoNell	Strough	I support the "NO BUILD" option. The proposed bridge will become superfluous when the Harmony Grove interchange is completed. Construction of the proposed bridge will disrupt the community and have detrimental consequences for the rail-trail.
Daniel	Deal	I think this bridge will greatly help business growth in Morgantown. It will also benefit the residents of Harmony grove as well as those who live on Smithtown Rd who have to use the Smithtown/Don Knotts Blvd intersection
Adam	Raese	The proposed route will become redundant and a "bridge to nowhere" once the highway interchange is completed. It seems a very large expense for a temporary solution, something that could be invested elsewhere, either the Alt1 route or repairs to river road, to provide more benefit to this area.

Christiaan	Abildso	<p>In the Morgantown Monongalia Metropolitan Planning Organization’s current LRTP, a southern Mon River Bridge (project C10) is scored as the <second lowest priority> on the entire list, tied with “Dug Hill Road Improvements” for 98th out of 100 projects. That alone, shows there is no public support for providing this bridge IN ADDITION to the new interchange. The cost is far too high (and still a low-ball estimate at \$70-80 million). It will provide almost no benefit in relieving traffic congestion to the industrial park when considering it along with the new Harmony Grove interchange.</p> <p>The bridge will also likely have major deleterious effects on Smithtown Road because of the proposed interchange from the bridge with Smithtown. Trucks could more easily use Smithtown (without multiple signalized intersections) to head south on I79 than by taking the bridge to 119, then I68 & I79. Smithtown Road is already starting to deteriorate and cause negative issues to down the hill to the rail-trail and river. This would exacerbate that.</p> <p>The governor has a financial stake in the industrial park that should not be overlooked. There are 97 other community priorities that should be funded before this bridge is considered. It is a maintenance expense albatross that will burden transportation dollars in perpetuity.</p> <p>Construction will shut down the rail-trail running beneath it, exacerbate existing landslides and create new landslides in that area, further harming the rail-trail...a much more important community asset than a bridge or an industrial park. Please, slow down. Wait to see if the FHWA approves the interchange. If they don’t, then start the process on other alternatives, including this bridge.</p>
Michael	Jones	<p>I oppose the bridge and believe there should be the Harmony Grove interchange ONLY></p> <p>The EA does include the "No Build" alternative, as required by NEPA. The analysis does not include the "Harmony Grove interchange Only" as part of the No Build analysis. For example, the traffic analysis apparently assumes all trucks to the Industrial Park will use the bridge, not the interchange. The air quality analysis concludes there would be no impacts, nor is there an energy analysis or analysis of greenhouse gas emissions.</p> <p>Because there are hundreds of diesel trucks per day to travel in and out of the Morgantown Industrial Park, this will add significantly to air pollution in the Valley. The terrain is steep so pollution can be retained. The Harmony Grove Interchange will provide adequate access, shorter access in most cases, and very much cheaper access. Bridge construction will also facilitate landslides and exposed soils, resulting in erosion and sediment into the Mon River. A short email from you could make a lot of difference in these options. The Governor wants to build both a new Interchange AND a new bridge. \$80 million of public funds could be better spent on other projects in West Virginia than a bridge to basically serve one private company in a private industrial park.</p> <p>Reasons I am opposed:</p> <ol style="list-style-type: none"> 1) bridge estimated to cost \$70-\$82 million will be redundant once the Harmony Grove Interchange (estimate is \$42 million) is built. It would provide no more positive impact than the Harmony Grove Interchange currently being built and will come at great expense. 2) The new bridge will also bring with it increased truck traffic hauling potential contaminants to and from the industrial park. 3) In terms of source water protection, any potential contaminant within five hours flow time of MUB’s intake — be it along the Monongahela River or one of its tributaries — is considered inside the “zone of critical concern.” McNulty said the location preferred for the new bridge is “mere minutes” from MUB’s water treatment plant. 4) Though they have estimated a 5 week closure of the rail-trail in construction area. HOWEVER,, other bridge construction in the state close the rail-trail in the construction zone for years while it is being built, the Wellsburg Bridge over the Ohio is now open but the Brooke Pioneer Rail-Trail is still closed 5 years and counting. 5) I do not know if the bridge design is to include piers in the river. I believe the Corps and U.S. Coast Guard would both prefer less piers in navigable rivers that can be hit- leading to damage and possible collapse of the bridge and possible loss of life with it. Impoundments in our precious WV waterways should be avoided at all costs. <p>It does not make economic sense to build this bridge. It harms the environment. An alternative is already being planned. NO to the Bridge.</p> <p>Thank you Michael Jones</p>

Matt	Calvert	<p>Subject : Morgantown Industrial Park access project, Mon County</p> <p>I support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit the area of Morgantown as well as the entire state of West Virginia by promoting local business growth.</p>
Barb	Howe	<p>I am opposed to building a bridge for all the reasons that the Mon Valley Clean Air Coalition, MUB, and others address. The Mon Valley Clean Air Coalition (MVCAC) is concerned about any of the alternatives involving a bridge over the Mon River. Here is their summary: Because there are hundreds of diesel trucks per day to travel in and out of the Morgantown Industrial Park, this will add significantly to air pollution in the Valley. The terrain is steep so pollution can be retained. The Harmony Grove Interchange will provide adequate access, shorter access in most cases, and very much cheaper access. The Morgantown Dominion Post has also questioned the need for a bridge as a short-term solution until the interchange is built.</p> <p>Other reasons:</p> <ol style="list-style-type: none"> 1) bridge will be redundant once the Harmony Grove Interchange is built at less expense.t expense. 2) Alternative 1 will add truck traffic noise and air pollution to the Mon Valley and most directly impact the adjacent First Ward and Wharf District neighborhoods and businesses. 3) The preferred route (from MPO and local government) near Scott Avenue (Alternative 3), would cross the Mon River close to, and upstream from, the primary drinking water intake for MUB. It creates a risk of water contamination, especially if it will be used to truck inputs to the chemical plant or finished products from the chemical plant. <p>More from MUB article on October 22, 2023</p> <p>The preferred location of the project, presented by the DOH as “Alternative 3,” would connect to U.S. 119 near Scott Avenue, include a multi-span bridge across the river and tie into an improved Rail Street, which is part of the industrial park’s existing street network. That would put the bridge about 7,500 feet, or roughly 1.5 miles, from MUB’s primary drinking water intake.</p> <p>MUB General Manager Mike McNulty addressed that issue in an Oct. 10 letter to the DOH.</p> <p>“We are concerned that construction activities will cause significant sediment disturbances which could negatively impact the 10+ million gallons of source water our treatment plant processes on a daily basis,” McNulty explained, noting “significant care” must be taken during construction to prevent river contamination. The new bridge will also bring with it increased truck traffic hauling potential contaminants to and from the industrial park.</p> <p>“A spill event on or near the proposed bridge poses a significant risk of contaminating the public’s drinking water supply given the proximity and quick travel time to our intake,” McNulty wrote.</p> <p>In terms of source water protection, any potential contaminant within five hours flow time of MUB’s intake — be it along the Monongahela River or one of its tributaries — is considered inside the “zone of critical concern.” McNulty said the location preferred for the new bridge is “mere minutes” from MUB’s water treatment plant.</p> <ol style="list-style-type: none"> 4) The Alternative 3 option at Scott Avenue is in an area prone to landslides. Increasing stormwater issues by changing drainage in this area will likely add to existing problems on Smithtown Road (Route 73) and the very popular Mon River Rail-Trail. <p>What happens when there is a hazardous material incident on the bridge as a result of an accident or from a fuel leak from a vehicle? How likely is it that toxic materials could fall into the river and pollute the water?</p> <p>Thank you for considering these comments and those of others opposed to this bridge that seems designed to just serve one company at great public expense.</p>
Mike	Breiding	<p>I think there should be a "No Build" option. A Harmony Grove exit off of I-79 would be more cost effective and less disruptive than a new bridge over the Mon River.</p> <p>If the new bridge is the chosen option, keeping the Mon River Rail-Trail open during ALL phases of planning and construction should be included in the planning and construction process.</p>
Justin	Adams	<p>The Harmony Grove interchange is definitely needed and needs to be built. The alternative 3 is the worst use of money in this state and a poor decision by the DOH. The road should have a second bridge to meet somewhere between or before the Morgantown Lock. Instead the state feels wasting large copious amounts of money on a bridge that will become obsolete once the interchange is built is best. The state and government officials should be working to ensure the interchange is built as priority. It could mean the loss of 1000s of jobs to our area if not completed.</p> <p>Morgantown has been ignored for a number of years for large road work projects to help alleviate and improve traffic in our city as it grows only for state officials and DOH officials to favor Kanawha and southern projects over improving and maintaining roads in our area and the panhandles. The need is evident and the demand for this connector and its partner connector are showing demand by the business community and the people who live, work and play in the Morgantown/Monongalia County area. Morgantown deserves better and the DOH has long ignored the pleas of us here.</p>

Adam	Webster	<p>As a resident of [REDACTED], I am adamantly opposed to a new bridge crossing the Monongahela in order to reach the industrial park and nearby properties. The amount of funding aimed at this project is a misuse of public monies and does not serve long term needs of the public, in general, however greatly profits private business. Clearing trees and spanning a bridge across the river will cause noise pollution up and down the river and will disrupt quality of living into Morgantown's neighborhoods and waterfront, the latter of which is supposed to be the calling card of the community. Increased traffic will also add to air pollution, especially during temperature inversions. Please consider a highway exit instead of a bridge to meet the needs of businesses and to ensure the quality of living of citizens in the area, let alone to demonstrate responsible spending of public funds.</p> <p>Again, I am adamantly opposed to a new bridge across the Monongalia River. The way we plan and build today will greatly impact our community for years to come. The Morgantown area already suffers from decades of lacking zoning and planning and this bridge should not be another insult to the public's desire to have both a working and livable community, in which the government supports the health and wellness of its people and spends the people's money responsibly.</p>
Kelly	Williams	Regarding the new bridge planned for the Mon River, I really think it would be best to proceed with the Harmony Grove Interchange first. I really can't see spending 80 million dollars for this bridge when there are so many roads and bridges in this county that really need repair and replacing .
Samantha	Chambers	<p>Project: Morgantown Industrial Park Access Project, Mon County</p> <p>I, Samantha Chambers, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>
Ally	Hawkins	<p>Project: Morgantown Industrial Park Access Project, Mon County</p> <p>I, Ally Hawkins, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>
Jake	Huntington	I, Jake Huntington, support the bridge project to enhance access to the Morgantown Industrial Park. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.
Tristan	Dennis	A bridge JUST for the industrial park?! It will be obsolete in only a few years! This is not needed. Nobody FROM our community has asked for this, but please by all means spend OUR money how YOU see fit. There are countless other infrastructures in desperate need of attention. Please, do not do this. I have lived here nearly 30 years and I want to spend many more here in peace without the disgusting influences of Greer and other companies who've monopolized our community.

Rachelle	Thorne	<p>The EA does not include the "Harmony Grove interchange Only" as part of the No Build analysis. The EA must include the interchange only as an option in the analysis.</p> <p>Recreation Concerns: The work will negatively impact the Mon River Rail-Trail. If this project goes through, the language in the final contract must agree to pay MRTC the fees owed for trail access and closure. Construction will also negatively impact the Upper Mon Water Trail. The project once complete will negatively impact Dorsey's Knob even more than the Industrial Park already has on the high point view.</p> <p>Environmental Justice Concerns: The preferred alternative disproportionately affects more minority low-income populations and the EA claims without any data, such as surveys of the residents on Scott Avenue, that an industrial park bridge is what low-income minority families want near their homes while their children are playing because it's going to give them a job. Is this true? It seems like the residents should be consulted about whether they are looking for jobs at the industrial park and if those jobs are going to pay more than the jobs they already have and if so if they are willing to value that so much that they would prefer a road/bridge to go right in front of where they live and where their kids play because the kids on Scott Ave are out playing all the time. As a parent, I'd rather travel further to get to my job than have a heavy truck-traffic road/bridge next to where my kid plays.</p> <p>Archaeological Concerns: Knowledge passed down within a family that has lived in this project area for the past 90+ years indicates that there are Native American mounds in this area. They may have been disturbed by this point, but still important to consider.</p> <p>Noise Concerns: EA says: "The industrial park currently generates approximately 300 trucks/day; full build-out projects that truck traffic could more than double to 700 trucks/day. Mountaintop Beverage proposes to expand its operations by 400,000 square feet. The expansion could increase their full-time employment from 200 to as many as 450 employees and increase truck traffic from 100 trucks/day to 200-300 trucks/day. Currently, the ADT volume on River Road between DuPont Road and the Westover Bridge intersection is 3,900 with 220 trucks operating at LOS C. It is estimated that future growth in the area will result in an increased ADT volume on River Road to 10,400 (38% increase) with 586 trucks operating at LOS F by 2050 (166% increase)." Does the noise analysis include trucks braking? How many trucks are used for the noise analysis? The estimated maximum number?</p> <p>Air Quality Concerns: The air quality analysis concludes there would be no impacts. It is impossible that there would be no impact. As a resident in the proposed project area, we smell the chemical plant at least 4 times a year, due likely to temperature inversions. For air quality, is the claimed no impact for the construction itself or the projected maximum car traffic plus 900+ trucks using the bridge? As the Mon Valley Clean Air Coalition pointed out: "We know that the large heavy diesel trucks generate various pollutants including fine particulates, free radical fragments, nitrogen oxides, carbon monoxides and a long list of hazardous and volatile organic compounds. These can and do accumulate in valleys where the weather conditions vary significantly over days at a time. Weather inversions are particularly hazardous in this regard. The health effects involved are not limited to asthma and lung cancer, both of which are common in this area already. The number of trucks per day on any of these roads would be very large perhaps excessive, rated at 150 trucks per day or more in the present configuration, a number that could reach 300 trucks per day in a few years. No one knows the actual number but it is projected to be incredibly large or excessive for this type of project. Other companies in the Morgantown Industrial Park would have access to this bridge system that will add additional trucks, that must be planned for at this time. These liquid loads represent heavy trucks with diesel engines</p>
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	<p>Past air pollution studies have shown that the hazardous pollutants generated in the Morgantown Industrial Park or its vicinity can travel for five miles or more, over the City of Morgantown as far as the end of Collins Ferry Road. The public health literature now contains details of the damages of fine particulates and very fine particulates; these are taken into the lungs where they enter the blood stream which distributes them to the heart and the brain. This is the most damaging set of mechanisms. Asthma and other lung impairments result. Depending upon the chemical nature of the fine particulates, lung cancer can result as is known from decades of medical research studies."</p> <p>Any more detail on the gas pipeline crossing?</p> <p>Landslide Concerns:</p> <p>EA says: "There could be indirect impacts to geologic resources that present geotechnical concerns as dealing with steep grades can be difficult to maintain, but upfront engineering solutions will be built into the roadway and bridge design to avoid and minimize those effects."</p> <p>What type of maintenance is anticipated? How much will that cost over time? Smithtown Rd at this section honestly looks like it is going to slide down to the river at any point and anyone that commutes on Smithtown or uses the rail-trail below can see this. So how expensive is the difficult maintenance of a road and bridge in a landslide zone? Since this cost will fall on the taxpayers for the life of the bridge.</p> <p>Water Quality Concerns:</p> <p>MUB states: "MUB's primary drinking water intake is located approximately 7,500 feet from the proposed location of the new bridge. We are concerned that construction activities will cause significant sediment disturbances which could negatively impact the 10+ million gallons of source water our treatment plant processes on a daily basis. Significant care must be taken during construction to prevent any river contamination since MUB's water intake is mere minutes of river water travel from the proposed construction area. We also are concerned about the risk posed by increased truck traffic hauling contaminants to and from the industrial park. A spill event on or near the proposed bridge poses a significant risk of contaminating the public's drinking water supply given the proximity and quick travel time to our intake."</p> <p>The EA mentions coordinating with appropriate entities regarding any sedimentation during construction. Does that mean the DOH will pay for any extra costs incurred for MUB to treat the drinking water if sedimentation becomes an issue during the construction? Or do we face higher water bills? And who pays for the costs in the long-term if there is a chemical spill? How are those future costs and impacts measured? It's all taxpayer-funded one way or another, but will it fall on the city, county, or state?</p> <p>EA says: "Preferred Alternative 3 encompasses an existing road on the west side of the river, with an existing access point. On the east side of the river, there will be new connection points; however, the topography limits the cumulative effects related to development. Conversely, the Harmony Grove Interchange provides a major access point where one does not otherwise exist. Together, the two transportation projects could provide enhanced access to a relatively depressed area that is slated for growth in local planning documents."</p> <p>This section points out that the bridge is not ideal due to the limitations in topography while the interchange will become a major access point, so why then risk air, water, landslides, etc when the interchange is already in the works?</p> <p>EA says: "Even with the proposed interchange in place, the bridge would provide additional access to the MIP and serve to reduce truck traffic on local roads, provide new transit routes, and emergency access."</p> <p>Yet no one who lives in Mon County and has provided comments agrees with this statement. Everyone who has submitted a comment has taken time to thoughtfully and respectfully argue that the Harmony Grove interchange is sufficient. Are we who live here not knowledgeable enough to advocate for what our county does and does not need? As taxpayers, are we not to speak up when we see a reckless expenditure proposed?</p> <p>Thank you for your consideration of my comments and concerns</p>
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Ella	Belling	<p>Thank you for your recent correspondence detailing expected impacts to the Mon River Rail-Trail during construction of the above referenced project. The Monongahela River Trails Conservancy (MRTC) has the following comments and questions, and requests your response as appropriate:</p> <ol style="list-style-type: none"> To help reduce the impact of expected increases in commercial and regional traffic in the area resulting from construction of the industrial park bridge, we suggest WVDOT consider the following: <ol style="list-style-type: none"> Provide written support from the WVDOT and facilitate written support from the WVDOH Central Planning Office and WVDOH District 4 for the recently proposed pedestrian/bicycle bridge over US-19/Don Knotts at Meadow Lane. This bridge would eliminate the need to provide surface crossing improvements on this already high-stress roadway by directly connecting the rail-trail corridor to the First Ward neighborhood, White Park, and several safe routes to schools. The proposal addresses a priority, first-tier project in the Monongalia-Morgantown MPO Transportation Plan and has a current design grant proposal awaiting WVDOH approval from the MPO Sub-Allocated Grant Program. Deed the WVDOH-owned parcels that form Mountaineer Heritage Park to the City of Morgantown. This property is currently leased by the WVDOH to BOPARC in lease #: 95-0431 PM05-4-MONO-1. The deed transfer would provide management control needed for eligibility for state and federal grant funding. The transfer would facilitate construction of the above referenced pedestrian bridge and would allow Morgantown to more easily transform the area into a gateway park at the entrance to the Morgantown Wharf and Downtown Business Districts. Please clarify if project work will occupy the rail-trail corridor at any time during construction other than to place trail closure barricades and signage. Will the corridor be used to access the site to perform the riverbank slope protection work, for example? Will the corridor be utilized to store equipment or materials? MRTC charges \$2500 for access to the rail-trail for work unrelated to the trail itself. Please confirm that, if needed, project-related contract documents will include language to cover this standard charge. MRTC is concerned about the increased upslope and downslope landslide potential and surface runoff that could negatively impact trail corridor integrity. This section of trail has multiple landslide, debris flow, and erosion issues which has cost MRTC tens of thousands in cleanup and restoration work. Over 90 percent of the Alternate 3 project area east of Rt. 73 is within areas shown on the WV Geological Survey 1976 map as "Older Landslides" or "Slide Prone Areas." MRTC requests a written and perpetual commitment to restore the rail-trail in a timely manner if landslides, slopewash deposits, and/or erosion occur on the trail corridor in the vicinity of the proposed bridge. Your letter, dated November 9, 2023, details an estimated five weeks of expected trail closure during bridge construction. Though temporary and necessary for safety, this closure still has an economic impact on trail communities on either side of this work and impacts the health our communities. Like a road, a trail functions properly only when it is open the entire route. The work will disrupt residential use and impact trail tourism. MRTC charges a standard \$500 per calendar day of trail closure for work unrelated to the trail itself. Please confirm that project-related contract documents will include language to cover this standard charge. <p>Feel free to email me at [REDACTED]</p> <p>Sincerely,</p> <p>Ella Belling, MRTC Executive Director On behalf of the Monongahela River Trails Conservancy Board of Directors</p>
Anita	Mayer	<p>I am against the construction of the proposed bridge crossing at Rt 73 and request new feasibility studies be required to fully assess the management of commercial traffic to and from the targeted zone, including but not limited to the industrial park. The study should project no less than 50 years of proposed growth and service and address the future impacts to the transportation corridors, the river, the communities, storefronts and the Mon River Trail system including limitations the proposed access would inflict. The overt failure to provide factual and proposed impacts on the community already impeded by commercial truck use is a disservice to the area and the citizens on Mon. Co. No one disagrees that transportation is critical but because it is, we expect better of our constituents, not just the least worst proposal. Give us other options that may fold in with larger projects, such as the redesign and reconstruction of the two interchanges already in overuse on the west side of the River accessing Westover and a Shopping Center,. You do that and fold in a new industrial park interchange also on the west side of the river and the community will applaud you.</p>

Ella	Belling	<p>I request the NO-BUILD Option, or rather the Harmony Grove Interchange Only option to provide access to the Morgantown Industrial Park. The DOH preferred route, Alternate 3, has major challenges including being in a landslide prone area, having a steep grade for trucks making it dangerous, and putting Greater Morgantown's drinking water at risk if there are any truck wrecks with chemical spills. According to WV Geological Survey 1976 map, this area east of Route 73 is considered a "Slide Prone Area" which can be proven with a visit to the Mon River Rail-Trail which already has multiple active and inactive landslides next to it for 3 miles in the vicinity of this project area. This is project with a high cost of estimated \$80+ million has little value to the surrounding community, especially after Harmony Grove Interchange is built. It threatens to come at a higher cost and detriment to the community with decreased air quality, threats to drinking water, and potential for damaging and closing Route 73 and the Mon River Rail-Trail with landslides.</p> <p>The preferred location of the project, presented by the DOH as "Alternative 3," would put the bridge about 7,500 feet, or roughly 1.5 miles, from MUB's primary drinking water intake.</p> <p>MUB General Manager Mike McNulty addressed that issue in an Oct. 10 letter to the DOH.</p> <p>"We are concerned that construction activities will cause significant sediment disturbances which could negatively impact the 10+ million gallons of source water our treatment plant processes on a daily basis," McNulty explained, noting "significant care" must be taken during construction to prevent river contamination. The new bridge will also bring with it increased truck traffic hauling potential contaminants to and from the industrial park. A spill event on or near the proposed bridge poses a significant risk of contaminating the public's drinking water supply given the proximity and quick travel time to our intake."</p> <p>The EA seems lacking in recognizing these dangers or issues to quality-of-life impacts to those of us who live here. The traffic analysis apparently assumes all trucks to the Industrial Park will use the bridge, not the Harmony Grove Interchange, also a federally funded project. The air quality analysis concludes there would be no impacts, nor is there an energy analysis or analysis of greenhouse gas emissions. This project seems rushed and does not consider the impacts on those living along Route 73 that will be living with more truck traffic (air and noise pollution), with the addition of a ramp to the bridge. Smithtown Road (Route 73) has foundation and erosion issues already without this additional traffic and weight. Truck drivers often stop at the gas station at Goshen Road exit and then could choose to drive Route 73 to the ramp to the bridge or choose to do the same from the Morgantown side, thus causing more issues to the existing road. Changing stormwater routes will also change drainage causing problems at the road and the Mon River Rail-Trail which have culverts in place to handle current conditions. Though estimating a 5-week closure of the rail-trail in construction area for this project, other bridge construction in the state has closed rail-trails in the construction zone for years while a bridge is being built. The Wellsburg Bridge over the Ohio is now open (September 2023) but the Brooke Pioneer Rail-Trail is still closed in the construction area (6 years and counting) with damage to the trail that has yet to be fixed. This Ohio River bridge project also had federal funding, an EA, engineering design, and a 3-year estimated close time for trail during construction.</p> <p>Please use these funds elsewhere on more useful and needed transportation improvements in West Virginia. Do not build this financially wasteful project that even our Morgantown Monongalia Metropolitan Planning Organization ranked as a low transportation priority for the region. But if you do plan to move forward, please carefully consider and provide the public with a more thorough EA before going to construction phase. As a resident of [REDACTED] I appreciate the opportunity to provide public comment.</p>
Brad	Stephens	<p>I request the NO-BUILD Option, or rather the Harmony Grove Interchange Only option, to provide access to the Morgantown Industrial Park. The DOH preferred route, Alternate 3, has major challenges, including being in a landslide prone area, having a dangerously steep grade for trucks, and putting Greater Morgantown's drinking water at risk if there are any truck accidents precipitating chemical spills. According to the West Virginia Geological Survey 1976 map, this area east of Route 73 is considered a "Slide Prone Area," which can be proven with a visit to the Mon River Rail-Trail--already plagued by multiple active and inactive landslides next to it for three miles in the vicinity of the proposed project area. This project has a comparatively high cost, estimated at \$80 million and likely more, and would offer no tangible value to the surrounding community, especially after the Harmony Grove Interchange on I-79 is built. It threatens to come not only at a higher cost, but also as a detriment to the community, with decreased air quality, threats to drinking water, and almost certainly, landslides which will force damage to and closure of Route 73 and the Mon River Rail-Trail, and potentially serious injuries to trail users.</p> <p>Thank you for the opportunity to comment on this proposed project.</p>

<p>J. Steven</p>	<p>Klte</p>	<p>As one who has studied and mapped landslides and debris flows in the Central Appalachians for four decades, I am obliged to share my concerns over the proposed Morgantown Industrial Park Access Alternate 3. Although the March 2024 Environmental Assessment briefly mentions an awareness of slope stability issues, the document does not provide enough information for a geologist with my experience to conclude that the eastern portion of the proposed project area is appropriate for any road project of this nature and scope. Landslide risk from Preferred Alternative 3 is substantially understated on page 50-51. The environmental assessment states "While no major areas of instability were identified in the project area, north facing slopes were mapped as historically landslide susceptible based on the 1976 West Virginia Landslide mapping." I cannot agree with this statement. (1)I have reviewed the Morgantown South Quadrangle from 1976 West Virginia Landslide mapping, which is not included in the list of references: Lessing, Peter, Kulander, Byron R., Wilson, Bruce D., Dean, Stuart L., and Woodring, Stanley M., 1976, West Virginia landslides and slide-prone areas: West Virginia Geological and Economic Survey Environmental Geology Bulletin No. 15A, 64 p., (1:24,000 scale, 28 maps on 27 sheets). Comparison (using Google Earth measuring tools) of the map on page 29 and Figure 1-3 of the environmental assessment with the 1976 WV Geological Survey Morgantown South Quadrangle landslide map indicates two major areas of instability, as follow: Near US Rt 119, the upper part of alternate 3 appears to cross an "Older Landslide" measuring 1500 ft long and 700 ft wide (>15 acres). The access ramp and adjacent project area that connects the main Alternate 3 roadway to Rt. 73 (Smithtown Road) is shown as connecting to Rt 73 at, or very near, a different 1000 ft wide, 1500 ft long "Older Landslide". The project area near this junction was the location of a significant landslide that impacted the Mon River Rail Trail in 2001. Much of the 800 ft long access road leading down to Rt 73 crosses the "Older Landslide", as does the main route near this exit. Comparison of the maps on page 29 and figure 1-3 of the environmental assessment with the 1976 WV Geological Survey Landslide map, using Google Earth measuring tools, suggests the two "Older Landslides" intersect with approximately 65-70 percent of the length of the main route project area between RT 119 and Rt. 73. Over 90 percent of the Alternate 3 project area east of Rt. 73 is entirely within areas shown on the WV Geological Survey 1976 map as "Older Landslides" or "Slide Prone Areas". Only a few hundred feet of the project area near Rt 119 is mapped as "Relatively Stable Ground". (2)The environmental assessment states: "The West Virginia Landslide online mapping tool identified three occurrences of historic slide movement in the vicinity of the project area. Two locations of isolated slide movement were in the area of the Morgantown Industrial Park and one location was in the area of US 119 and south of the project area." This statement is accurate with regards to what is shown on the LiDAR DEM – Landslide Mapping layer in the West Virginia Technical Center West Virginia Landslide Tool, one of three relevant layers in the tool. I personally developed the criteria used to create the mapping layer and helped train technicians who mapped this portion of the Morgantown area on low-quality LiDAR that was the best available at the time. My current interpretation of the newer higher quality Landslide Tool LiDAR basemap shows that we missed some landslides in this area, including the "older landslide" near Rt. 73 shown on the 1976 maps. Moreover, the environmental assessment statement does not address what is shown on two other relevant Landslide Tool layers: (a) Landslide Historical Data Inventory (digital representation of the previously mentioned 1976 WV Geological Survey "Older Landslides") and (b) the Landslide Hazard Susceptibility layer The susceptibility layer shows the relative likelihood of landslides originating across the landscape based on modeling developed from tens of thousands of landslides the West Virginia Technical Center identified in North-Central West Virginia. Visual comparison the maps on page 29 and figure 1-3 of the environmental assessment to the Landslide Hazard Susceptibility layer reveals that approximately half of the Alternate 3 project area between Rr, 73 and Rt, 119 falls into the highest (0.7-1.0) and intermediate (0.7-0.3) relative risk categories. Over a century ago WVU faculty member Earl Scheffel published a paper noting that shale bedrock of the Conemaugh Formation presents a high risk of slope instability in the Morgantown area (Scheffel, Earl R., 1920, "Slides" in the Conemaugh Formation near Morgantown, West Virginia: The Journal of Geology, v. 28, no. 4 (May - Jun., 1920), p. 340-355.). Conemaugh Formation underlies the entire Alternate 3 route. This is the same geology that is associated with ongoing landslide issues along River Road, and at least a half dozen sites on the Mon River Rail Trail within a mile of the proposed Alternate 3 project. The Environmental Assessment states "Direct impacts to drainage features should be minimized to reduce the risk of inducing instability in what is typically expected to be marginal soils. Additional geotechnical studies during final design are recommended." It also states: "Regarding landslide potential, care should be given during the design phase to adequately assess areas of earth disturbance to develop strength parameters." However, I am genuinely concerned that the intrinsic instability of the geology in project area will preclude affordable and timely realization of these promissory statements, and that this route will lead to unexpected construction overruns and delays, ultimately leaving the Division of Highway and citizens of West Virginia with a costly high maintenance two lane road, unsuited to the large vehicle traffic for which it is intended. As the Division of Highway well know, roads</p>
<p>Kendra</p>	<p>Hatcher</p>	<p>As a citizen and business owner in Morgantown I am opposed to all of the three alternatives presented in the EA. The EA was also not correctly completed by omitting the No Build alternative and the Harmony Grove interchange in the analysis. These are both viable options that should be included and considered. If included the EA analysis should have determined this bridge is duplicative and unnecessary given the planned interchange at Harmony Grove. The cost of the project is exorbitant to solely benefit a handful of business owners. There are so many other more pressing road conditions that need addressed in this county for the DOH to invest in, including improvements along River Road of which is of great concern in the EA. I do not see how this will not create congestion and potential dangerous traffic conditions on Grafton Road with the increase of truck traffic. As a citizen who lives in First Ward I am concerned with the increase in noise that will result in any of the alternatives presented in the EA. I am also concerned with any alternative that includes significant construction, followed by increased truck traffic-- with trucks likely to be transporting hazardous materials--within the Zone of Critical Concern for the Morgantown drinking water supply. This is an unnecessary, expensive project that will not benefit the majority of Monongalia Citizens.</p>

<p>Marc</p>	<p>Glass</p>	<p>I have reviewed the EA and disagree that it supports the conclusion that Alternative 3 is supportive of the stated purpose and need.</p> <p>Alternative 3 is the most expensive option and disproportionately consumes public resources for a small private benefit to the Morgantown Industrial Park. Alternative 3 proposes nearly 2/3 of the total project linear footage to be constructed through the Morgantown Industrial Park!, with the remaining 1/3 displacing mature hardwood forest. EA Figure 6 graphically demonstrates this point and the literal redundancy to existing and planned access points.</p> <p>On it's face stating that the need is to spend 70 to upwards of 80 million dollars of public funds to construct roads a bridge to access a private property and serve private businesses simply does not make wise use of resources compared to other options that are either already planned/scheduled. The planned I-79 Harmony Grove Interchange will already provide direct access to the Morgantown Industrial Park while providing very little service improvement for other area needs identified through public participation. The EA does not justify why the Morgantown Industrial Park merits another bridge when the planned Harmony Grove Interchange will provide direct access to I-79, with almost zero environmental or environmental justice impacts compared to the EA Alternative 3, that crosses acres of mature hardwood forest along the Monongahela River floodplain.</p> <p>Alternative 3 is by far the most environmentally damaging alternative, which is not properly represented by the EA. The destruction of significantly more mature woodlands via Alternative 3 negatively impacts regional resiliency to climate change by increasing erosion and river valley destabilization, decreasing the ability to moderate temperature extremes, decreasing contaminant travel times to the area primary drinking water supply source (Monongahela River), and decreasing protective cover from increased intensity precipitation events.</p> <p>The EA appears to go to strive to justify Alternative 3 when the EA clearly shows that is is the least favorable option. One of several examples of this is that while the EA does include the "No Build" alternative, the analysis does not include the "Harmony Grove interchange Only" as part of the No Build analysis. This misrepresents the reality that the Harmony Grove access is already planned. The EA traffic analysis appears to presume that all trucks to the Industrial Park will use the Alternative 3 bridge, but not the Harmony Grove interchange, which inappropriately skews the analysis.</p> <p>I encourage WVDOT to upgrade and maintain existing infrastructure, and implement projects that have already been prioritized by genuine public participation rather than what very much appears as political leapfrogging, before proceeding with a bridge project of questionable merit for the citizens of Morgantown and Monongalia County. The EA lacks explanation and justification for the proposed project being prioritized ahead of other projects, or those that have been prioritized for years but not implemented, such as improvement of the U.S. Route 19 "Westover Bridge" that crosses the Monongahela River about a mile from, and would improve service to the Morgantown Industrial Park, and U.S. Route 19 from Don Knotts Boulevard through Westover to it's connection with I-79 Interchange/Exit 152. These projects would improve area service deficiencies for vehicle, pedestrian, and bicycle traffic combined far and above EA alternative 3.</p>
<p>JoNell</p>	<p>Strough</p>	<p>Dear Mr. Long:</p> <p>I am writing on behalf of the Mon Valley Green Space Coalition to express our grave concerns about the proposed bridge across the Mon River to the Westover Industrial Park. Our concerns are as follows:</p> <ul style="list-style-type: none"> •Any bridge construction will have adverse effects on recreational use of the Mon River Rail-Trail, a popular, high-use public greenspace •Increased truck traffic and associated increases in air and noise pollution will negatively impact residential neighborhoods •Already frequent landslides will increase due to increases in storm water runoff from non-permeable surfaces •Any short-term benefits of a bridge are outweighed by the long-term costs to the environment (air and noise pollution; environmental impact of construction and new structures) •Spending \$71 million state tax dollars on a bridge that will primarily serve a private company shortchanges Mon County taxpayers who already drive on state roads that are in disrepair •The proposed bridge will become obsolete when the Harmony Grove interchange is completed •Given the above, we support the "NO BUILD" option. <p>Thank you.</p> <p>Sincerely, JoNell Strough Chair, Mon Valley Green Space Coalition</p>

Susan	Eason	<p>provide no more positive impact than the Harmony Grove Interchange currently being built and will come at great expense. BUILD HARMONY GROVE INTERCHANGE. NOT THIS ONE.</p> <p>2) The preferred route (from MPO and local government) near Scott Avenue (Alternative 3), would cross the Mon River close to, and upstream from, the primary drinking water intake for MUB. It creates a risk of water contamination, especially if it will be used to truck inputs to the chemical plant or finished products from the chemical plant. The preferred location of the project, presented by the DOH as "Alternative 3," would connect to U.S. 119 near Scott Avenue, include a multi-span bridge across the river and tie into an improved Rail Street, which is part of the industrial park's existing street network. That would put the bridge about 7,500 feet, or roughly 1.5 miles, from MUB's primary drinking water intake.</p> <p>MUB General Manager Mike McNulty addressed that issue in an Oct. 10 letter to the DOH.</p> <p>"We are concerned that construction activities will cause significant sediment disturbances which could negatively impact the 10+ million gallons of source water our treatment plant processes on a daily basis," McNulty explained, noting "significant care" must be taken during construction to prevent river contamination.</p> <p>The new bridge will also bring with it increased truck traffic hauling potential contaminants to and from the industrial park. "A spill event on or near the proposed bridge poses a significant risk of contaminating the public's drinking water supply given the proximity and quick travel time to our intake," McNulty wrote.</p> <p>In terms of source water protection, any potential contaminant within five hours flow time of MUB's intake — be it along the Monongahela River or one of its tributaries — is considered inside the "zone of critical concern." McNulty said the location preferred for the new bridge is "mere minutes" from MUB's water treatment plant.</p> <p>3) The Alternative 3 option at Scott Avenue is in an area prone to landslides. Landslides impacting the rail-trail have cost tens of thousands to clean up. Increasing stormwater issues by changing drainage in this area will likely add to existing problems on Smithtown Road (Route 73) and the Mon River Rail-Trail.</p> <p>4) Though they have estimated a 5 week closure of the rail-trail in construction area, other bridge construction in the state closed the rail-trail in the construction zone for years while it was being built, the Wellsburg Bridge over the Ohio is now open but the Brooke Pioneer Rail-Trail is still closed 5 years and counting. I LOVE the railtrail and ride this stretch all the time. You cannot take this away from our recreational and psychosocial health.</p> <p>5) You will have to have piers in the river. I believe the Corps and U.S. Coast Guard would both prefer that there be no piers in navigable rivers that can be hit- leading to damage and possible collapse of the bridge and possible loss of life with it.</p> <p>6.) Build the Harmony Grove Interchange!</p>
MaryAnn	Folz	<p>I've talked to several people around Mon County and the general consensus is that we should build either the Harmony Grove Exit or the Bridge, but not both, and most folks want the Harmony Grove Exit instead of the Bridge as it adds the most value for citizens. The reasonings for not building the bridge are: it's too much money to build both, the bridge will get little use after the Exit is built, the road going up the hill will be steep for the trucks, a bridge will create a lot of noise for the citizens of Scott Ave, and there will be mud slides onto Rt 73 by disturbing the hillside. Many people also commented that they want our roads repaired and paved before new roads are built. Some felt the bridge option meeting at Greenbag Rd would be the best one to add value for citizens. I tend to agree with these comments.</p>
Louise	Deal	<p>I support the bridge project to enhance access to the Morgantown Industrial Park, and I also want a new exit to be added ASAP. This project will benefit not only the residents of Monongalia County but also the state of West Virginia by further promoting local business growth.</p>