

NEPA CATEGORICAL EXCLUSION

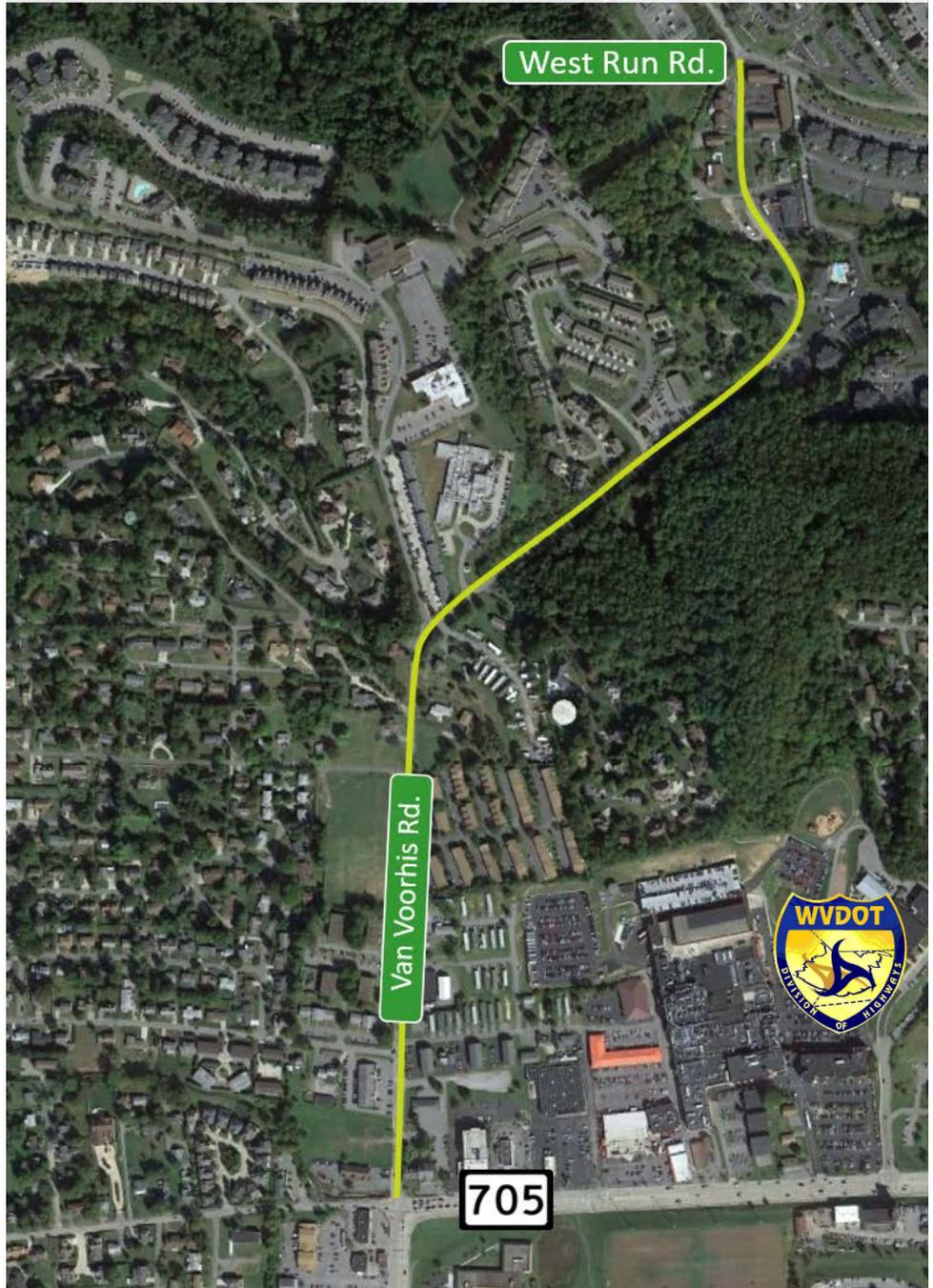
Van Voorhis Road Improvements From WV 705 to West Run Road

In the City of Morgantown and
Unincorporated Monongalia County
West Virginia

State Project # U331-59-0.00

Federal Project # STP-0059(007)D

October 15, 2020



Prepared by:

AMT

A. MORTON THOMAS AND ASSOCIATES, INC.

Prepared for:

West Virginia
Department of Transportation
Division of Highways

WEST VIRGINIA DIVISION OF HIGHWAYS

(For projects that will not result in significant environmental impacts and/or substantive public controversy)

I. PROJECT INFORMATION

Prepared By Brian Bernstein, AICP

(Signature & Date)

Brian Bernstein
October 15, 2020

WVDOH Approval _____

(Signature & Date)

FHWA Approval By _____

(Signature & Date)

FHWA Approval Required? NO

A. Project Numbers: State: U331-59-0.00

Federal: STP-0059-(007)D

B. Name: Van Voorhis Road Improvements

C: Route number: CR 59

D. County: Monongalia

E. Category (Identified in 23CFR771.117 (c) or (d)):

Select Categorical Exclusion # 26

F. ADT: Existing – 11,000 Projected – 14,400

G. Lat/Lon – 39.665114, -79.960476

H. Is this Project Federal Aid Eligible? YES

I. Existing Conditions:

The proposed project upgrades to 0.95 miles of Van Voorhis Road between WV 705 (Chestnut Ridge Road) and West Run Road (CR 67/1) in Morgantown, Monongalia County, West Virginia. Proposed improvements include widening of Van Voorhis Road throughout the project study area to create wider lanes, widening for an additional southbound lane from Killarney Drive to WV 705, shoulder widening and paving, improvement of the roadway alignment near the intersection of Wedgewood Drive, construction of a northbound left turn lane to Wedgewood Drive, replacement of the bridge over West Run, construction of sidewalks, curbs, gutters, retaining walls and drainage improvements along various sections of the roadway. The roadway alignment improvement near Wedgewood Drive includes improvement of the horizontal and vertical alignment of Van Voorhis Road between Clearview Avenue and the Morgantown Health and Rehabilitation Center (Golden Living) driveway.

J. Preferred Alternative:

Only one build alternative was considered for the project. It includes: WV 705 Intersection improvements & widening, sidewalk extensions to Southview Street, new sidewalk from Southview Street to the end of the project, Southview Drive & Clearview Ave grade improvement, Wedgewood/Hirshman Village geometric improvements, retaining walls added to reduce impacts, paved shoulders and a bridge replacement at West Run.

K. Other Alternatives Considered:

No other build alternatives were considered for the project.

II. IMPACT EVALUATION

A. SOCIOECONOMIC IMPACTS

Yes No

Comments, Correspondence, and/or Mitigation proposed

1. Right of Way \ Easements Required

Moderate level impacts would occur to one (1) residence at 1372 Van Voorhis Road and two (2) businesses at 1428 Van Voorhis Road and 699 Burroughs Street.

a. Federal Land *

No Federal lands exist in the project study area. Therefore, no impacts in this regard.

2. Maintenance of Traffic

Project construction will necessitate temporary lane closure of one lane. Flagging personnel will be provided to facilitate traffic flow during this time.

3. Public Controversy *

The project is not considered controversial based on the feedback received from the public as part of the August 10, 2020 virtual public meeting. A majority of comments are in support of the project.

B. CULTURAL IMPACTS

- | | Yes | No | Comments, Correspondence, and/or Mitigation proposed |
|--------------------|--------------------------|-------------------------------------|---|
| 1. History | <input type="checkbox"/> | <input checked="" type="checkbox"/> | A historic architectural survey was performed for the project. No resources were found to be eligible for inclusion into the NRHP and no NRHP resources were present. |
| a) Adverse Effect* | <input type="checkbox"/> | <input checked="" type="checkbox"/> | None. |
| 2. Archaeology | <input type="checkbox"/> | <input checked="" type="checkbox"/> | An archaeological survey was performed for the project. No artifacts were found. No archaeological features were identified and no further study was recommended. |
| a) Adverse Effect* | <input type="checkbox"/> | <input checked="" type="checkbox"/> | None. |

C. FORESTS, PARKS & REC AREAS COORDINATION

- | | Yes | No | Comments, Correspondence, and/or Mitigation proposed |
|------------------------------------|--------------------------|-------------------------------------|--|
| 1. US Forest Service | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No US Forest Service lands are in the PSA. |
| 2. US Army Corp of Engineers | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The USACE will be coordinated with for the project's Clean Water Act Sections 401 and 404 Water Quality certification and permit. Therefore, no impacts are anticipated. |
| 3. National Park Service | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No National Park Service lands are in the PSA. |
| a) Wild and Scenic River | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No Wild or Scenic rivers are in the PSA. |
| b) National River | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No National Rivers rivers are in the PSA. |
| 4. National Wildlife Refuge | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No National Wildlife Refuges are in the PSA. |
| 5. State Park | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No State Parks are in the PSA. |
| 6. State Forest | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No State Forests are in the PSA. |
| 7. State Wildlife Management Area | <input type="checkbox"/> | <input checked="" type="checkbox"/> | No State Wildlife Management Areas are in the PSA. |
| 8. Other Park or Recreational Area | <input type="checkbox"/> | <input checked="" type="checkbox"/> | There are no other park or recreation areas in the PSA. |

D. SECTION 4(f), 6(f) Impacts

- | | Yes | No | Comments, Correspondence, and/or Mitigation proposed |
|---|--------------------------|-------------------------------------|---|
| 1. Historic Property * | <input type="checkbox"/> | <input checked="" type="checkbox"/> | After historic structural resource and archaeological resource surveys of the PSA, no resources were found eligible or on the list of National Register of Historic Places. |
| 2. Park, Recreational * | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The PSA includes no publicly owned parks, recreational uses or refuges and has no NRHP eligible or listed historic or archaeological sites. |
| 3. De Minimis 4(f) * | <input type="checkbox"/> | <input checked="" type="checkbox"/> | There are no publicly owned parks, recreational uses, refuges, or NRHP eligible/listed historic or archaeological sites in the PSA. Therefore Section 4(f) does not apply. |
| 4. Programmatic 4(f) * | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Same as above. |
| 5. Individual 4(f) * | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Same as above. |
| 6. LWCFA 6(F) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The PSA includes no outdoor recreational uses that were funded by the Land and Water Conservation Fund Act (LWCFA). Therefore, Section 6(f) does not apply. |
| 7. Temporary Change of use of property 6(f) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Same as above. |
| 8. Conversion of property 6(f) * | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Same as above. |

E. NATURAL RESOURCES COORDINATION

	Yes	No	Comments, Correspondence, and/or Mitigation proposed
1. US Fish and Wildlife	<input checked="" type="checkbox"/>	<input type="checkbox"/>	USFWS MOU (1/3/2012), its Appendices A and N (8/3/2017 and 12/13/19) and Traci Cummings 12/16/19 email are attached as Appendix A.
a) Formal Consultation *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Please see the above response.
2. Division of Natural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	December 17, 2019 WVDNR letters states there are no known occurrences of RTE species or trout streams in the PSA. The letter is attached as Appendix A.
3. Floodplain Encroachment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although some of the project improvements will be completed in a 100-year floodplain, they are not within the area of the floodplain that requires coordination.
4. Farmland Involvement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although the PSA includes prime farmland soils and farmland of statewide importance, their existing land uses and zoning do not allow for agricultural uses.

F. PERMITS REQUIRED

	Yes	No	Comments, Correspondence, and/or Mitigation proposed
1. 404	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Regional General Permit B is anticipated. Please see above.
a) Nationwide	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b) Individual *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The level of potential project acreage impact falls below the threshold criteria for an individual permit.
2. USCG (Section 9 involving a bridge) *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	West Run is not navigable or a tidal waterway, therefore USCG Section 9 does not apply.
3. USCG (Section 10 doesn't involve bridge) *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	West Run is not navigable, therefore USCG Section 10 does not apply.
4. Fed Special Use Permit (Const)*	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no Federal lands in the project area, therefore a permit in this regard is not relevant to the project.
a) US Forest Service *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no National Forest land in the project area, therefore a permit in this regard is not relevant to the project.
b) National Park Service *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no National Park Service land in the project area, therefore a permit in this regard is not relevant to the project.
c) US Fish and Wildlife Service *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are National Wildlife Refuges in the project area, therefore a permit in this regard is not relevant to the project.
G. NOISE (Mitigation Required) *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project only meets the DD-253 criteria for a Type III project. Type III projects do not require noise analysis or mitigation.
H. AIR QUALITY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Only temporary construction phase air quality impacts may occur, but will be gone on project completion. Operational phase air quality impacts are not anticipated.
I. Haz WASTE/UNDERGRD TANKS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None of the Haz Waste or UST sites found have the potential to affect the project area.
J. Airport Coordination (within 2 miles)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No airports are within 2 miles of the PSA and project height changes don't warrant coord.

III. PUBLIC INVOLVEMENT:

A virtual public meeting was held on Monday, August 10, 2020. Formal presentation were made at 5:00 pm, 6 pm and 7 pm. Each session began with an introduction to the project including a powerpoint presentation on the project design and potential impacts. The public was provided the opportunity to ask questions via the project website during each presentation. Each comment was read back as part of the virtual meeting and when possible DOH staff or their consultants provided a response.

IV. ACTION(S) REQUIRED:

- A. Mussel Survey/Relocation for State listed Streams
- B. Mussel Relocation for Endangered Species Stream
- C. Environmental Commitment Checklist

*** If you have answered "yes" to any of the * red questions then this cannot be cleared as a Type 2 PCE (Programmatic Categorical Exclusion). It will need to be processed as a Categorical Exclusion requiring FHWA approval or a higher level of NEPA documentation. IF THE PROJECT HAS CHANGES THAT ARE NOT IN THIS DOCUMENT THE PROJECT NEEDS TO BE RESUBMITTED TO THE ENVIRONMENTAL SECTION FOR REVIEW. WASTE AND BORROW AREAS OUTSIDE OF THE PROJECT LIMITS NEED A SEPARATE REVIEW.**

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Appendix A – Agency Correspondence

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7. SHPO Architectural Resources Clearance Transmittal Letter
8. SHPO Archaeology Transmittal Letter

Appendix B – Public Meeting Info/Comments

I. Impact Evaluation - Corresponding Detailed Analysis

A. Socioeconomic Impacts

1. Right of Way \ Easements Required

Yes - Project improvements requiring right of way (ROW) acquisition in the project study area (PSA) include those shown in *Table 1* and *Figure 1* below. A comparison of the improvement locations to the locations of residences and businesses revealed that moderate level impacts would occur to one (1) residence at 1372 Van Voorhis Road and two (2) businesses at 1428 Van Voorhis Road and 699 Burroughs Street. All other locations have minor impacts or no impacts. The project design requires construction easements, but no permanent easements. Details of the process used to indicate ROW impacts are discussed below.

Table 1- Project Improvements Requiring Right of Way Acquisition

Improvement	Extent	
	From	To
Relocate existing sidewalk on the west side of Van Voorhis Road to accommodate an additional lane	WV 705 intersection	Killarney Road
Relocate or modify existing Advantage Health & Wellness driveway (west side of Van Voorhis Rd.) onto Van Voorhis Rd.	40' north of WV 705	70' north of WV 705
Widen Van Voorhis Rd. to a two-lane section with one 10' additional SB thru lane.	WV 705	Killarney Dr.
Construct 5' wide sidewalk.		
Widen Van Voorhis Rd. to two 10' lanes typical	Killarney Dr.	West Run Rd.
Construct 5' wide sidewalk and 2' curb and gutter on the west side of Van Voorhis Rd.	Killarney Dr.	Southview St.
Construct 5' wide sidewalk and 2' curb and gutter on the west side of Van Voorhis Rd.	Southview St.	Windwood Apartments
Construct 5' paved shoulder on the west side of Van Voorhis Rd. and 2' paved shoulder and 2' curb & gutter with a 5' wide sidewalk on the east side of Van Voorhis Rd.	Windwood Apartments	South of West Run Rd
Horizontal and vertical improvement along the existing curve on Van Voorhis Rd.	Between Southview St. and Clearview Ave.	Approximate location of White Oak Dr.
Construction of a left turn on Van Voorhis Rd.		North of White Oak Dr.
Construct 10' wide paved shoulder on the west side of Van Voorhis Rd.	Approaches and deck of West Run bridge	
Construct 2' to 4' variable width paved shoulder with 2' curb and gutter and 5' sidewalk on east side of Van Voorhis Rd.		
Construct retaining walls on the west side of Van Voorhis Rd.	Approx. 350' north of White Oak Ct.	Approx. 465' north of White Oak Ct.
Construct retaining walls on the east side of Van Voorhis Rd.	Approx. 35' north of White Oak Ct.	Approx. 260' north of White Oak Ct.

Monongalia County has planning jurisdiction over much of the PSA and calls their area within the PSA the West Run Planning District (WRPD). WRPD has minimum lot size¹ and building setback requirements. The City of Morgantown does not.¹ Minimum lot size and set back requirements are tied to WRPD parcel zoning and were used as the basis for indicating ROW impacts. If the amount of ROW acquired reduced a

¹ Minimum lot sizes are the minimum amount of acreage per residentially zoned use.

parcel beyond its minimum lot size or reduce its setback from the improvements below the minimum distance, then an impact was counted. WRPD zoning is shown below in *Figure 2*.

Figure 1 – Project Study Area Improvements

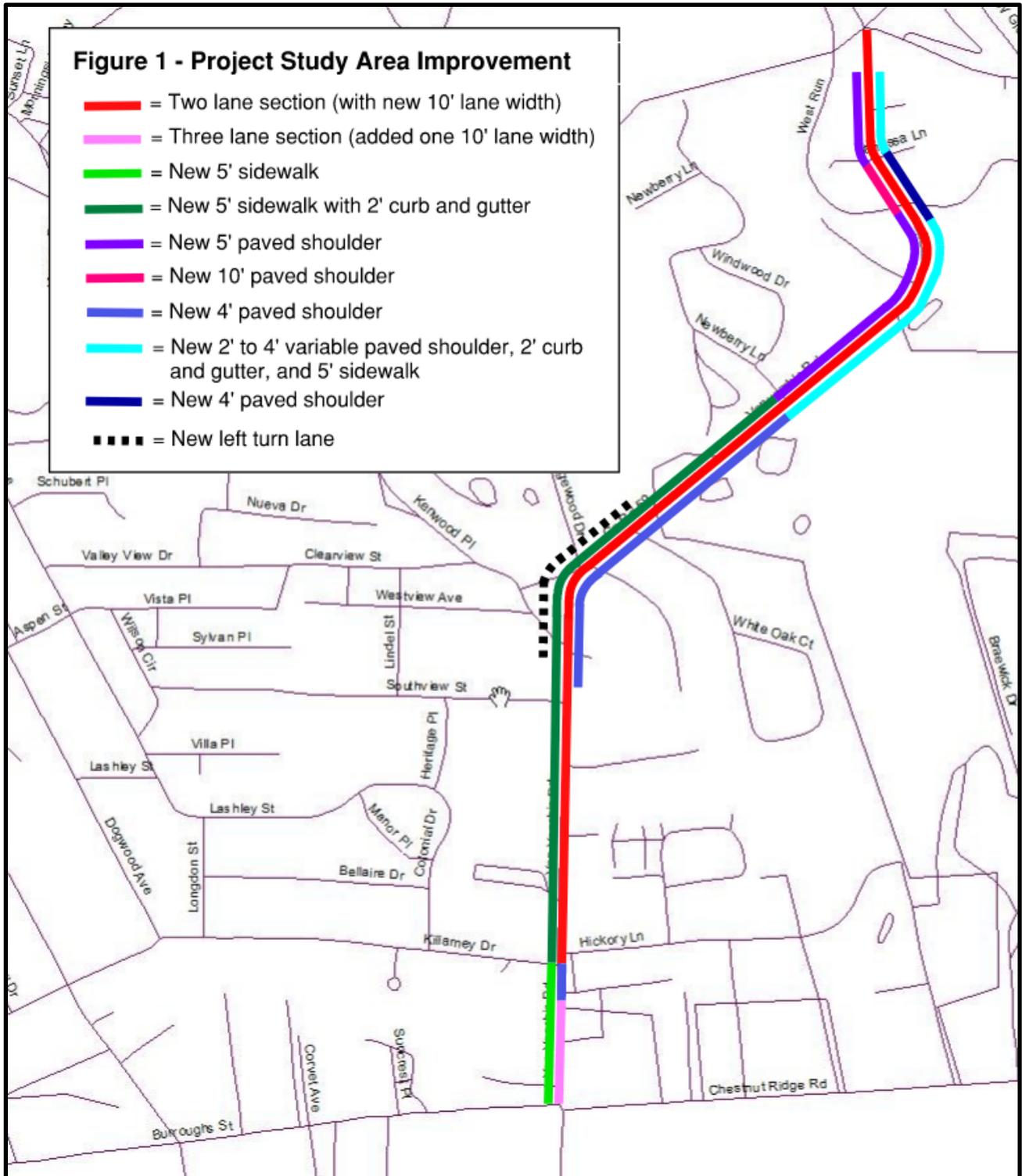
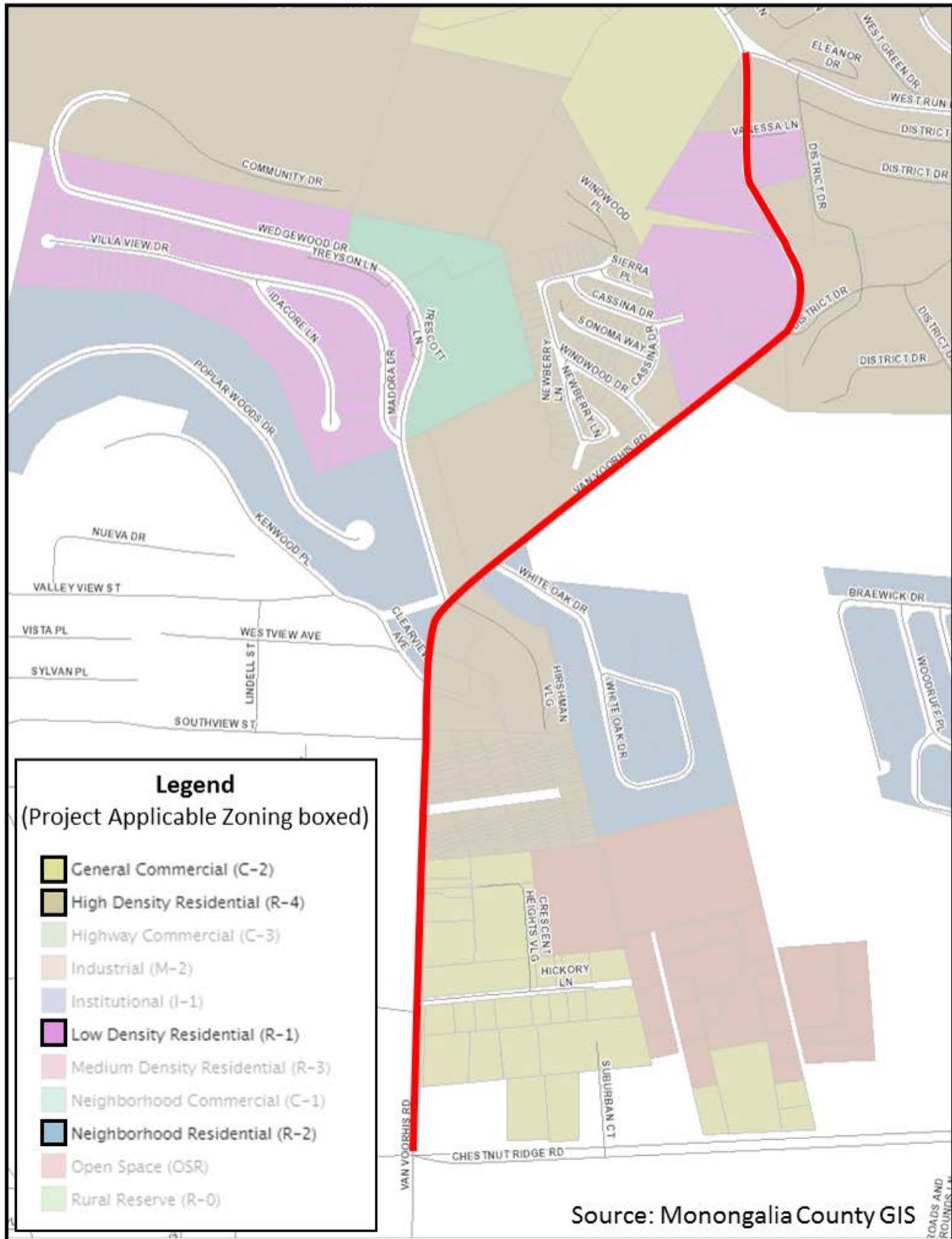


Figure 2 – West Run Planning District and Zoning



The relationship between the WRPD zoning codes, minimum lots sizes and setbacks for the project area are shown in the *Table 2*.

Table 2 - City and County Minimum Lots Sizes and Setbacks

Zoning District	Zoning Code	Minimum Lot Size	Minimum Front Yard	Minimum Side Yard
General Commercial	C-2	20,000 sq. ft.	15'	10'/15'
Low Density Residential	R-1	40,000/20,000 sq. ft.	35'	25'
Neighborhood Residential	R-2	20,000/10,000 sq. ft.	30'	15'
High Density Residential	R-4	25,000 sq. ft.	15	10'/15'
Note: Values shown as split (i.e. 40,000 sq. ft. / 20,000 sq. ft.) are shown in this manner to differentiate parcels with well and septic systems from those on County water and sewer, respectively.				
Source: <i>West Run Planning District Summary Document, West Run Zoning District Regulations</i> as found at https://www.monongaliacounty.gov/document_center/MONCPC/West%20Run%20Zoning/West-Run-Planning-District-Summary-Document.pdf				

ROW and Temporary Construction Easement Impacts on Businesses

Moderate Impact for Two Businesses – *Table 3* below shows PSA business parcels from north to south that are located on or have their primary entrances on Van Voorhis Road.

Table 3 - Project Right of Way Acquisition on Businesses Parcels

Business	County Zoning	Location	Configuration	Potential Impacts
Cap's Drum Studio	R-4	1448 Van Voorhis Rd.	Street to parking lot	No impacts – No ROW will be acquired at this location.
U-Haul Rental (includes several buildings)	R-1	1429, 1430 and 1445 Van Voorhis Rd.		Minor Impact - A small portion of this location's southeastern corner is proposed for ROW acquisition for the road and bridge improvements. This ROW acquisition is of such size and proximity that it would have a minor impact to the location's southern access (one of two accesses). This location is planned to be redeveloped by its owner and the southern access is planned to be moved. Given that the affected access is planned to be moved anyway, the level of impact to this location for the construction and operational phases of this location is minor.
Formerly Hot Spot Gas Station and Restaurant (now part of U-Haul Rental ownership)	R-4	1428 Van Voorhis Rd.		Moderate Impacts - The western and southwestern (front) areas of this location are proposed to be used as a TCE during the construction of the proposed improvements to Van Voorhis Road and the West Run bridge. Because of this, temporary parking constraints will occur in these areas, but will cease after construction. The presence of a new variable 4' to 9' wide paved shoulder along Van Voorhis Road in this location will constrain the location's westernmost (outside) gasoline pumping lane. While the pumps are currently barred from used by metal covers, the location has been purchased and the new owner plans to reopen the gasoline pumps. Given the space constrained pumping lane and the associated reduction in revenue potential, the project has potential for moderate business use impacts.

Morgantown Health and Rehabilitation Center	R-4	1379 Van Voorhis Rd.	Apron to driveway to parking lot	Minor Impact - ROW acquisition for Van Voorhis Road lane widening and the construction of a 5' sidewalk and 2' curb and gutter in this location will encroach on the apron, have no reduction in parking and operational characteristics of the lot and will have negligible effect on this parcel's minimum lot size.
EPI Insulation (shares address with residence)	C-2	1214 Van Voorhis Rd.	Aprons to driveway to parking lot	No Impact –Van Voorhis Rd. would not be widened in this direction and no other improvements are proposed for this side of Van Voorhis Rd.
Sell GPU LLC (Suite 1)	C-2	1212 Van Voorhis Rd.	Street to parking lot	No Impact –Van Voorhis Rd. would not be widened in this direction and no other improvements are proposed for this side of Van Voorhis Rd.
Body and Mind Acupuncture (Suite 2)	C-2			
PIPAC (Suite 3)	C-2			
ATR2 Guns/Ammo (Suite 5)	C-2			
BB&T	C-2	466 Chestnut Ridge Rd.	On secondary Roadway	
1197 For Lease (formerly Wedgewood Psychiatry; 1199 - IHN Management Group (Suite 5) Lambright & Gutta PLLC (Suite 6)	Not in WRPD	1197-1199 Van Voorhis Rd.	Apron to parking lot	Minor Impact – The construction of the additional 10' wide lane, a 5' sidewalk and a 1' type 1 curb and gutter along the front of this location would consume approximately 14 parking stalls. However, the parking lot can be reconfigured to recoup approximately 6 stalls and the City has no FAR requirements. Therefore, impacts are considered minor for this location
Advantage Health and Wellness	Not in WRPD	699 Burroughs Street	Apron to parking lot	Moderate Impact – The relocation or modification of the driveway associated with this business would likely result in a moderate impact. This is because the parcel's size and configuration allow for several options for relocation or modification with little to no impact on the parking lot's capacity or operation.
Note: Some businesses are shown as having residential zoning. This is due to the zoning in this area coming later than these uses were established, or that some may also be a primary residential use.				
Source: Monongalia County GIS at https://ags.agdmaps.com/wv/mon and project design drawings.				

ROW and Temporary Construction Easement Impacts on Residences

Moderate (full acquisition) Impact for One Residence – Table 4 shows the residential uses and residential tracts from north to south that are located on or have their only entrances on Van Voorhis Road.

Table 4 - Project Right of Way Acquisition on Residential Parcels

Residence	County Zoning	Location	Configuration	Potential Impacts
J&S Rentals (Zoned as residential)	R-4	1448 Van Voorhis Rd. (both sides of Van Voorhis Rd.)	Street to parking lot	No impacts – No ROW will be acquired at these locations.

Residence	County Zoning	Location	Configuration	Potential Impacts
Laundromat (part of J&S Rentals)	R-4	1445 Van Voorhis Rd.	Apron to driveway	
	R-1	1425 and 1425B Van Voorhis Rd.	Apron to driveway	No Impacts – No ROW will be acquired at these locations.
Single Family Residence	R-1	1436 Van Voorhis Rd.	Apron to driveway	Minor Impacts – ROW and property fence impacts.
Campus Evolution Villages	R-4	1000 to 2343 District Drive	Secondary street connection	Minor Impacts – a TCE will be present along Van Voorhis Road in the west area of these locations for the duration of the project construction. However, due to the proximity and size of the TCE's very minor access impacts will occur. ROW acquisition for the 2' paved shoulder, 2' curb and gutter and 5' sidewalk will not affect these locations for the sake that the required ROW will be in the green space of these locations.
Single Family Residence	R-1	1407, 1409, 1411, 1413 Van Voorhis Rd.	Apron to driveways	Minor – The ROW acquisition for the lane widening and new 5' paved shoulder and TCE in these locations will be minor and therefor will have minor impacts.
Single Family Residence	R-1	1405 Van Voorhis Rd.	Street to gravel driveway	Minor Impact - The ROW acquisition for the lane widening and new 5' paved shoulder will have negligible effect on this parcel's minimum lot size and setback. The TCE will be relatively large in this location as compared to other locations. However, this residence is currently unoccupied and the TCE impacts are temporary and will cease upon construction completion. Hence, only minor impacts would occur.
Windwood Village Apartments	R-4	Over 50 residences on 6 sub-division streets off Windwood Dr.	Secondary street connection	Minor Impact - The ROW acquisition for the lane widening and new 5' sidewalk and 2' curb and gutter will encroach on a portion of the green space and parking lot along Van Voorhis Rd., resulting in the loss of a parking space. The TCEs in the Van Voorhis facing portion of Windwood Village would have temporary minor impacts resulting from the construction phase loss of four parking spaces.
White Oak Estates Subdivision	R-2	2000 to 2024 White Oak Drive	Secondary street connection	No Impact - ROW acquisition for the new 4' paved shoulder and TCE will not affect the White Oak Drive roadway connection or the residences thereon.
Single Family Residence	R-2	1380 Van Voorhis Rd.	Secondary street connection off White Oak Dr.	No Impact - ROW acquisition for lane widening and the approximate 4' shoulder will require a small amount of this location's entire area but would not affect its minimum lot size or side yard setback.
Barrington North Apartments	R-4	104 to 112 Wedgewood Drive	Secondary street connection	No impacts – No ROW will be acquired at this location. While TCE will be in this location, its effects will cease upon completion of construction.
Hirshman Village (Mobile Homes)	R-4	1 to 23 Hirshman Village	Secondary street connection	Minor Impact - ROW acquisition for lane widening, adding a two-way left turn lane (TWLTL) and the 4' paved shoulder would not significantly affect the mobile residences nearest Van Voorhis Road. However, Hirshman Village (road) will be partly realigned to the south to accommodate for changes in Van Voorhis Road. The construction of Hirshman Village (road), being the single access into Hirshman Village would represent a minor upset to Hirshman Village residents during construction.

Single Family Residence	R-4	1372 Van Voorhis Rd.	Secondary street connection off Hirshman Village	Moderate Impact (full acquisition) – The curve along Van Voorhis Road will be changed to have less horizontal curvature. In so doing, this residence’s front yard setback would be reduced to 10 feet from the edge of proposed pavement, rendering it out of compliance with WRPD setback requirements. Therefore, this residence is proposed to be a full acquisition. While a moderate impact, this impact will be mitigated by fair market compensation to the property owner, thus allowing them sufficient means to relocate.
Single Family Residence	R-2	1371 Van Voorhis Rd.	Apron to parking area	Minor Impact – A TCE is proposed for this location at its driveway entrance. The TCE would be a temporary effect that would cease on the completion of construction. There is a very small portion of ROW proposed to be acquired in this location’s southeast extent. Therefore, only minor impacts would occur at this location.
Single Family Residence	R-4	1354, 1356, 1358 Van Voorhis Rd.(1356 and 1358 are a duplex)	Apron to driveway	No Impact - The minimum lot size for these locations is 25,000 square feet. All of these locations are currently well under the 25,000 square feet minimum, and are already non-complaint with the WRPD minimum lot size requirements. The ROW to be acquired for the project improvements will further subtract from their lot sizes but will not be the cause of their non-compliance.
Single Family Residence	Not in WRPD	1353 Van Voorhis Rd.	Apron to driveway	No Impact - ROW acquisition for lane widening, adding a two-way left turn lane (TWLTL) and the 5’ sidewalk and 2’ curb and gutter will encroach on the driveway and front yard, significantly reducing the front yard setback. However, this property is in the City and has no minimum lot size or setback requirements, thus no impact would occur.
Northridge Townhomes	R-4	1222 to 1240 Van Voorhis Rd.	Secondary street connection	No Impact - ROW acquisition for lane widening will not affect these locations.
EPI Insulation and Mobile Home	C-2	1214 Van Voorhis Rd.	Aprons to driveway to parking lot	No Impact - ROW acquisition for lane widening will not affect these locations.
Heritage Apartments	Not in WRPD	1227 to 1301 Van Voorhis Rd.	Apron to driveway to parking lot	No Impact - ROW acquisition for lane widening, the 5’ sidewalk and 3’ curb and gutter will encroach on the greenspace of these locations. However, the reduced distances will not be notable and the City and has no minimum lot size or setback requirements, thus no impact would occur.
Heritage Apartments	Not in WRPD	691 Killarney Dr.	Secondary street connection	
Street’s Apartments	C-2	1200 Van Voorhis Rd.	Parking along Van Voorhis Rd. accessed by secondary street	No Impact - ROW acquisition for lane widening will not affect these locations.
Source: Monongalia County GIS at https://ags.agdmaps.com/wv/mon and project design drawings.				

ROW and Temporary Construction Easement Impacts on Vacant Lands

No Impact - The PSA includes 10 currently vacant parcels. These, along with their potential impacts are shown in *Table 5* below:

Table 5 - Project Right of Way Acquisition of Vacant Properties

Vacant Parcel Location	County Zoning	Neighborhood	District	Map	Parcel	Acres	Potential Impacts
West side of Van Voorhis Road, Immediately south of 1197 Van Voorhis Road	Not in WRPD	0210	Seventh Ward	55	95	2	No Impact – These parcels are currently unbuilt or otherwise unimproved and therefore able to accommodate changes related to the construction of the proposed improvements.
West side of Van Voorhis Road, Immediately north of 1301 Van Voorhis Road		0210		54	165	1.92	
West side of Van Voorhis Road, Immediately south of Southview Street		0210		54	164	1.12	
West side of Van Voorhis Road, Immediately north of Southview Street		0210		54	150.1	0.75	
1354 Van Voorhis Road	R-4	2760	Morgan	3	28.1	0.67	
Northeast corner of White Oak Drive and Van Voorhis Road	R-2	2760		4	1.4	0.13	
East side of Van Voorhis Road across from Windwood Drive	<i>Not Zoned</i>	276A	Seventh Ward	56A	1	15.7	
East side of Van Voorhis Road across from Church Hill Drive	R-3	2260	Union	12	46.1	.025	
West side of Van Voorhis Road, Immediately south of Church Hill Drive	R-3	450C		12	47	1.94	
West side of Van Voorhis Road, Immediately north of Church Hill Drive	R-3	2260		12	45.4	3.07	
Source: Monongalia County GIS at https://ags.agdmaps.com/wv/mon							

a. Federal Land*

No – No Federal lands exist in the PSAⁱⁱ. Hence no impacts in this regard.

2. Maintenance of Traffic

Yes – The project’s construction will necessitate the temporary closure of one lane. However, traffic will be routed onto the open lane and guided by flagging personnel. This will cause only a minor impact due to the temporary delay in traffic flow as traffic is stopped to allow either side to pass.

3. Public Controversy*

No – The project is not considered controversial based on the feedback received from the public as part of the August 10, 2020 virtual public meeting. A majority of comments are in support of the project. Many of the supporting comments also detail recommendations to further enhance the project (such as additional sidewalks and bike lanes) (see Appendix B for public comments).

B. Cultural Impacts

1. History

No – The project’s cultural resources sub-consultant TRC surveyed potential historic architectural resources in the PSA and prepared a historic resources survey report. TRC found ten historic architectural resources in the PSA. However, due to lack of architectural distinction, compromised integrity, lack of historical merit

or demolition, none of the resources were recommended eligible for NRHP listing. The report review request letter from WVDOH to WV SHPO is attached as Appendix A.^{iii, iv}

a. Adverse Effect*

No – Please see above.

2. *Archaeology*

No - The project's cultural resources sub-consultant TRC surveyed for potential archaeological resources in the PSA and prepared an archaeological resources survey report. TRC excavated 45 shovel test pits in the PSA. No artifacts were recovered from the survey and no archaeological features were identified. As such, no further study was recommended. The report review request letter from WVDOH to WV SHPO Department of Arts, Culture and History is attached as Appendix A.^{v, vi}

a. Adverse Effect*

No – Please see above.

C. Forests, Parks & Recreation Areas Coordination

1. *US Forest Service*

No – The USEPA Enviromapper was reviewed to ascertain the presence of US Forest Service managed lands in the PSA. None were found. Therefore, no there are no impacts in this regard.

2. *US Army Corps of Engineers*

No – There are no Army Corps of Engineers (USACE) properties within the study area. USACE jurisdictional areas in the project area include West Run Creek. Improvements proposed within this area include improvements to the Van Voorhis Road approaches to the bridge over West Run and the bridge itself. The project requires consultation with USACE in order to obtain a Section 401 Water Quality Certification and Section 404 Water Quality Permit under the Clean Water Act (CWA). Therefore, USACE will be consulted with on these improvements and no impacts are anticipated in this regard.

3. *National Park Service*

No – The USEPA Enviromapper was reviewed to ascertain the presence of National Park Service managed lands or portions thereof in the PSA. None were found. Therefore, no there are no impacts in this regard.

a. Wild and Scenic Rivers

No – West Run is not in the Wild and Scenic Rivers program. Therefore, no impacts are anticipated in this regard.^{vii}

b. National River

No – The Monongahela River is part of the National Rivers Project. However, it is located 1.25-miles to the west. While West Run is a tributary to it, West Run itself is not included in the National Rivers Project. Therefore, no impacts are anticipated in this regard.^{viii}

4. *National Wildlife Refuge*

No – The USEPA Enviromapper GIS was reviewed to ascertain the presence of National Wildlife Refuges or portions thereof in the PSA. All the land parcels located along the project segment of Van Voorhis Road are shown as being either, residential, commercial, institutional, utility or transportation. No National Wildlife Refuges or portions thereof were found. Therefore, there are no impacts in this regard.^{ix}

5. *State Park*

No – The USEPA Enviromapper GIS and Monongalia GIS were reviewed to ascertain the presence of State Parks or portions thereof in the PSA. All the land parcels located along the project segment of Van Voorhis Road are shown as being either, residential, commercial, institutional, utility or transportation. No state parks or portions thereof were found. Therefore, there are no impacts in this regard.

6. *State Forest*

No – The USEPA Enviromapper GIS and Monongalia GIS were reviewed to ascertain the presence of State Forests or portions thereof in the PSA. All the land parcels located along the project segment of Van Voorhis Road are shown as being either, residential, commercial, institutional, utility or transportation. No state forests or portions thereof were found. Therefore, there are no impacts in this regard.

7. *State Wildlife Management Area*

No – The USEPA Enviromapper GIS and Monongalia GIS were reviewed to ascertain the presence of state wildlife management areas or portions thereof in the PSA. All the land parcels located along the project segment of Van Voorhis Road are shown as being either, residential, commercial, institutional, utility or transportation. No state wildlife management areas or portions thereof were found. Therefore, there are no impacts in this regard.

8. *Other Park or Recreational Area*

No – The USEPA Enviromapper GIS and Monongalia GIS were reviewed to ascertain the presence of other park or recreational areas or portions thereof in the PSA. All the land parcels located along the project segment of Van Voorhis Road are shown as being either, residential, commercial, institutional, utility or transportation. Because of “other” being a rather unqualified term, areas that may meet the “other” nomenclature were sought out during the PSA field visit. No other park or recreation areas or portions thereof were found I the GIS review or field visit. Therefore, there are no impacts in this regard.

D. Section 4(f), 6(f) Impacts

*1. Historic Property**

No – The project’s cultural resources sub-consultant TRC surveyed potential historic architectural resources in the PSA and prepared a historic resources survey report. TRC found ten historic architectural resources in the PSA. However, due to lack of architectural distinction, compromised integrity, lack of historical merit or demolition, none of the resources were recommended eligible for NRHP listing. Also, there are no existing NRHP listed site in the PSA. Considering this, Section 4(f) concerns are not relevant to these resources. Therefore, there are no impacts in this regard.

*2. Park, Recreational**

No – The PSA includes no publicly owned parks, recreational uses or refuges. The park that is nearest to the PSA is the 201st Infantry – Field Artillery Memorial, which is 0.50 mile east of the intersection of Van Voorhis and WV 705. The recreational use that is nearest to the PSA is the Mon River Trail: Van Voorhis Trailhead, which is 0.60 mile north of the project’s northern terminus. Also, the PSA contains no NHRP listed or eligible historic sites, including archaeological sites. Therefore, there are no impacts.

*3. De Minimis 4(f)**

No – The PSA includes no publicly owned parks, recreational uses, refuges, NHRP listed or eligible historic sites or archaeological sites. Therefore, Section 4(f) does not apply.

4. Programmatic 4(f)*

No – The PSA includes no publicly owned parks, recreational uses, refuges, NHRP listed or eligible historic sites or archaeological sites. Therefore, Section 4(f) does not apply.

5. Individual 4(f)*

No – The PSA includes no publicly owned parks, recreational uses or refuges. Also, the PSA contains no NHRP listed or eligible historic sites, including archaeological sites. Therefore, Section 4(f) does not apply.

6. LWCFA 6(f)

No – The PSA includes no outdoor recreational uses that were funded by the Land and Water Conservation Fund Act (LWCFA). Therefore, Section 6(f) does not apply.^x

7. Temporary Change of Use of Property 6(f)

No – The PSA includes no outdoor recreational uses that were funded by the Land and Water Conservation Fund Act (LWCFA). Therefore, Section 6(f) does not apply.

8. Conversion of Property 6(f)*

No – The PSA includes no outdoor recreational uses that were funded by the Land and Water Conservation Fund Act (LWCFA). Therefore, Section 6(f) does not apply.

E. Natural Resources Coordination

1. US Fish and Wildlife

Yes – The US Fish and Wildlife Service (USFWS) entered into a Memorandum of Understanding (MOU) with WVDOH on January 3, 2012 which gave WVDOH the authority to make decisions on project effects to USFWS protected species. Based on Appendices A and N of the MOU, dated August 3, 2017 and December 13, 2019, respectively, as well as a December 16, 2019 email from the WVDOH Environmental Section, Natural Resource Unit Leader to the WVDOH Project Manager, the project has no suitable habitat for protected species, no effects and no surveys are required. Please see the portion of these documents attached as Appendix A.^{xi, xii}

a. Formal Consultation*

No – Based on the findings of the above USFWS MOU, its appendices and the WVDOH Environmental Section, Natural Resource Unit Leader’s email, a formal consultation is not necessary.

2. Division of Natural Resources

Yes – The December 17, 2019 WV Division of Natural Resources response letter for the project states that there are no known occurrences of rare, threatened or endangered (RTE) species or natural trout streams in the PSA. Please find the WVDOH contact letter to WVDNR and the WVDNR response attached in Appendix A.^{xiii}

3. Floodplain Encroachment

No – The proposed improvements to Van Voorhis Road approaching the bridge over West Run and to the bridge itself will be constructed over an advisory floodplain that is not within the 100-year floodplain, and Zone A in the 100-year floodplain. The improvements to the Van Voorhis Road and WV705 intersection will be constructed approximately 75 feet to the east of Zone A of the 100-year floodplain. While the bridge is within the Zone A of the 100-year floodplain, there is no base elevation data and improvements in Zone A do not require coordination with the Federal Emergency Management Agency

(FEMA). Additionally, because the improvements to Van Voorhis Rod and WV705 are outside of the floodplain, no coordination is required for that location. Considering the above, there are no impacts in this regard.^{xiv}

4. Farmland Involvement

No – According to USDA-NRCS online soils map shown in *Figure 3* on the following page, the PSA contains the prime farmland soils and farmlands of statewide importance soils shown in the figure below. While the PSA does contain these soils, they exist either within an operational transportation right-of-way, are built upon, or are not zoned for agricultural use. Therefore, they functionally unavailable for farmland use, hence no impacts in this regard.^{xv}

F. Permits Required

1. 404

Yes – Because the project is a linear transportation project, it is anticipated to fall under the criterion for a United States Army Corps of Engineers (USACE) Regional General Permit B.

a. Nationwide

Yes – *Table 6* below includes the project’s potential wetland and stream impacts based on project design drawings. The project would have the potential for 523 linear feet of stream impacts. This coupled with 855 square feet of wetlands.

Table 6- Project Wetland and Stream Impacts

Wetland/Stream	Sub Type	Level of Impact in Square Feet (sf.) or Linear Feet (lf.)
Wetland	Wetland 1 and 2 (both PEM wetlands)	855 sf.
Perennial Stream	WUS 1	118 lf.
	WUS 2	255 lf.
	WUS 7	150 lf.
Source: Project design drawings		

b. Individual*

No – As shown in the discussion above, the project does not have the potential to exceed the acre threshold for necessitating a nationwide permit.

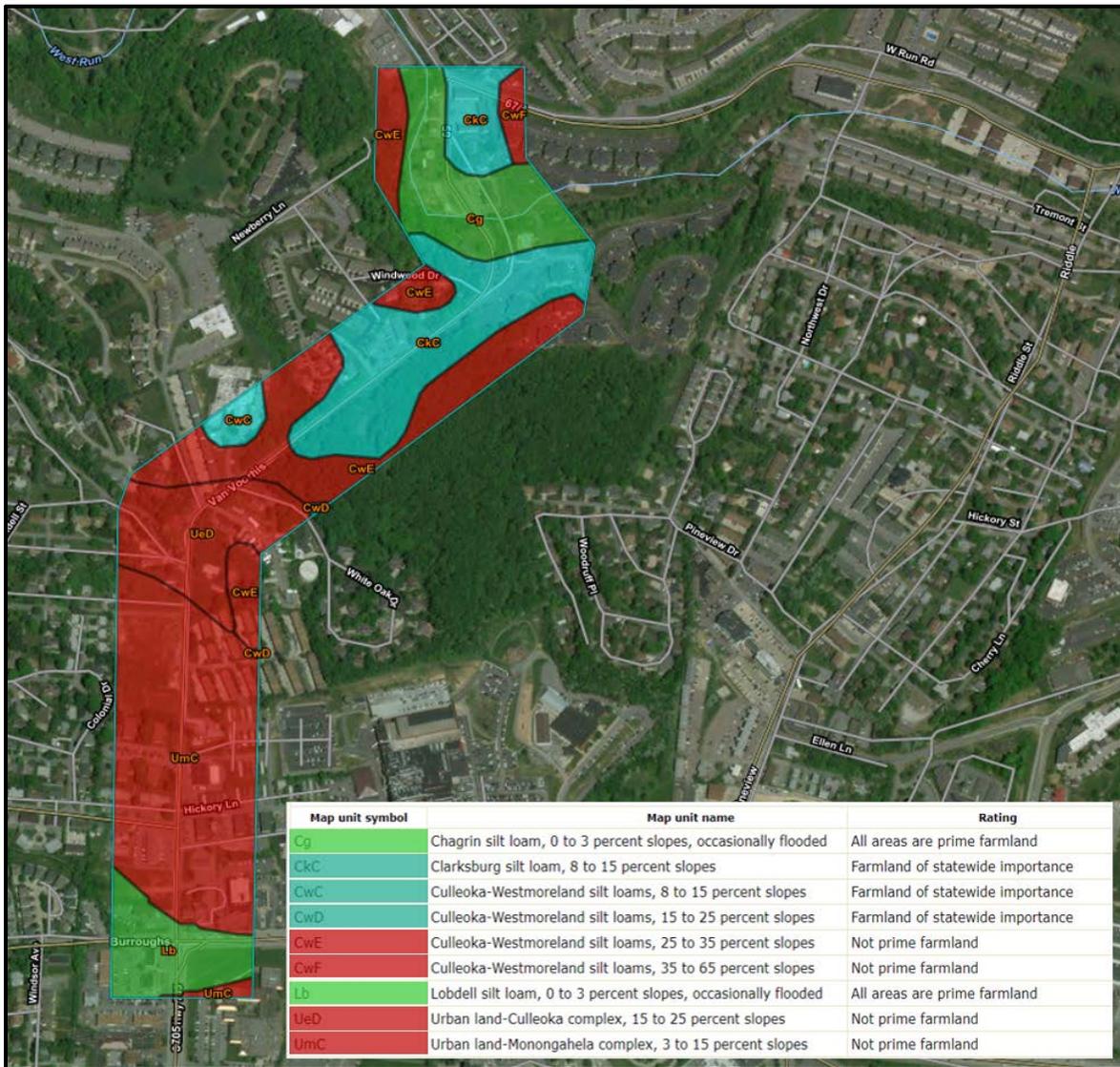
2. *USCG (Section 9 involving a bridge)**

No – The project will improve the Van Voorhis bridge over West Run. West Run is not a navigable or tidal waterway. Therefore, a USCG has no jurisdiction and a Section 9 permit is not applicable.

3. *USCG (Section 10 doesn’t involve a bridge)**

No – While the project includes improvements to the Van Voorhis bridge over West Run, West Run is not a navigable waterway. Therefore, the Secretary of the Army, and USACE has does not have jurisdiction for this location’s navigability, although USACE does have jurisdiction in this location for wetlands) and a Section 10 permit is not applicable.

Figure 3 – Prime Soils and Farmlands of Statewide Importance



4. Fed Special Use Permit (Const)*

No – There are no Federal lands in the project area, therefore a permit in this regard is not relevant to the project.

a. US Forest Service*

No – There is no National Forest land in the project area, therefore a permit in this regard is not relevant to the project.

b. National Park Service*

No – There is no National Park Service land in the project area, therefore a permit in this regard is not relevant to the project.

c. US Fish and Wildlife Service*

No – here are National Wildlife Refuges in the project area, therefore a permit in this regard is not relevant to the project.

G. Noise (Mitigation Required)

No – The criteria for assessing the type of project a project will be for noise analysis and abatement is include in WVDOH Design Directive 253 (DD-253). That criteria are paraphrased in *Table 7* below:

Table 7 - WVDOH DD-253 Criteria for Assessing Project Type for Noise Analysis

Project Type	Criteria	Project Meets this Criteria		Notes
		Yes	No	
Type I	(1) Construction of highway on new alignment		X	The project uses an existing alignment.
	(2) (i) Horizontal alternations halving the distance between noise sensitive receptors and the former alignment		X	Although the Van Voorhis Road curve realignment between Clearview Avenue and White Oak Court will relocate the road further east, the design thereof will require the acquisition of one residence and there is no halving of distance between the road and remaining noise sensitive receptors.
	(2) (ii) Vertical alternations exposing a line of site between noise sensitive receptors and the proposed alignment		X	Although the project will include cut and fill changes to the topography, the vertical changes thereof are not enough to expose a new line of sight between the road and noise sensitive receptors.
	(3) Addition of through traffic lane		X	The southbound side of Van Voorhis Road north of WV705 has a shared through traffic/right turn lane which has delays when vehicles turn right at the intersection. The project would add an approximately 525 foot through lane on southbound Van Voorhis Road between Killarney Drive and WV 705 to facilitate traffic through the intersection without delay. The lane would be too short to encourage vehicle speed changes, would not halve any distances (see above) and is not in the location of noise sensitive receptors. For these reasons this criterion is not applicable to the project.
	(4) Addition of auxiliary lane (except turn lanes)		X	Not proposed as part of this project.
	(5) Addition of Interchange lanes and ramps		X	
(6) Restriping to add through traffic or aux. lanes		X		
Type I (Cont.)	(7) Addition weight station, rest stop or ride share lot of toll plaza		X	Not proposed as part of this project.
Type II	Federal aid noise abatement on existing highway		X	None.
Type III	Federal aid project not meeting the above criteria	X		No noise analysis is required for Type III projects.
Source: WVDOH Design Directives 2014				

Based the comparison between the DD-253 criteria and the proposed project’s design, the project does not require a noise study, therefore noise mitigation is also not required.^{xvi}

H. Air Quality

No – Construction phase air quality impacts are likely to occur with the use of construction vehicles and equipment. However, these impacts will be temporary, ceasing after construction. Operational phase air quality impacts are likely to be negligible due to the negligible increase in traffic resulting from the project.

I. Haz Waste/Underground Tanks

No – The United States Environmental Protection Agency (EPA) Enviromapper GIS shape and database files were reviewed for the PSA. All the hazardous waste and underground storage tank cases shown are either for conditions that cannot affect the project area due to distance or will not be encountered with the project’s construction or operation. Therefore, no impacts are anticipated.^{xvii}

J. Airport Coordination (within 2 miles)

No – The nearest airport is Morgantown Municipal Airport, which is over 2.3 miles to the east-southeast. Further, the proposed project roadway design and any appurtenances associated with it would not include vertical changes large enough to warrant aircraft related concerns.

III. Public Involvement

No Controversy – A virtual public meeting was held on Monday, August 10, 2020. Formal presentation were made at 5:00 pm, 6 pm and 7 pm. Each session began with an introduction to the project including a powerpoint presentation on the project design and potential impacts. The public was provided the opportunity to ask questions via the project website during each presentation. Each comment was read back as part of the virtual meeting and when possible DOH staff or their consultants provided a response. The public comments and DOH responses are provided in Appendix B.

IV. Action(s) Required

A. Mussel Survey/Relocation for State Listed Streams

No Requirement – Based on the USFWS 1/2/2012 MOU with WVDOH Appendices E and N, the 12/19/19 email from WVDOH Environmental Section, Natural Resource Unit Leader and the 12/17/19 letter from WVDNR there are no state or federal RTE species in the project area. Therefore, there is no reason or requirement for this action. See Appendix A for the aforementioned documents.

B. Mussel Relocation for Endangered Species Streams

No Requirement – Please see the above response.

C. Environmental Commitment Checklist

No Requirement

Bibliography

The resources cited below are shown in order of their appearance in the above discussion.

- ⁱ Wood, Rich, Director of Monongalia County Planning Office. January 2019. Telephone call with Bill Rice, AICP, Sr. Environmental Planner at AMT, to discuss County requirements for minimum lots sizes, setbacks and zoning.
- ⁱⁱ US Dept of the Interior and US Geological Survey. Accessed via EPA Enviromapper in December 2019. *National Atlas of the United States*. <https://www.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=690e0fe1ceb74ee5b10de1a2cf61ea87> .
- ⁱⁱⁱ TRC Companies. January 2020. *Historic Architectural Survey Van Voorhis Road PIE Study, Monongalia, West Virginia*.
- ^{iv} Hark, Ben. January 28, 2020. *Letter to Ms. Susan Pierce, Dep. State Historic Preservation Officer, to Request Review of the Architectural Resources Survey Report*.
- ^v TRC Companies. January 2020. *Phase I Archaeological Survey Van Voorhis Road PIE Study, Monongalia, West Virginia*.
- ^{vi} Hark, Ben. January 28, 2020. *Letter to Ms. Susan Pierce, Dep. State Historic Preservation Officer, to Request Review of the Phase I Archaeological Survey Report*.
- ^{vii} US Forest Service. Accessed via EPA Enviromapper in January 2020. *National Wild and Scenic river Segments*. <https://www.arcgis.com/home/item.html?id=a37eb56966cc4b11b69909e288414e53> .
- ^{viii} River Management Society. Accessed in January 2020. *National Rivers Project*. <http://www.nationalriversproject.com/explorer?s=Morgantown%2C+WV+> .
- ^{ix} Monongalia County GIS. Accessed in January and February 2020. Various shape and database files. <https://ags.agdmaps.com/wv/mon/>.
- ^x National Park Service. Accessed in February 2020. *LWCFA Urban Park and Recreation Recovery*. https://www.nps.gov/ncrc/programs/uprr/cities/west_virginia.html .
- ^{xi} US Fish and Wildlife Service (USFWS). January 3, 2012. *Memorandum of Understanding (MOU) with WVDOH and Appendices*.
- ^{xii} Cummings, Tracie. December 16, 2019. *Email to Ms. Tracy Moles on Suitable Habitat for Protected Species, No Effects and No Surveys Required*.
- ^{xiii} DNR Wildlife Resources Section. December 2020. *Clearance Letter for RTE species in the PSA*.
- ^{xiv} WV GIS Technical Center. Accessed in January 2020. *Flood data*. <http://www.mapwv.gov/flood/map/>.
- ^{xv} USDA, Natural Resource Conservation Service, Accessed in February 2020. *Web Soil Survey*. <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm> .

^{xvi} West Virginia Department of Highways, Engineering Division. *November 2014. Design Directives*.

^{xvii} USEPA. Accessed in January 2020. Hazardous material and underground storage tank sites data.
<https://geopub.epa.gov/myem/efmap/index.html?ve=11,39.630325,-79.957850&pText=Morgantown,%20West%20Virginia> .



APPENDIX A

Agency Correspondence



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

December 3, 2019

Mr. Brian Bridgewater
Water Resources Section
Department of Environmental Protection
601 57th Street East
Charleston, West Virginia 25304

Dear Mr. Bridgewater:

State Project U331-59-0.00
Federal Project STP-0059(007)D
Van Voorhis Road
Monongalia County

The Division of Highways is developing the subject project at the location shown on the attached vicinity maps. The project consists of improvements including roadway widening (to 10' lanes and 4' minimum shoulders) for turn lanes (left turn lane southbound at Wedgewood Drive), intersection improvements (Killarney Mini-Roundabout), vertical and horizontal alignment improvement (at Wedgewood Drive), West Run Bridge replacement, drainage improvements, sidewalk construction (WV 705 to Wedgewood Drive), roadway lighting (Killarney Drive to WV 705), and traffic signal modification (at WV 705). The project is 0.94 miles in length and is located along CR 59 between WV 705 (Chestnut Ridge Road) and CR 67/1 (West Run Road). Additional right of way will be required for sliver takes all along the roadway as well as 1 residence take.

The project location is shown on the USGS, MORGANTOWN NORTH, quadrangle map.

Your comments on possible water quality impacts are requested so that they may be included in our environmental studies. Should you require additional information, please contact Tracie Moles of our Environmental Section at (304) 414-6463.

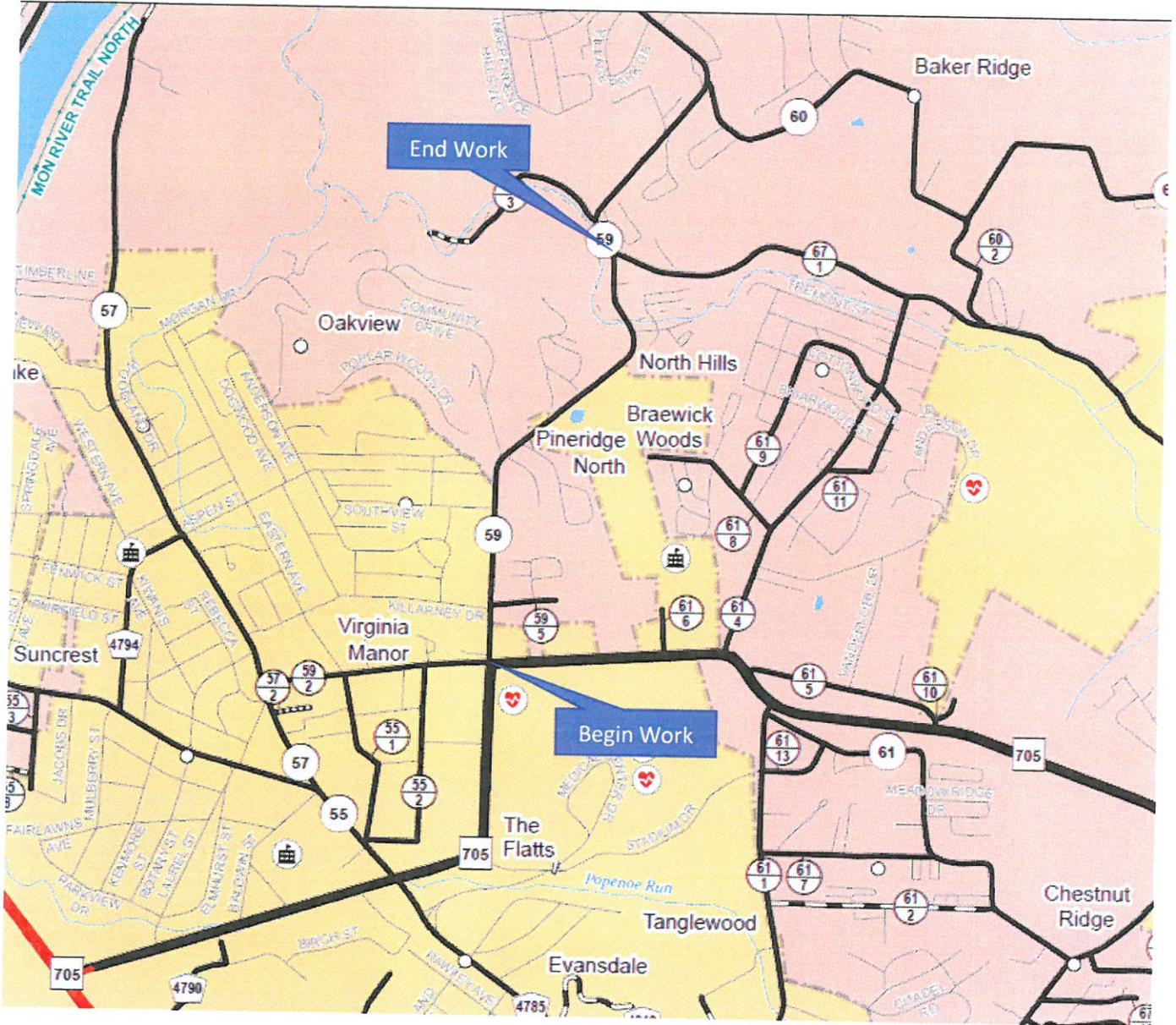
Very truly yours,

A handwritten signature in blue ink that reads "Ben L. Hark".

Ben L. Hark
Environmental Section Head
Engineering Division

BH:s
Attachments
bcc: DDE (TBM)

Van Voorhis Road
U331-59-0.00
STP-0059(007)D
Monongalia County
12/3/2019





WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

December 3, 2019

Ms. Barbara Sargent
West Virginia Division of
Natural Resources
Post Office Box 67
Elkins, West Virginia 26241

Dear Ms. Sargent:

State Project U331-59-0.00
Federal Project STP-0059(007)D
Van Voorhis Road
Monongalia County

The Division of Highways is developing the subject project at the location shown on the attached vicinity maps. The project consists of improvements including roadway widening (to 10' lanes and 4' minimum shoulders) for turn lanes (left turn lane southbound at Wedgewood Drive), intersection improvements (Killarney Mini-Roundabout), vertical and horizontal alignment improvement (at Wedgewood Drive), West Run Bridge replacement, drainage improvements, sidewalk construction (WV 705 to Wedgewood Drive), roadway lighting (Killarney Drive to WV 705), and traffic signal modification (at WV 705). The project is 0.94 miles in length and is located along CR 59 between WV 705 (Chestnut Ridge Road) and CR 67/1 (West Run Road). Additional right of way will be required for sliver takes all along the roadway as well as 1 residence take.

The project location is shown on the USGS, MORGANTOWN NORTH, quadrangle map. The coordinates of the project location are 39.657814, -79.963382 to 39.669464, -79.958889.

Your comments on possible effects to rare or endangered species and natural trout streams are requested so that they may be included in our environmental studies. Should you require additional information, please contact Tracie Moles of our Environmental Section at (304) 414-6463.

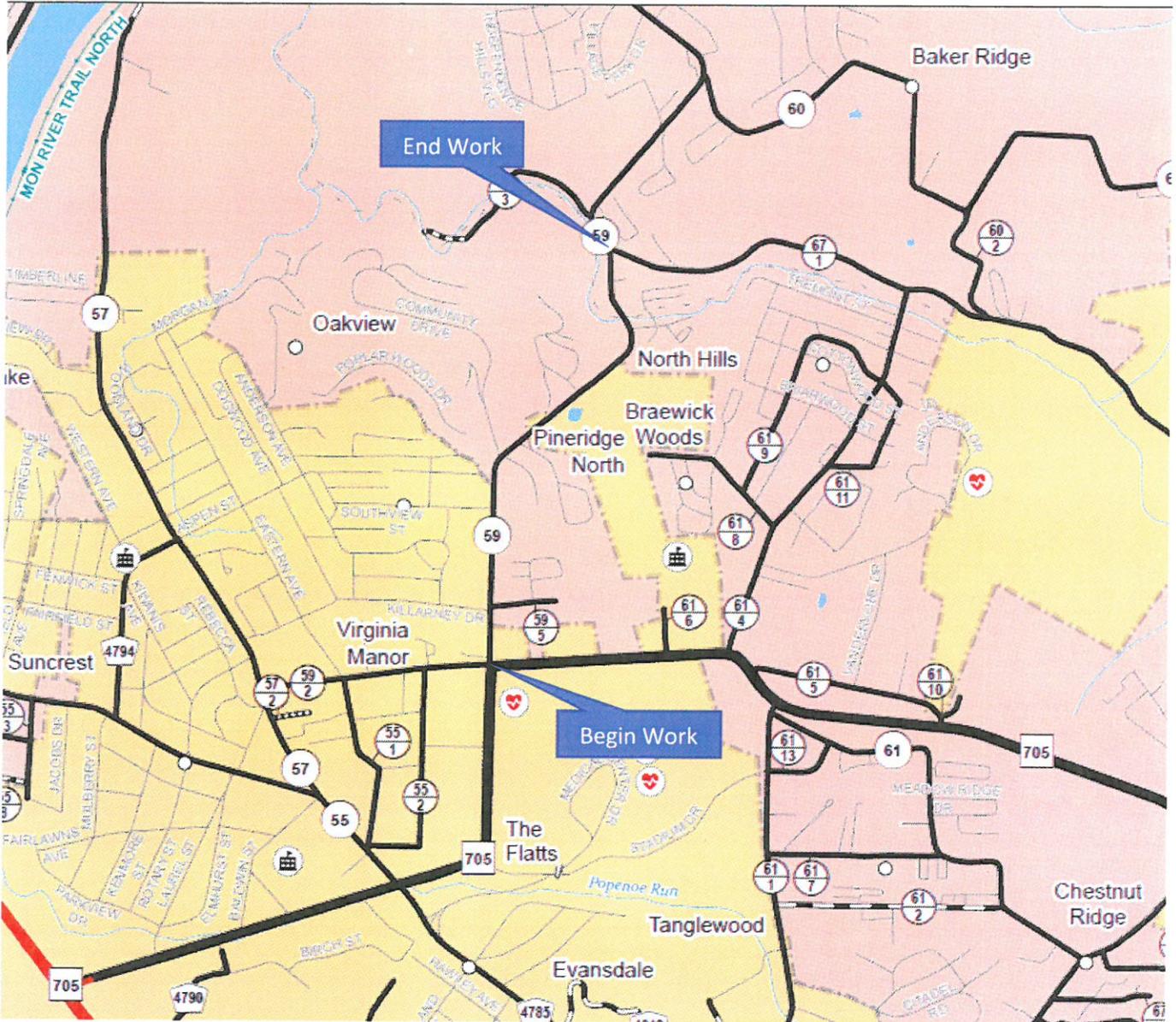
Very truly yours,

A handwritten signature in blue ink that reads "Ben L. Hark".

Ben L. Hark
Environmental Section Head
Engineering Division

BH:s
Attachments
bcc: DDE (TBM)

Van Voorhis Road
U331-59-0.00
STP-0059(007)D
Monongalia County
12/3/2019





WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

January 28, 2020

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

Ms. Susan Pierce
Deputy State Historic Preservation Officer
West Virginia State Historic Preservation Office
WV Division of Culture and History
1900 Kanawha Boulevard East
Charleston WV 25305-0300

State Project U331-59-0.00
Federal Project STP-0059(007)D
Van Voorhis Road Project
GO BOND PROJECT
Monongalia County

Dear Ms. Pierce:

Attached for your review and concurrence is the Architectural Resources Survey Report for Van Voorhis Road Project.

Should you have any questions, please contact Sondra Mullins of our Environmental Section at 304-414-6468.

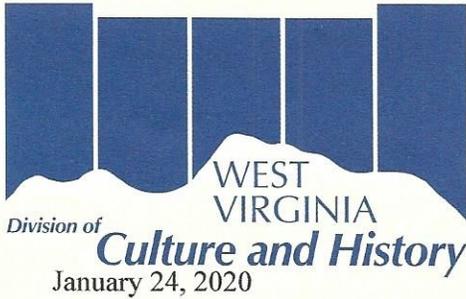
Very truly yours,

A handwritten signature in blue ink that reads "Ben L. Hark".

Ben L. Hark
Environmental Section Head
Engineering Division

H:s
Enclosure

CC: DDE(SM)



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

Mr. Ben L. Hark
Environmental Section Head
Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25305

RE: Van Voorhis Road Pie Study – WV 705 to West Run Road
State Project No. U331-59-0.00; Federal Project No. STP-0059(007)D
FR: 20-406-MG

Dear Mr. Hark:

We have reviewed the Phase I archaeological survey report that was submitted for the above referenced project. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR § 800: "Protection of Historic Properties," we submit our comments.

According to the submitted information, the West Virginia Division of Highways (WVDOH) proposes to make improvements to approximately 4,910 linear feet (0.93 mile) of roadway along Van Voorhis Road (CR 59) in Monongalia County, WV beginning at its intersection with WV 705 and continuing north to its intersection with West Run Road (CR 67/1). The proposed project will involve road widening, drainage improvements, and the installation of retaining walls and sidewalks. It is our understanding that the proposed limits of disturbance (LOD) consists of the existing WVDOH right-of-way, generally within 30 feet on either side of the existing road for the length of the proposed project.

Archaeological Resources:

Archaeological survey of the proposed project area included shovel test pit excavation and visual inspection. Most of the project area exhibited significant prior disturbance. A total of 45 shovel test pits were excavated, the majority of which encountered disturbed soils and fill deposits associated with road construction, landform modification, utilities and other development. No archaeological materials were recovered. As a result, we concur that no further archaeological investigations are necessary. In our opinion, no archaeological historic properties are present within the proposed LOD.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Lora A. Lamarre-DeMott, Senior Archaeologist, at (304) 558-0240.*

Sincerely,

A handwritten signature in blue ink that reads "Susan M. Pierce".

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/LLD



RECEIVED
DEC 20 2019
ENGINEERING
DIVISION

DIVISION OF NATURAL RESOURCES

Wildlife Resources Section
Elkins Operations Center
738 Ward Rd., PO Box 67
Elkins, WV 26241
Telephone 304-637-0245
Fax 304-637-0250

Stephen S. McDaniel
Director

December 17, 2019

Mr. Ben Hark
Division of Highways
Engineering Division
1334 Smith Street
Charleston, WV 25301

Dear Mr. Hark:

We have reviewed Natural Heritage Program files for information on rare, threatened and endangered (RTE) species and natural trout streams for the areas of the proposed highway projects:

TBM	State Project U331-59-0.00 Federal Project STP-0059(007)D Van Voorhis Road Monongalia County	There are no known occurrences of any RTE species or natural trout streams within the project area.
TBM	State Project 23-44-4.86 USAF MSgts. Johnny & Carl Clark Memorial Bridge Logan County	There are no known occurrences of any RTE species or natural trout streams within the project area. Island Creek is a federal crayfish stream, and will require a survey.

The Wildlife Resources Section knows of no surveys that have been conducted in these areas for rare species or rare species habitat. Consequently, this response is based on information currently available and should not be considered a comprehensive survey of the areas under review.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the above number, extension 2048.

Sincerely,

Barbara Sargent
Environmental Resources Specialist
Environmental Coordination
Operations Unit

**Appendix A
WVDOT ESA/BGEPA Checklist**

Use the Environmentally Sensitive GIS layers to answer the following questions for each proposed project.*

	Yes	No	Requirement
1. Requires 17 acres or more of tree clearing? If YES , then MOU cannot be used.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Requires an Individual 404 permit? If YES , then MOU cannot be used.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Does project effect any caves or mine portals? If YES , then MOU cannot be used.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Is this a repair/ replacement bridge (structure over 20') project? If YES , see Appendix N-Bat Bridge Assessment Form and proceed to 5, if NO , proceed to 5.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	App N- Assessment Form
5. Located within Zone 1 (Virginia Big-Eared Bat)? A. Requires removal of rock ledges, shelters, or buildings? If A is NO , then see Special Provision A . If A is YES , then MOU cannot be used.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A
6. Located within Zone 2 (Indiana Bat Winter Use Area)? A. Requires tree removal greater than 5" (diameter breast height) DBH? If A is NO , note that there is to be NO tree clearing on the environmental clearance document, and use Special Provision B-2 . If A is YES , Potential Roost Tree Assessment required, see Appendix J	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B-1 or App J
7. Located within Zone 4 (Indiana Bat Summer Use Area)? A. Requires tree removal greater than 5" DBH? If A is NO , note that there is to be NO tree clearing on the environmental clearance document, and use Special Provision B-2 . If A is YES , Potential Roost Tree Assessment required, see Appendix J	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B-2 or App J
8. Located within Zone 15 (Northern Long-Eared Bat Hibernacula)? A. Requires tree removal greater than 3" DBH? If A is NO , note that there is to be NO tree clearing on the environmental clearance document, use Special Provision B-3 . If A is YES , then MOU cannot be used.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B-3
9. Located within Zone 14 (Northern Long-Eared Bat Roost Tree Location)? A. Requires tree removal greater than 3" DBH? If A is NO , note that there is to be NO tree clearing on the environmental clearance document, use Special Provision B-3 . If A is YES , see Appendix K .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B-3 or App K/B-4
10. Located with Zone 16 (Gray Bat)? A. Requires removal of rock ledges or rock shelters? If A is NO , then see Special Provision A . If A is YES , then MOU cannot be used.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A

	Yes	No	Requirement
11. Located within Zone 5 (Cheat Mtn Salamander, Flat-Spined 3-Toothed Land Snail, North Eastern Bullrush) or Zone 7 (Running Buffalo Clover, Shale Barren Rock Cress, Small Whorled Pogonia)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	C
A. Is there suitable habitat within the project limits? (A USFWS qualified person must make this determination) If A is NO , attach the habitat assessment. If A is YES go to B.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
B. Will there be disturbance outside of the existing disturbed areas**?	<input type="checkbox"/>	<input type="checkbox"/>	
If B is NO , then see Special Provision C . If B is YES then the MOU cannot be used.			
12. Located within Zone 6 (Harperella, Virginia Spiraea)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C
A. Will there be disturbance outside of the existing disturbed areas or work below OHWM?	<input type="checkbox"/>	<input type="checkbox"/>	
If A is NO , then see Special Provision C . If A is YES then the MOU cannot be used.			
13. Located within Zone 8 (Bald Eagle)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	App E
A. Does guidance found in Appendix E require consultation with USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	
If A is YES , then the MOU cannot be used. If A is NO , complete the step by step instructions and print the determination page, and sign it. This becomes part of the clearance document.			
14. Located within Zone 9 (Federally Listed Mussel Stream)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	App D
A. Will there be work below the ordinary high water mark (OHWM)? If YES go to B, if NO go to Appendix D.	<input type="checkbox"/>	<input type="checkbox"/>	
B. Is this on an unlisted tributary? If YES , go to Appendix D ,	<input type="checkbox"/>	<input type="checkbox"/>	App D
If B is NO , then the MOU cannot be used.			
15. Located within Zone 10 (Madison Cave Isopod)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F
A. Will the project fill any sinkholes, or place debris or other materials within 100 feet of any sinkholes?	<input type="checkbox"/>	<input type="checkbox"/>	
If A is NO , then go to Special Provision F . If A is YES then the MOU cannot be used.			
16. Located within Zone 11 (Diamond Darter)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	E
A. Will there be work below the OHWM?	<input type="checkbox"/>	<input type="checkbox"/>	
If A is NO , then go to Special Provision E . If A is YES then the MOU cannot be used.			
17. Located within Zone 13 (Crayfish)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	App M Section A App M Section B App M Section C
A. Is there work below the OHWM? If A is NO , then go to Appendix M Section B . If A is yes, go to B .	<input type="checkbox"/>	<input type="checkbox"/>	
B. Is the project within the buffer and the stream is only carrying ditch flow or is an intermittent stream? If YES , go to Appendix M Section A . If B is NO , then go to Appendix M Section C .	<input type="checkbox"/>	<input type="checkbox"/>	
18. Located within Zone A*** (State Listed Mussel Streams)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
19. Located within Zone 12 (northern flying squirrel)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

* This checklist does not apply to emergency projects.

**Disturbed area is defined as currently paved, graveled, or vegetatively barren areas or vegetated areas that receive regular scheduled maintenance which removes all native vegetation.

***Additional Zones not included in the MOU exist. These zones do not pertain to species covered under the ESA or the BGEPA and were not included in this MOU. They are included in this checklist for ease of overall project review. For example, Zone A refers to state listed mussel streams.

If you answered **NO** to questions 1-17 then the project is a "no effect" and no further consultation with USFWS is needed. Please check the following box.

According to the procedures established in this MOU, the WVDOT has determined that this proposed project will have "no effect" on species covered under the ESA or the BGEPA.



Should project plans change or amendments be proposed that have not been considered in the proposed action, or if additional information on listed and proposed species becomes available, or if new species become listed or critical habitat is designated, this determination may be reconsidered.

If you hit a zone and can implement all requirements for affected species, as found in the appendices D-N, then the project is determined as a "may affect, not likely to adversely affect." Please check the following box.

According to procedures established in this MOU, the WVDOT has determined that this proposed project "may affect, but not likely to adversely affect" species covered under the ESA or the BGEPA. Prepare a notification package as outlined in Appendix H and send it to the USFWS. No reply is needed from the USFWS. A copy of the special provisions to be implemented shall also be attached to any environmental and contracting documents prepared for the project. An environmental commitment checklist must also be completed and put with the environmental clearance document.



Should project plans change or amendments be proposed that have not been considered in the proposed action, or if additional information on listed and proposed species becomes available, or if new species become listed or critical habitat is designated, this determination may be reconsidered.

If the MOU cannot be used then you need to complete the submittal package for USFWS that is outlined in Appendix I.



Zones were hit and the requirements found in Appendices D-N cannot be met. Consultation with the USFWS is required. See Appendix I.

Comments

No effect per F&W 8/1/17 email

Tracie Moles

Signature

12/16/2019

Date

Appendix N

Bat Bridge Assessment Form

DOT Project Name: Van Voorhis Road Bridge

State Project Number: 31-59-0.82

Federal Project Number: n/a

BARS Number: 31A136

County: Monongalia

Coordinates: 39.667465, -79.95833

Bat Indicators

Check all that apply. Presence of one or more indicators is sufficient evidence that bats may be using the structure, and further investigation is necessary.

INDICATOR	YES	NO	NOTES
Visual	<input type="checkbox"/>	<input checked="" type="checkbox"/>	underside of bridge is composed of concrete with cracks
Droppings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	and leaking water, also very low over the water surface -
Staining	<input type="checkbox"/>	<input checked="" type="checkbox"/>	no suitable bat habitat

Habitat Features Impacted by Project

(for projects within Gray bat zone only)

Check all that apply. Presence of one or more features being impacted by the project indicates that further investigation is necessary.

INDICATOR	YES	NO	NOTES
Rock Outcrops	<input type="checkbox"/>	<input type="checkbox"/>	
Rock Shelters	<input type="checkbox"/>	<input type="checkbox"/>	

Form completed by USFWS certified biologist

Sydney Burke - WVD OH

Date: 12/13/2019

7/6/2017

Moles, Tracie B

From: Cummings, Traci L
Sent: Monday, December 16, 2019 8:51 AM
To: Moles, Tracie B
Cc: Burke, Sydney T; Facemire, Lovell R
Subject: RE: RBC Habitat Assessment Request

Tracie,

The areas along the proposed project improvements do not have suitable habitat for Running Buffalo Clover. No surveys will be required for this project.

Thanks
Traci

Traci L. Cummings
Natural Resources Unit Leader
West Virginia Division of Highways
Environmental Section
304-414-6429 office

From: Moles, Tracie B <Tracie.B.Moles@wv.gov>
Sent: Monday, December 16, 2019 6:53 AM
To: Cummings, Traci L <Traci.L.Cummings@wv.gov>
Cc: Burke, Sydney T <Sydney.T.Burke@wv.gov>; Facemire, Lovell R <Lovell.R.Facemire@wv.gov>
Subject: FW: RBC Habitat Assessment Request

I was just checking to see if you'd had a chance to check this one yet? Lovell and I have a conference call tomorrow with the consultant.

Thanks,
Tracie

From: Moles, Tracie B
Sent: Tuesday, December 3, 2019 3:09 PM
To: Cummings, Traci L (Traci.L.Cummings@wv.gov) <Traci.L.Cummings@wv.gov>
Subject: RBC Habitat Assessment Request

Traci,

We have just started working with a consultant to clear the other portion of Van Voorhis Road. It's early on and all I have is some scope notes, a highway map, and the GIS map with the layers. It is only hitting the countywide RBC layer. Can you please provide a habitat assessment? You can see the entire roadway on Google Earth street view, but it's primarily businesses and residential.

The project consists of improvements including roadway widening (to 10' lanes and 4' minimum shoulders) for turn lanes (left turn lane southbound at Wedgewood Drive), intersection improvements (Killarney Mini-Roundabout), vertical and horizontal alignment improvement (at Wedgewood Drive), West Run Bridge replacement, drainage improvements, sidewalk construction (WV 705 to Wedgewood Drive), roadway lighting (Killarney Drive to WV 705), and traffic signal modification (at WV 705). The project is 0.94 miles in length and is located along CR 59 between WV 705 (Chestnut Ridge Road) and CR 67/1 (West Run Road). Additional right of way will be required for sliver takes all along the roadway as well as 1 residence take.

U331-59-0.00 Van Voorhis Road

39.657814, -79.963382 to 39.669464, -79.958889

Thanks,

Tracie B. Moles

WV Division of Highways

Engineering Division

Environmental Section

Email: Tracie.B.Moles@wv.gov

Office: (304) 414-6463

Moles, Tracie B

From: Cummings, Traci L
Sent: Tuesday, August 1, 2017 7:22 AM
To: Moles, Tracie B
Subject: FW: Running Buffalo Clover

FYI

For ones that we rule out habitat so it won't have to go to the CORPS.

Traci Cummings
WVDOH-Environmental Section
Natural Resources Unit Leader
304-558-9678 Work
304-541-7509 Cell

From: Stout, Elizabeth [mailto:elizabeth_stout@fws.gov]
Sent: Tuesday, August 01, 2017 6:42 AM
To: Cummings, Traci L <Traci.L.Cummings@wv.gov>
Cc: Vanderlaan, Anna M <Anna.M.Vanderlaan@wv.gov>; Hark, Ben L <Ben.L.Hark@wv.gov>; Burke, Sydney T <Sydney.T.Burke@wv.gov>; Mullins, Sondra L <Sondra.L.Mullins@wv.gov>
Subject: Re: Running Buffalo Clover

If no suitable habitat exists for RBC, and no other species layers are hit, the project would be no effect for RBC.

On Mon, Jul 31, 2017 at 5:29 PM, Cummings, Traci L <Traci.L.Cummings@wv.gov> wrote:



Liz,

If suitable habitat within project limits is ruled out for Running Buffalo Clover is this a No Effect?

Thanks,

Traci Cummings

WVDOH-Environmental Section

Natural Resources Unit Leader

304-558-9678 Work

304-541-7509 Cell

--

Liz Stout

Fish and Wildlife Biologist

U.S. Fish and Wildlife Service

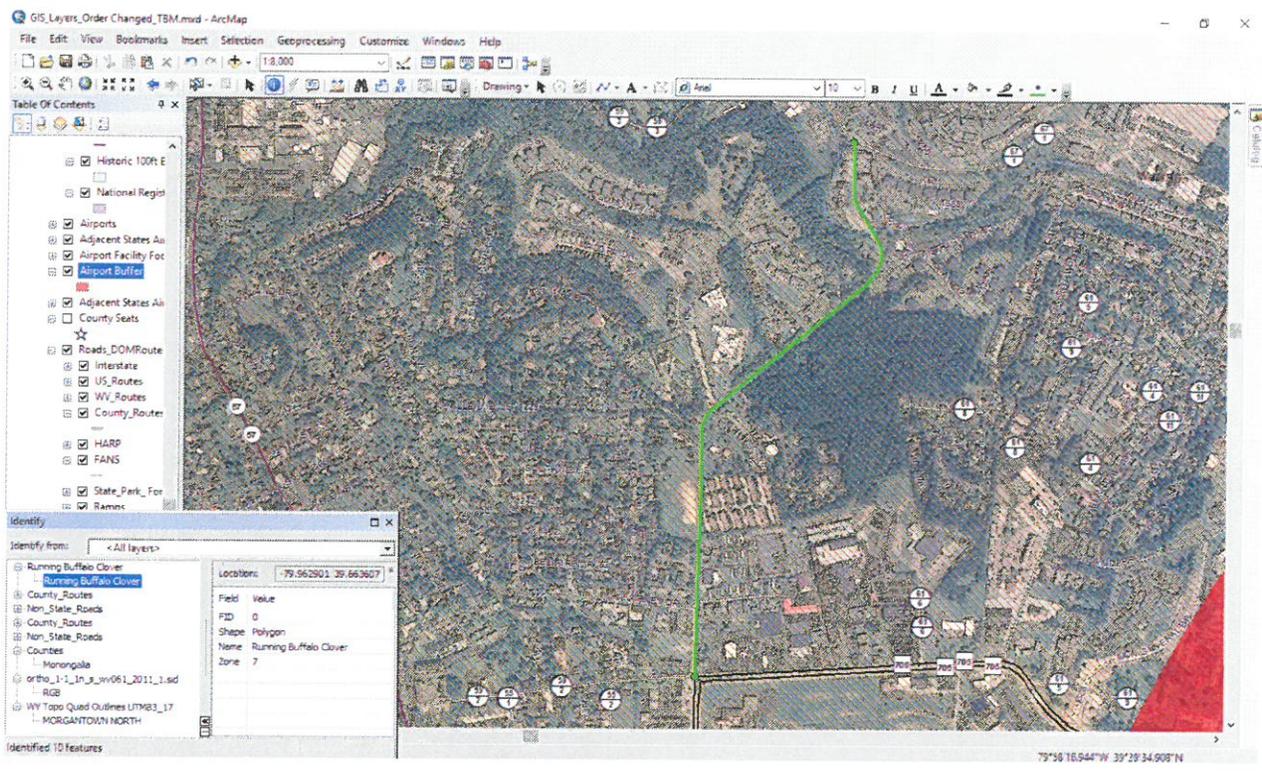
West Virginia Field Office

694 Beverly Pike

Elkins, WV 26241

(304) 636 6586 x15

<http://www.fws.gov/westvirginiafieldoffice/index.html>



12/3/2019

Van Voorhis Road Improvement Project
 WV 705 to West Run Road
 Monongalia County

Zone 7 – Running Buffalo Clover, no suitable habitat per DDE (TC) 12/16/2019

Morgantown North Quad

39.657814, -79.963382 to 39.669464, -79.958889



The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer

February 5, 2020

Mr. Ben L. Hark
Environmental Section Head
Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25305

RE: Van Voorhis Road PIE Study – WV 705 to West Run Road
Monongalia County, West Virginia
State Project No. U331-59-0.00
Federal Project No. STP-0059(007)D
FR: 20-406-MG-1

Dear Mr. Hark:

We received the “Architectural Resources Survey” report dated January 2020 that TRC prepared for the aforementioned undertaking. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR § 800: “Protection of Historic Properties,” we submit our comments.

According to the submitted information, the West Virginia Division of Highways (WVDOH) proposes to make improvements to approximately 4,910 linear feet (0.93 mile) of roadway along Van Voorhis Road (CR 59) in Monongalia County, West Virginia beginning at its intersection with WV 705 and continuing north to its intersection with West Run Road (CR 67/1). The proposed project will involve road widening, drainage improvements, and the installation of retaining walls and sidewalks. It is our understanding that the proposed limits of disturbance (LOD) consists of the existing WVDOH right-of-way, generally within 30 feet on either side of the existing road for the length of the proposed project. The “Architectural Resources Survey” report defined the area of potential effects (APE) as including “all land areas where such roadway improvements will be visible and includes areas beyond the Van Voorhis Road right-of-way. The APE, therefore, includes resources located within the project limits of disturbance and within a direct line of sight to the project.”

Architectural Resources:

We have reviewed the submitted report and concur with the findings described therein. TRC identified nine aboveground resources within the defined APE: seven private dwellings (MG-0402 through MG-0408); a concrete commercial building (MG-0400); and the Heritage Apartments building (MG-0401). TRC determined that another private residence located within the APE and previously documented as MG-1350 has been demolished. “Due to lack of architectural distinction, compromised integrity, and lack of historical merit,” TRC argued that the nine extant buildings, are “not eligible for NRHP listing.”

February 5, 2020
Mr. B. Hark
DOH: U331-59-0.00
FHWA: STP-0059(007)D
FR: 20-406-MG-1
Page 2

Upon review of the submitted information, photographs, and Historic Property Inventory forms, we concur with this finding. As no other historic properties have been identified within the project APE, the undertaking has no potential to affect historic architectural properties. No further consultation is necessary regarding aboveground resources; however, we ask that you contact our office if your project should change.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Mitchell K. Schaefer, Structural Historian, at (304) 558-0240.*

Sincerely,



Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/MKS



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

January 17, 2020

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

Ms. Susan Pierce, Deputy State
Historic Preservation Office
Department of Arts, Culture and History
1900 Kanawha Boulevard, East
Charleston, West Virginia 25305-0430

*Hand Delivered
1.24.20*

Dear Ms. Pierce:

Phase I Archaeological Survey
Van Voorhis Road Pie Study
WV 705 To West Run Road
State Project U331-59-0.00
Federal Project STP-0059(007) D
Monongalia County, West Virginia

Please find attached for your review one hard copy of The Phase I Archaeological Survey Report for the Proposed Van Voorhis Road – WV 705 to West Run Road PIE Project in Monongalia County, West Virginia. Also attached is one disk containing GIS files for the project and a digital copy of the report.

As a result of the investigation no significant cultural materials were recovered, and no further study is recommended within the proposed area of potential effects.

We ask for your concurrence with these findings.

Should you require additional information, please contact Rodney DeMott of our Environmental Section at (304) 414-6435.

Yours very truly,

Ben L. Hark

Ben L. Hark
Section Head
Environmental Section
Engineering Division

H:k

Attachments

Bcc: DDE(RCD)



APPENDIX B

Public Meeting Info/Comments

NOTICE
OF
VIRTUAL INFORMATIONAL PUBLIC MEETING
VAN VOORHIS ROAD PROJECT
STATE PROJECT U331-59-0.94
FEDERAL PROJECT STP-0059(006)D
MORGANTOWN
MONONGALIA COUNTY

The West Virginia Division of Highways (WVDOH) will hold a virtual informational public meeting on Monday, August 10, 2020 on the proposed project upgrades to 0.95 miles of **Van Voorhis Road between WV 705 (Chestnut Ridge Road) and West Run Road (CR 67/1)** in Morgantown, Monongalia County, West Virginia. Proposed improvements include widening of Van Voorhis Road throughout the project study area to create wider lanes, widening for an additional southbound lane from Killarney Drive to WV 705, shoulder widening and paving, improvement of the roadway alignment near the intersection of Wedgewood Drive, construction of a northbound left turn lane to Wedgewood Drive, replacement of the bridge over West Run, construction of sidewalks, curbs, gutters, retaining walls and drainage improvements along various sections of the roadway. The roadway alignment improvement near Wedgewood Drive includes improvement of the horizontal and vertical alignment of Van Voorhis Road between Clearview Avenue and the Morgantown Health and Rehabilitation Center (Golden Living) driveway. The WVDOH previously held an Informational Workshop Public Meeting in May 2019 detailing the project upgrades to 0.43 miles of **Van Voorhis Road (County Route 59) from the junction of Monongalia County 67/1 to Junction of CR 60**. Due to public outreach from the May 2019 meeting the project was revised to address comments. This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act.

FORMAL PRESENTATIONS WILL BE MADE ON AUGUST 10, 2020 AT 5:00 PM, 6:00 PM and 7:00 PM. The scheduled public meeting is from 5:00 to 8:00 p.m. and the public will be afforded the opportunity to ask questions and give written comments on the project throughout the meeting. A handout with project details will be available on the WVDOH Website. The public is also able to call in and provide comments starting on August 10, 2020 by calling 1-855-925-2801 and entering the project code of 9356.

Those wishing to file written comments may send them to Mr. RJ Scites, P.E., Director, Engineering Division, West Virginia Division of Highways, 1334 Smith Street, Charleston, West Virginia 25301 on or before Thursday, September 10, 2020. Visit the WVDOH Website at <http://go.wv.gov/dotcomment> for project information and the opportunity to comment on the project.

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.



I want to...

find work zones on state roads



Transportation > Highways > Engineering > Comment on Projects > Closed > Van Voorhis Road Project

Van Voorhis Road (CR 59) Project

State Project: U331-59-0.94 | Federal Project: STP-0059 (006)D

[View Live Meeting and More Information](#)

The West Virginia Division of Highways (WVDOH) will hold a virtual informational public meeting on Monday, August 10, 2020 on the proposed project upgrades to 0.95 miles of Van Voorhis Road between WV 705 (Chestnut Ridge Road) and West Run Road (CR 67/1) in Morgantown, Monongalia County, West Virginia. Proposed improvements include widening of Van Voorhis Road throughout the project study area to create wider lanes, widening for an additional southbound lane from Killarney Drive to WV 705, shoulder widening and paving, improvement of the roadway alignment near the intersection of Wedgewood Drive, construction of a northbound left turn lane to Wedgewood Drive, replacement of the bridge over West Run, construction of sidewalks, curbs, gutters, retaining walls and drainage improvements along various sections of the roadway. The roadway alignment improvement near Wedgewood Drive includes improvement of the horizontal and vertical alignment of Van Voorhis Road between Clearview Avenue and the Morgantown Health and Rehabilitation Center (Golden Living) driveway. The WVDOH previously held an Informational Workshop Public Meeting in May 2019 detailing the project upgrades to 0.43 miles of Van Voorhis Road (County Route 59) from the junction of Monongalia County 67/1 to Junction of CR 60. Due to public outreach from the May 2019 meeting the project was revised to address comments. This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act.

FORMAL PRESENTATIONS WILL BE MADE AT 5:00 PM, 6:00 PM and 7:00 PM. The scheduled public meeting is from 5:00 to 8:00 p.m. and the public will be afforded the opportunity to ask questions and give written comments on the project throughout the meeting.

Comment

The comment period for this project ended on Thursday, September 10, 2020.

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.

Van Voorhis Road Improvement Project

Public Meeting Comments Responses

August 10, 2020 / 5:00pm

First Name	Last name	Organization	Email address	Mailing Address	City	State	Zip Code	Comments	Responses	Adressed During Live Format
Frank	Gmeindl	Morgantown Municipal Bicycle Board	fgmeindl@gmail.com	491 Wilson Avenue	Morgantown	WV	26501	Bicycle climbing lanes are necessary on both sides of the hill. One from Southview St. to Wedgewood Dr. One from the bridge over West Run to Wedgewood Dr. Since the hill is so steep, the bicycle climbing lanes must be not less than 5-feet wide to allow swerving that cyclists must employ to climb the hill. Drain grates must be flush with the surface of the bike lanes and must not trap a bicycle wheel or collect debris. The bike lanes must be marked as such according to MUTCD and AASHTO guidelines or Shared Lane Markings must be applied to the lanes and Bicycles May Use Full Lane signs must be posted on the sides of the road according to MUTCD and AASHTO guidelines. These recommendations conform with the Complete Streets policies of WV, Monongalia County and the City of Morgantown.	The proposed design makes use of the limited available space to provide a paved shoulders of 4 feet in width to serve all road users and reduce the occurrence of roadway departure crashes. The shoulders have been designed to accommodate cyclists but are not intended as specific bicycle lanes. All inlets will be designed to accommodate bicycle tires. We will further explore optional pavement markings and signs in accordance with the MUTCD.	NO
William	Bryan	Retired	uriah490@gmail.com	647 Southview Dr	Morgantown	WV	26505	Over 40 years ago, when we purchased our home on Southview Drive it was a part of a quiet, residential neighborhood. The Drive was less than two lanes wide, had no 'center' line or sidewalks. However, some 20 years ago it turned into a through street. Need I describe the residential drawbacks to a through street? For over 10 years the Suncrest Neighborhood Association has petitioned the City to listen to our complaints about traffic increases reducing quality of life in the neighborhood. For years the residents have accommodated the vehicles. The time has come to reverse this & I suggest that Southview Drive be closed at Van Voorhis Road.	This comment will be further discussed with the City of Morgantown. If the municipal government were in favor of this change to access of a City Street, the WVDOH would not object.	NO
Gary	Hershman	Self	gary.m.hershman@gmail.com	84 Sugarland Rd	Morgantown	WV	26508	Which residence will be removed during this initial phase.	The address of the residence that is anticipated to be impacted is 1372 Van Voorhis Road.	NO
Brian	Powell		bpowell@bitmapped.net	21 Pleasant Hill Rd	Morgantown	WV	26508	While I support upgrades for Van Voorhis Road, I think DOH is cheaping out with this project. 1. The proposed lane configuration southbound at the Burroughs Street intersection does not align with the other side of the intersection. From the renderings, it appears the lanes will jog left a full lane width in the middle of the intersection. This is confusing for drivers. The intersection will still also have problems with the left turns for Van Voorhis not being lined up - this results in problems with opposing traffic blocking the view of oncoming traffic when trying to turn. Fix the problem properly by taking land on the BB&T side of things so that the lanes on Van Voorhis north of the intersection line up with the lanes south. This would also be a good opportunity to fix the turning radius from Chestnut Ridge Road WB to Van Voorhis Road NB. 2. While this projects modifies other legs of the Van Voorhis/Burroughs/Chestnut Ridge intersection, it does nothing to address the delays on Burroughs EB which are just as bad if not worse as Van Voorhis SB. Building an extended left turn and/or right turn lane here would help to substantially improve intersection throughput. 3. There are residences, businesses, and side streets the entire length of the corridor. Build a continuous center turn lane rather than just a single left turn pocket at Wedgewood Drive. 4. I do appreciate the proposed improvements to the Van Voorhis/Wedgewood intersection's vertical and horizontal alignments. 5. Please ensure that drainage and roadway improvements are designed to facilitate further widening of the roadway, such as has been proposed in conjunction with the Roads to Prosperity's northern bypass project. It would be unfortunate to see curbing and drainage put in now to just be ripped out again in a couple years.	1. As noted, the widening to the west will result in a shift for traffic entering WV 705 Eastbound. Due to the complexity of adding capacity in densely developed urban environments, lane shifts of this type are not uncommon in urban areas and will include pavement markings to clearly delineate driver path. The benefits described with widening to the east are noted and have been considered in development of this plan. 2. This comment is duly noted and will be further considered for potential future intersection improvements at this location. The current project is focused on Van Voorhis Road itself but WVDOH has evaluated potential intersection reconfiguration as a future standalone project. 3. Turn lanes are proposed at locations to address both operational and safety issues evaluated. In development of this project, consideration of a two way left turn lane for the length of the project was considered but is not the final plan due to the impacts to property and the environment when the benefit is largely confined to primary intersections. Widening is challenging on Van Voorhis Road considering topography, development density, and right of way and turn lanes have been proposed at locations where engineering analysis indicates a verified need. 4. Comment noted. 5. Drainage infrastructure will be improved for the length of the project. Roadway improvements are being implemented to accommodate anticipated growth on Van Voorhis Road by the 20 year design year. This project is not being design to accommodate a future potential northern bypass.	NO
Jonathan	Nellis		jonathan@jnellis.com		Morgantown	WV	26508	There are few to no alternative routes available for bike riders/would be bike riders trying to commute to, from, or through this area. Speed differentials between would be riders and motor vehicles are high, made worse by the terrain in uphill areas. I would like to see more formal bicycle infrastructure along this route. Ideally that would include biking lanes in uphill sections, areas where it is difficult for drivers to safely pass and areas with poor sight lines.	The proposed paved shoulder provides a significant improvement to cyclists using this roadway. WVDOH will further explore the use of additional pavement markings and signs as a supplement to the design.	NO
Bill	Reger-Nash	Morgantown Pedestrian Safety Board member, WV Walks	wreger@hsc.wvu.edu	304 Dream Catcher Circle	Morgantown	WV	26508	I strongly support walkways and bicycle lanes on both sides of the hill, namely from Southview St. to Wedgewood Dr, from the bridge over West Run to Wedgewood Dr. I observe so many people walking perilously walking along these roads. Several years ago, my daughter's boyfriend had to dive into a snowbank in winter to avoid being pancaked by a speeding car. Because the hill is steep, the bicycle climbing lanes must be at least 5-feet wide to allow swerving that cyclists must employ to climb the hill. Drain grates must be flush with the surface of the bike lanes and must not trap a bicycle wheel or collect debris. The bike lanes must be marked as such according to MUTCD and AASHTO guidelines or Shared Lane Markings must be applied to the lanes and Bicycles May Use Full Lane signs must be posted on the sides of the road according to MUTCD and AASHTO guidelines. These recommendations conform with the Complete Streets policies of WV, Monongalia County and the City of Morgantown.	The proposed design makes use of the limited available space to provide a 4 foot paved shoulder to serve all road users and reduce the occurrence of roadway departure crashes. The shoulders have been designed to accommodate cyclists but are not intended as specific bicycle lanes. All inlets will be designed to accommodate bicycle tires. We will further explore optional pavement markings and signs in accordance with the MUTCD.	NO

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Jason	Whipkey		fujj2086@gmail.com	PO Box 244	Mount Morris	PA	15349	This project addresses a long-neglected area. These improvements will go a long way to improve safety for drivers and pedestrians and reduce traffic issues. I support this project.	Comment noted.	NO
John	Lattea	Resident	Tobylattea@gmail.com	7028 Woodlands Ridge	Morgantown	WV		There is always pedestrians walking along this road and making it very dangerous. There is a tremendous amount of traffic that drives across Bakers Ridge either from 119 or University High School. Consideration should be given to improving beyond West Run Rd up to the Bakers Ridge Rd intersection.	The noted section of Van Voorhis Road from West Run Road to Bakers Ridge Road is a potential future phase for roadway improvement but is not part of the current project.	NO
Aleksandr	Stefaniak	citizen	astefaniak4927@comcast.net	314 Villa View Dr.	Morgantown	WV	26505	<p>Thank you for posting the DOH virtual meetings on the proposed roadwork on Van Voorhis Road. First, I want to say that I enthusiastically support the proposed road work. As a homeowner who lives off Wedgewood Drive, I feel the changes are much needed and construction needs to start as soon as possible.</p> <p>There are two items that I feel need to be part of the proposed project:</p> <p>1. Safe walking/biking lane for people - from the meeting video, it is my understanding that sidewalk will end at Southview Drive but cannot continue past that point northbound because of the steepness of the grade and ADA requirements. While it is unfortunate that an actual sidewalk cannot continue, the alternative of a lane for pedestrians and bicyclists is a must. I feel that the lane needs to extend at least to West Run. Each day, while commuting back and forth to my home, I see people walking on Van Voorhis and it is very scary. I fear for their lives as vehicles drive excessively fast on the road and there is no place for them to walk. I feel that one requirement of the lane is that it must protect pedestrians and bicyclists by a physical barrier, a simple stripe on the road will be insufficient as vehicles routinely cross over the center line while driving distracted. In the revisions to the plan, please include the following - clearly state the width of the lane, how far past Southview the lane will extend, and the type of physical barrier that will be placed to separate the lane from vehicle traffic on the road (metal guardrail, metal posts with cable rails, other?).</p>	<p>1. The current plan includes construction of a sidewalk to Southview Street. The overall plan includes adding paved shoulders to accommodate all road users and reduce the occurrence of roadway departure crashes. WVDOH will further evaluate the practicality of potential physical separation between motorists and non-motorized road users, but must ensure that all devices used within the roadway are safe.</p> <p>UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.</p>	NO
Aleksandr	Stefaniak	citizen	astefaniak4927@comcast.net	314 Villa View Dr.	Morgantown	WV	26505	<p>2. Safe crossing for people who use the Mountain Line and board/disembark at the top of Van Voorhis across from Wedgewood Drive - with multiple large apartment complexes that cater to students and young people on Wedgewood Drive (Barrington North, etc.), this stop is very popular. Unfortunately, it is at the top of a blind curve. For those who live on Wedgewood and are going to take the bus, they need to risk getting struck by a vehicle to cross to the bus stop (on the same side of the street as the mobile home park). For those who get off at that stop as the bus travels on its northbound route, traffic backs up behind the bus. Drivers get impatient and accelerate quickly as the bus pulls away from the stop which creates a very dangerous situation for people who need to cross Van Voorhis to Wedgewood Drive. A formal stop, ideally with a pullout lane where the bus could enter to safely board/unboard passengers is one option. From the bus stop, there must be a safe way for people to cross to Wedgewood Drive. This could be in the form of a crosswalk with lights and warning signs for drivers as they approach the top of the hill from the north or south. Another alternative is for the Mountain Line bus to be equipped with a crossing bar similar to those on school buses. Allowing the bus to stop traffic in both directions would allow for safe crossing by people. The bus would provide a protective barrier from northbound traffic and the bar would protect them from southbound traffic.</p> <p>Please acknowledge receipt of these comments and also respond to them. During the video, I felt that often many questions or comments raised by citizens were dismissed by the engineers as "outside the scope of the project." Please do not dismiss these comments. Safety is within the scope of every road project. Each year, sadly, one or more students or young people lose their life because they are forced to cross ill-conceived intersections or walk on roads with no sidewalk or shoulder to get to class or to work. I feel that any costs associated with creating a physical barrier between the pedestrian/bike lane and road traffic as well as ensuring the safety of bus users is worth every penny and I am sure that the families and loved ones of those who have lost someone on Morgantown roads would agree.</p> <p>Thank you, Aleks Stefaniak, 314 Villa View Dr., Morgantown, WV, 26505</p>	<p>2. The current plan provides major improvement of the intersection of Van Voorhis Road with Wedgewood Drive that improves sight distance to and from the intersection. Along with this physical improvement, WVDOH will coordinate with Mountain Line to determine if there are additional practical measures that can be implemented to further improve safe transit operation.</p> <p>UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.</p>	
Emily	Muzzarelli	City of Morgantown	emuzzarelli@morgantownwv.gov	389 Spruce Street	Morgantown	WV	26505	<p>Dear Mr. Scites, Thank you for the opportunity to comment on the subject project in Morgantown and Monongalia County. This project is an important part of creating a multi-modal system in our community. We support the improved automobile operation, pedestrian infrastructure and the facilitation of safe pedestrian, bicycle and transit operations along the entire corridor included in this project. It is important to note that a vital aspect to making this project an overall success is the provision of improved traffic operation and safety at key intersections.</p> <p>It is our understanding that a central impediment to improving traffic operations along the corridor is the current location of the driveway in front of the "Stop bar" at the intersection of Van Voorhis Road and Burroughs Street. Currently, it is our understanding that this driveway impedes the normal operation of the intersection along with the potential to negatively impact safety of all travelers through the intersection. This impediment will only be made worse with the addition of a Southbound lane along Van Voorhis Road headed towards this intersection. It is our understanding that WVDOH is finalizing the recommendation of how to address this issue. This letter is to support the relocation of this driveway to minimize its negative impact on the operation of the intersection and to improve the safety of the traveling public in the area. We hope that you will seek a solution that meets traffic safety standards as well as meets the needs of the community and nearby businesses.</p>	<p>The current plan relocates the noted medical office driveway north away from WV 705 and restricts left turns into the driveway. This removes the driveway from entering within the functional boundary of the intersection and relocates the stop bars to a typical location. WVDOH is evaluating additional alternatives for modifying the noted driveway.</p> <p>We understand that delay occurs for motorists entering Van Voorhis Road from various side streets within the project limits. Given the density of these intersections, it is not practical or desirable to install traffic signals in close proximity and concern was also expressed that potential modification to intersection control may result in additional cut through traffic in residential areas. For these reasons, intersection control modification is not included in the plans. The current plans include paved shoulders to accommodate all road users and to reduce the occurrence of roadway departure crashes. WVDOH will further evaluate the feasibility of additional sidewalks in the project limits.</p>	NO

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Emily	Muzzarelli	City of Morgantown	emuzzarelli@morgantownwv.gov	389 Spruce Street	Morgantown	WV	26505	<p>Additionally, the intersection of Van Voorhis with several side streets (Killarney, Southview, Clearview) don't appear to be properly designed. Vehicles waiting on these side streets to turn left or right onto Van Voorhis cause significant back up into the neighborhood. We would like to see improvements made to those intersection to improve the operational efficiencies at those intersection.</p> <p>Lastly, as someone who personally drives this roadway every single day, I believe a stronger focus must be made on pedestrian infrastructure. There are "goat paths" beat into the hillside from the many people who walk up and down Van Voorhis. The current design only shows sidewalks to Southview. As I viewed Google Street View to look at this intersection, even the Street View car captured four individuals walking up these paths further north of Southview. There are at least half a dozen large apartment complexes that would be served by adding a sidewalk the entire length of Van Voorhis to West Run Road. If this project is truly hoping to improve pedestrian infrastructure, I believe it is vital to extend the sidewalks beyond Southview.</p> <p>We appreciate your consideration of this matter. Please feel free to contact me if you have any questions about this matter or if we may be of assistance.</p> <p>Sincerely, Emily Muzzarelli, PE, Interim City Manager</p>	<p>We understand that delay occurs for motorists entering Van Voorhis Road from various side streets within the project limits. Given the density of these intersections, it is not practical or desirable to install traffic signals in close proximity and concern was also expressed that potential modification to intersection control may result in additional cut through traffic in residential areas. For these reasons, intersection control modification is not included in the plans. The current plans include paved shoulders to accommodate all road users and to reduce the occurrence of roadway departure crashes. WVDOH will further evaluate the feasibility of additional sidewalks in the project limits.</p>	
Ella	Belling		ellabelling@gmail.com	505 Madison Avenue	Morgantown	WV	26501	<p>1) Please build more sidewalk than what is being proposed. Both sides of the road are so heavily traveled by pedestrians that a path has been worn in the grass on both sides most of the way from Burroughs to Wedgewood and on the east side of the Road from Wedgewood to West Run. There is a high need for pedestrian accommodation and this would meet the DOH mission of following the state of WV Complete Streets Act that has also been established as a policy for the city of Morgantown and Monongalia County.</p> <p>2) Please also provide bicycle climbing lanes on both sides of the hill. One from Southview St. to Wedgewood Drive and one from the bridge over West Run to Wedgewood Drive. Since the hill is so steep, the bicycle climbing lanes must be not less than 5-feet wide to allow swerving that cyclists must employ to climb the hill. Also for safety, drain grates must be flush with the surface of the bike lanes and must not trap a bicycle wheel or collect debris.</p> <p>3) Improvements are also needed on the uphill section between West Run Road and Bakers Ridge Road.</p> <p>Our community is a strong one for pedestrian and bike travel and though dangerous and difficult now, Van Voorhis Road has lots of cyclists on the road and walkers using this sides of this road. Van Voorhis Road dead ends at a popular trailhead for the Mon River Rail-Trail so some are walking or biking on and off of this rail-trail, others are using the road to commute to work or college. I appreciate the DOH providing an opportunity for public comment and hope you can incorporate these concerns into your planned improvements.</p>	<p>1) The current plans include paved shoulders to accommodate all road users and to reduce the occurrence of roadway departure crashes. WVDOH will further evaluate the feasibility of additional sidewalks in the project limits.</p> <p>2)The proposed design makes use of the limited available space to provide paved shoulders of 4-5 feet in width to serve all road users and reduce the occurrence of roadway departure crashes. The shoulders have been designed to accommodate cyclists but are not intended as specific bicycle lanes. All inlets will be designed to accommodate bicycle tires. We will further explore optional pavement markings and signs in accordance with the MUTCD.</p> <p>3)The noted section of Van Voorhis Road from West Run Road to Bakers Ridge Road is a potential future phase for roadway improvement that is not part of the current project. UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.</p>	NO
Janet	Reger-Nash		janregernash@gmail.com	304 Dream Catcher Circle	Morgantown	WV	26508	<p>The Van Voorhis Road Project in Morgantown needs to include a bike path and walkway. These are essential for the removal of cars from this travel corridor. Many pedestrians and cyclist use this for commuting to WVU and other businesses. Very dangerous without a bike path and a walkway. These two resources need to go from Chestnut Ridge Road all the way to the Rail Trail.</p>	<p>The proposed design makes use of the limited available space to provide paved shoulders of 4-5 feet in width to serve all road users and reduce the occurrence of roadway departure crashes. The shoulders have been designed to accommodate cyclists but are not intended as specific bicycle lanes. All inlets will be designed to accommodate bicycle tires. We will further explore optional pavement markings and signs in accordance with the MUTCD. Additional projects north of West Run Road will be considered as funding permits.</p>	NO
Jim	Culberson	Neighborhood; WVU	jculberson@hsc.wvu.edu	1268 Colonial Dr	Morgantown	WV	26505	<p>I reside just one block off Van Voorhis and drive it almost daily. I do not walk or bike there, nor should anyone else at present because it is unsafe. The most important change needed is provision of safe accommodation for bicyclists (separate lane) and pedestrians (separate walkway). Many pedestrians and some cyclists even now use this for commuting to WVU and other businesses despite the high risks at present. It is very dangerous without a bike path and a walkway and these are needed throughout the extent of this proposed project.</p>	<p>The proposed design makes use of the limited available space to provide paved shoulders of 4-5 feet in width to serve all road users and reduce the occurrence of roadway departure crashes. The shoulders have been designed to accommodate cyclists but are not intended as specific bicycle lanes. All inlets will be designed to accommodate bicycle tires. We will further explore optional pavement markings and signs in accordance with the MUTCD.</p>	NO
Sara	Loughney		loughneys2@gmail.com		Morgantown	WV	26505	<p>The Van Voorhis Road Project in Morgantown needs to include a bike path and walkway. These are essential for the removal of cars from this travel corridor. Many pedestrians and cyclists use this for commuting to WVU and other businesses. Very dangerous without a bike path and a walkway. These two resources need to go from Chestnut Ridge Road all the way to the Rail Trail.</p>	<p>The proposed design makes use of the limited available space to provide paved shoulders of 4-5 feet in width to serve all road users and reduce the occurrence of roadway departure crashes. The shoulders have been designed to accommodate cyclists but are not intended as specific bicycle lanes. All inlets will be designed to accommodate bicycle tires. We will further explore optional pavement markings and signs in accordance with the MUTCD. Additional projects north of West Run Road will be considered as funding permits.</p> <p>UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.</p>	NO

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Bob	Monahan		Morgantown	WV	26505	Yes, my name is Bob Monahan. It is Monday the 31st about 11:35. I'm the president of the the company that owns the real estate office on Van Voorhis Road just north of the the bridge that goes over the West Run Creek bed. It's the driveways on both sides of the street the U-Haul at the former convenience store and gas station. I had a couple of questions with regard to the materials that were submitted on the slideshow as well as the whole plan that was provided. Could someone could please give me a call? My number is 412-369-2248. Again, my name is Bob Monahan, 412-636-9248. It looks like there's an easement that's looking to obtain from my property and I want to make sure I understand all the particulars about that plan as well as the potential timing, please give me a call. Thank you very much, bye-bye.	Someone representing WVDOH will contact you to discuss this project and any specific questions you may have.	NO
Mary	Wimmer					Dear Mr. Scites: I (and many others) frequently travel Van Voorhis Rd. to the Van Voorhis Trailhead/Landing to use the rail-trail or kayak on the river. The section of road between West Run Road and Bakers Ridge Road is in bad shape, especially along the edges. Will this be looked at for some drainage and shoulder improvements to enhance the safety of driving on this uphill section? Water runoff is continually eroding the edges. Thank you.	"Thank you, that's a good question, but it's not part of the scope of this project here. This is beyond the scope of the project. It's been coordinated with local government and the Morgantown Metropolitan Planning Organization (MPO). The (primary) need that was presented to the DOH is for this first section (from WV 705 to West Run Rd) to be improved. As funding becomes available, and we will forward them and the other projects, other sections and maybe look at and evaluate."	YES
Carroll	Lloyd	Resident living on Baker's Ridge Road				Please provide information on how this meeting and the presentations may be accessed by concerned citizens. Will it be livestreamed? Will it be presented and recorded, and the audio/video recordings and presented documents be available during the comment period? Our neighborhood is very interested in this issue, and would like to be able to participate as completely as possible. Thanks, Lloyd Carroll, Resident living on Baker's Ridge Road	Materials presented during the online meeting are available at the following web location: https://transportation.wv.gov/highways/engineering/comment/closed/VanVoorhisRoadProject/Pages/default.aspx	NO
Barry	Wendell					How can one see a live meeting?	Materials presented during the online meeting are available at the following web location: https://transportation.wv.gov/highways/engineering/comment/closed/VanVoorhisRoadProject/Pages/default.aspx	NO
Anna	Barbero					Dear Sr: As a Van Voorhis daily user, either driving or walking to work, I have several comments/questions I would like to have answers to. 1) The proposed sidewalk will not serve most of us walkers since it does not reach the places needed. I walk on Van Voorhis road from Clearview Ave down on my way to NIOSH. And the worst place for me is the section between Clearview Ave and Southview Dr. which is not included in the project. Also, in the corner of Southview Dr. and Van Voorhis Rd. I always see kids waiting for the School bus and the road is so steep that they struggle to get to the bus there. Also there is not a crossing lane there, and the kids from the Northridge apartments cross the street to take the School bus there and I saw an occasion where the traffic did not stop on the other line and almost hit a kid. A sign of the school bus Stop and a crossing lane needs to be placed there. 2) Most of the people that walk on Van Voorhis live in Barrington apartments and again the proposed sidewalk does not reach to Wedgewood Dr. They sometimes walk through a piece of public road behind the house in the corner of Wedgewood Dr. and Van Voorhis and then join Van Voorhis at Clearview Dr. or they risk their lives walking on Van Voorhis Rd. 3) How is going to be set up the School bus stop in Van Voorhis and Wedgewood Dr. So the kids from Hishman village will cross safely now the 3 lane road there? Is there going to be painted a cross line? 4) Many people walk from The CEV Morgantown student housing center (Old District apartments), why not extend the sidewalk there? 5) Please add more crossing lanes in VanVoorhis Rd. so pedestrians can cross at different points.	1) The current plans extend the sidewalk to the extent that is most practical given the topographic constraint. The grade of Southview is being improved on approach to Van Voorhis Road, and will be less steep. We will evaluate the need for additional school bus warning signs at this location. UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road. 2) Comment is noted and will be further evaluated. The current plan provides paved shoulders through the area noted that will improve the roadway for all road users. UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road. 3) The proposed geometric improvement at the intersection with Wedgewood Drive and Hirshman Village improves sight distance through the curve. Crosswalks are not typically marked for school bus stops, since the bus contains traffic control devices that require all oncoming traffic to stop which is more effective. DOH will evaluate the need for additional school bus warning signs at this location 4) The current plans extend the sidewalk to the extent that is most practical given the topographic constraint. Paved shoulders are provided for the length of the project, including through the Campus Evolution Apartments. UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road. 5) Care must be taken to mark crosswalks at appropriate locations where it is both safe for pedestrians to cross and where demand exists where motorists recognize the need as well. DOH will note this comment and determine if additional crosswalks are needed within the project limits. UPDATE - With the pending revision to extend the sidewalk, plans that provide a crosswalk to construct the sidewalk to the east at Campus Evolution are being evaluated.	NO
Rusty	Russell					The sidewalk needs to be extended to at least down to West Run due to students walking to and from apartments in the West Run area.	"Thank you. We will look into that, but please keep in mind that with ADA requirements, we have limitations of what kind of grade we can do on the sidewalk and so forth. And if we start looking at flattening the grade of the sidewalks, that is not possible within the current roadway right of way. That means we will have to look for all the grade of the road, we would have to deviate from the grade of the road and that would result in additional impacts and at this time its not part of the project. But we will evaluate your comment during plan development to accomodate it."	YES
							UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	

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NA	NA	cabildo@yahoo.com	I appreciate all the thought that has gone into making improvements to alleviate vehicle traffic congestion. In addition, the entire corridor is an important one for pedestrian traffic. Two questions1) Both sides of the road are so heavily traveled by pedestrians that a path has been worn in the grass on both sides most of the way from Burroughs to Wedgewood and on the east side of the Road from Wedgewood to West Run. Will you consider building more sidewalks than what is proposed because the need and demand are so high, in accordance with the state of WV Complete Streets Act? 2. The second part of the question is 88 impacts are important including the negative impact on the individuals with disabilities that need pedestrian facilities along with the road segment. If the slope exceeds the max 5%, would a parallel path be considered.	"Okay, these are all very good questions and we appreciate them. We recognize that the project score may not fulfill all the needs that are out there and that is never the case. You know we have limited budget for this project, the scope is well defined. We understand that we would like to extend the sidewalk all the way to the river if we could, but that would require modification for the NEPA document, that would require additional right-of-way impacts and again this is really not part of project. As the question noted, for us to meet ADA with these steep slopes, we would have to deviate from the horizontal and vertical alignment of the roadway, we would have to basically construct a sidewalk that's independent of the roadway, which again leads to additional impacts and so forth and with the State we have imminent domain for roadways. Now you start deviating and constructing sidewalks, now you are really in uncharted territory whether we can start condemning property just for the sidewalk. So for now we are providing sidewalk where ever we can as part of the project scope and beyond that it would have to be evaluated and a separate NEPA document with coordination with all our partners, mission area mainly the County, the City and the MPO. We recognize that this area is not part of the City of Morgantown and is not incorporated and that makes it a little bit of a different challenge." UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	YES
NA	NA	3042822560@mms.uscc.net	Is the house on the left by Wedgewood Dr the house that will be removed	The residence that is likely to be impacted by the proposed curve improvement is 1372 Van Voorhis Road in the southeast corner of the intersection of Van Voorhis Road and Hirshman Village.	NO
NA	NA	wkawecki@morgantownwv.gov	Is there any possibility of extending the sidewalk further up Van Voorhis, if not why was the termination at Southview chosen?	The current plans extend the sidewalk to the extent that is most practical given the topographic constraint. Paved shoulders are provided for the length of the project. WVDOH will further evaluate the feasibility of additional sidewalks within the project limits. UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	NO
NA	NA		How is the project being funded?	"As we said at the beginning, this is part of the Governor Justice's Roads to Prosperity program and its part of the GO Bond Program."	YES
Bill	Austin	MPO	Please indicate on a map the length of the new sidewalk and the site of the relocation. Thanks	"We can make sure that's included in the final Environmental document."	YES
NA	NA		Someone headed North and turning into Advantage Health and Wellness will now have to cross three lanes. I have been stuck behind someone trying to turn several times and it backs up clear down 705. This will get worse.	The current plan prohibits left turns into Advantage Health to prevent the issue noted. DOH is evaluating other potential options at this location as well.	NO
NA	NA		That is an interesting answer to the question about the road from West Run to Bakers Ridge. For those of us who have lived on Van Voorhis Road for 30 years or more, we have seen many projects. We put up with horrendous conditions for a year at the mouth of Van Voorhis. Somehow the back end of Van Voorhis got paved with the promise to do the section from West Run to Bakers Ridge the following year. The section in question was supposed to have been paved 3 years ago or more. It is horrible in the winter. What project will this paving job be attached to?	"The paving is maintenance and the pavement is under the jurisdiction of District 4, which is responsible for this area. We will get some clarification from the District to get answers to see when is the next scheduled paving for the next section would be, but its not part of this project that we are evaluating the need for."	YES
NA	NA		The intersection with 705 is not aligned. Your plan to shift this west increases the offset. Why are you not moving the roadway East to help the intersection alignment instead of adding lanes West which will exacerbate the misalignment"	As noted, the widening to the west will result in a shift for traffic entering WV 705 Eastbound. Due to the complexity of adding capacity in densely developed urban environments, lane shifts of this type are not uncommon in urban areas and will include pavement markings to clearly delineate driver path. The benefits described with widening to the east are noted and were considered in the development of this project.	NO
NA	NA		Thank you!	You are Welcome	NO
NA	NA		Just letting you know I attended - no comments to share.	Thanks for attending	NO
NA	NA		This presentation provided an excellent overview of the project and allowed for good interaction with the DOH and consultants.	Thanks for attending	NO

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NA	NA	Will the constant right turn green arrow from Van Voorhis to 705 turn to red to allow exclusive crossing for pedestrians?	"Yes, we definitely want to improve the pedestrian crossing at that location. Along with that, there's actually a blank out sign that will enforce the no turn on red (restriction)during the pedestrian phase, so all motorist will be required to stop during that phase. They're actually supposed to now."	YES
NA	NA	What is the status with the first phase from west run to bakers ridge? I am the first house in the willow wick subdivision and the one most impacted by the widening. I want to do a massive house remodel but not if you are going to tear my house down in a year or two. Please update.	"We understand, and we never want to put someone's life on hold, so please make any improvement and go on living because currently we really don't have any funding and don't have a schedule for the next case. So I can not tell you, but encourage you to do whatever you need to do to your house and keep on moving. If anything ever happened down the road and properties need to be acquired we will pay fair market value whenever the time comes."	YES
NA	NA	What is the cost to construct a right turn lane from Van Voorhis Road to Burroughs Street?	"We really don't have the breakdown of pieces of the project. We can get that for you if you want to send us a separate or private message or leave your email address from this we will be more than happy. Currently, right now we don't have that cost broken down."	YES
NA	NA	When is construction planned to begin and how long is the project projected to take?	"Construction is to begin June 28, 2023. We would like to say it is set in stone from the fact that funding is available and the project is a go. With the NEPA process, with the right-of-way acquisition, with COVID and so many unknowns that schedule could slide. We dont have any intention of that but nothing is set in concrete when it comes to other factors and as far as the duration of the construction project, I would say based on once all right-of-way is acquired and the project is ready to be advertised, let and awarded, and again any out of control things a project like this would normally if we let it early in the year, we can finish it in one construction season. Generally our construction season starts from April to the end of November. Basically that excludes winter shut-down which is december through the end of march or early April."	YES
NA	NA	Will there be Use Full Lane signage for bicyclists? Will there be climbing lanes for bicyclists?	"There's not currently proposed signage for cyclists in this project nor is there any requirement for that. Cyclists are a vehicle and allowed to use the road just like any other road user. Remember, we are proposing to add paved shoulders throughout to improve safety for all road users."	YES
NA	NA	Where will the new sidewalk end? And how wide will the new sidewalk be?	"The sidewalk (in the current plan) is proposed to end at South View Drive and it will be five feet wide." UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	YES
NA	NA	The sidewalk is a much needed addition and greatly appreciated. However, a lot of the student housing is located past Southview Drive. Are there any future plans to extend the sidewalk?	"It's not (currently) part of the scope of this project and we are unable for what was mentioned earlier because to accommodate ADA, to accommodate the federal guidelines and federal requirements the sidewalk would not be able to follow the horizontal and vertical geometry of the roadway because of the steep grades. For us to maintain a sidewalk to accommodate the ADA, we would have to deviate the sidewalk path from the road, that means a bigger footprint and a totally different environmental NEPA requirement and again the cost will be much higher and also I'm really not sure if we can condemn or use the eminent domain to put sidewalk if we deviate from the footprint of the roadway. That's something we can revisit down the road with our partners, the City, the County and other stakeholders to see what other possibility there are. They are grants they can apply to, you know by federal government we have our planning division that we can help them in applying for these grants but that's something I would think it would have to be funded totally different and looked at approach outside the scope outside the project." UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	YES
NA	NA	There is often major drainage that comes down the hill by the Golden Living center and across the road. This often causes potholes. Will there be drainage issues fixed in that area as well?	"Yes, there's drainage improvements throughout (the project limits) and specific to that area."	YES

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NA	NA								<p>The comment was made that this is the first phase. I am curious what the future phases will address. From the river to the mouth of Van Voorhis Road the traffic volume is unbelievable. This was a pretty quiet country road not too many years ago. I have heard talk about I-79 being routed through our community. I and many others won't be able to get in or out of our driveways. If anyone has the knowledge, is all this Phase 1 work in preparation for a future phase that includes this event?</p>	<p>When we reference Phase I, we're talking strictly about Van Voorhis Road upgrade. As you all know, our District Four office did improvement to several hundred feet in the area a few years ago. Now a few years later we are doing this. Probably what I said earlier we're gonna check to see if the District is doing any paving, which is part of their responsibility. This has nothing to do with I-79 and is not preparation for I-79. These are improvements needed and as Sandra mentioned early on, this is part of Governor's Road to Prosperity program. This part of the safety the lanes are narrow, there are no shoulder, there are no sidewalks, drainage is not up to current standards so this is part of what we call upgrade and improvement to enhance safety, improve mobility so people can get in and out of the area safely and efficient.</p>	YES
NA	NA								<p>How can a new right turn land from Van Voorhis Road to Burroughs Street also be a thru lane for traffic on Van Voorhis Road without additional widening of Route 705?</p>	<p>"There will be a lane shift with this and there will be pavement markings that are not shown on this rendering that will align those lanes. Again, this is a low-speed urban environment and that's fairly common in some intersections to improve capacity. It's a very wide intersection, so in reality there's a pretty long space, long distance to make that shift."</p>	YES
NA	NA								<p>I realize the slope is too steep to continue the sidewalk past wedgewood Dr. People walk up and down that narrow road all the time now. Is it possible to have enough room to designate a pedestrian strip going up/down the sides of the road? Many people walk in a very dangerous place every day to get to town and back. It is frightening to watch.</p>	<p>"We can appreciate that comment and numerous questions we are getting in regard to pedestrian accommodation and really we appreciate that. As a policy with the Highway Department, anytime we do any upgrade to any road any bridge, new road or existing road our policy is to accommodate road users, bicyclists, pedestrians, anyway shape or form we are committed to that as a highway department. However there are limitations on the topography of our state. The limits we have on adding footprints and so forth. Currently we stop the sidewalk where we thought it's feasible based on the footprint, based on the cost, based on topography of the area, grade-wise and so-forth. We will go back and re-evaluate this, we look with our partners to see if there are other options that can be looked at or studies beyond the scope of this project and we will always make sure that we will try to accommodate all road users regardless of whether they are bicyclists, pedestrians and motorists in the most safe, efficient and economic way without affecting the people who are adjacent to the roadway impact wise."</p> <p>UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.</p>	YES
NA	NA								<p>I have two messages. My first is that I think it would be an appropriate time to consider a bicycle lanes on that reach of roadway. June 2nd is when I went to text this the response from this number said that it did not understand any of my well, let me get it for you. One moment, please. Let's see. The quote was thanks for reaching out. We apologize, but we don't recognize any of our key words in your text. I sent three different text with the video H comments project number code 956 van voorhis road. I don't know what that response means. Thought you would like to know. Thank you. I need to ask maybe Gretchen understands. I don't.</p>	<p>The proposed design makes use of the limited available space to provide a paved shoulders of 4 feet in width to serve all road users and reduce the occurrence of roadway departure crashes. The shoulders have been designed to accommodate cyclists but are not intended as specific bicycle lanes. All inlets will be designed to accommodate bicycle tires.</p>	NO
Kevin	Trembush	Advantage Health & Wellness, PLLC	bushdc@comcast.net	699 Burroughs Street	Morgantown	WV	26505	<p>Mr Scites, Thank you for the information provided at the public meeting. However, there were no answers regarding the potential impact to my property during and after construction. In particular, no specific information was provided to me as to what will happen with my ingress during the project and after the work is completed. As I am sure you are aware, this could have a profound effect upon my business income and the value of my property. I am writing to request a meeting. My contact information is partially below in my signature. My personal email is bushdc@comcast.net<> and my cell phone number is 304.826.6648. Here is a rendition of the ideas I discussed in 2013 with DOH, Morgantown City planning and property owners of this 705, Vanvoorhis, burroughs intersection.</p>	<p>The current plan relocates the noted medical office driveway north away from WV 705 and restricts left turns into the driveway. This removes the driveway from entering within the functional boundary of the intersection and relocates the stop bars forward to reduce delay.</p>	NO	
									<p>What happens to the ingress for Advantage Health and Wellness?</p>	<p>"It's proposed that the driveway be relocated away from the intersection to improve traffic operations. That's still being evaluated and we're still looking at all access points for the final plan."</p>	YES
									<p>Do the residents of suncrest want to have easier access into their neighborhoods from vanvoorhis traffic? I believe the idea would be to keep that traffic on 705 - a road much more suited for such volume and nonresidential.</p>	<p>The current plan is to implement geometric improvements on Van Voorhis Road to improve safety, reduce congestion, and accommodate pedestrians and cyclists. This design is predicated on existing traffic volume and normal growth of traffic to the design year, not to accommodate or divert traffic.</p>	NO
									<p>Would this project not want to realign the intersection of Van Voorhis with WV 705? it seems the bank property makes this possible. but this proposal further offsets the intersection with a right hand turn lane into the residential neighborhoods in suncrest.</p>	<p>The proposed practical design does maintain the current traffic shift that occurs at the intersection. DOH has evaluated a larger scale intersection improvement that will be considered as a future standalone project.</p>	NO

				Can we request a public in-person meeting on this project? This format is insufficient to properly communicate and plan. Also, please let me know how i may have access to recorded archive of this presentation.	If you would like to have an in-person meeting, please submit a formal written comment with your information, your phone number and our Project Manager will get back to you on that.	NO
				The businesses along Van Voorhis Road close to the WV 705 intersection cannot be expected to have northbound traffic hold up the only NB lane and turn left across 3 lanes of SB traffic. What is the reasoning to not have a center turn lane here?	"There's a couple parts to that question. We are still evaluating the driveways and the access management modifications through that area and that's yet to be finalized. As far as the center turn lane, that is something we could do but the queue of traffic is so long from 705 that it's really best that widening be accommodated for southbound traffic as this point at that location. It is not practical or feasible to implement a center Two Way Left Turn Lane so close to a major intersection."	YES
				Is there an alternate ingress plan for advantage health and wellness for during construction and after the project is done? is that likely if there is no plan currently?	The current plan relocates the noted medical office driveway north away from WV 705 and restricts left turns into the driveway to eliminate this non-typical conflict. This removes the driveway from entering within the functional boundary of the intersection and relocates the stop bars to a typical location. Access will be maintained throughout construction.	NO
Kevin	Trembush	Advantage Health & Wellness, PLLC	drt@advantagehealthandwellness.com	How can I get a copy of the plans for this project?	The plans are currently in development and are not final.	NO
				Can we request a public IN-PERSON meeting on this project? This format is insufficient to properly communicate and plan. Also - please let me know how I may have access to recorded archive of this presentation.	Due to the current state of emergency, in person meetings are not possible. The virtual meeting and project documents have been provided to disseminate information to the public with the current constraints.	NO
				Thank you for the information provided at the public meeting. However, there were no answers regarding the potential impact to my property during and after construction. In particular, no specific information was provided to me as to what will happen with my ingress during the project and after the work is completed. As I am sure you are aware, this could have a profound effect upon my business income and the value of my property. I am writing to request a meeting. My contact information is partially below in my signature. My personal email is bushdc@comcast.net<mailto:bushdc@comcast.net><mailto:bushdc@comcast.net<mailto:bushdc@comcast.net>> and my cell phone number is 304.826.6648. Here is a rendition of the ideas I discussed in 2013 with DOH, Morgantown City planning and property owners of this 705, Vanvoorhis, burroughs intersection.	The current plan relocates the noted medical office driveway north away from WV 705 and restricts left turns into the driveway to eliminate this non-typical conflict. This removes the driveway from entering within the functional boundary of the intersection and relocates the stop bars to a typical location. Access will be maintained throughout construction.	NO
Rena	Nutter		rsnutter@comcast.net	We can't hear anyone except Sondra.	We apologize for any technical difficulties.	NO
				The eliminating of real sidewalks on this road is death waiting to happen. Even a wide curbside runoff is DANGEROUS.	"No sidewalks are being eliminated. They are being extended, unless I mis-understood the question". UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	YES
Leonard	George		Lgeorge2000@me.com	What is the adress to view this?	The web address is https://transportation.wv.gov/highways/engineering/comment/closed/VanVoorhisRoadProject/Pages/default.aspx	NO
				I can not see any of the maps.	Please feel free to view the project information at https://transportation.wv.gov/highways/engineering/comment/closed/VanVoorhisRoadProject/Pages/default.aspx	NO
				Will you be taking the bank property?	No, there are no current plans to take the BB&T property.	NO
				The intersection is now off set. Will you now straighten it out?	The current plan does not eliminate the existing offset.	NO
				Still can not see any live maps.	We apologize for any technical difficulties.	NO
				At the 705 intersection how are you going to get the extra lanes in the same space (smaller lanes)??	"With the widening on CR 59, those are full width lanes and there will be pavement markings to direct motorist to the appropriate lane on WV 705."	YES
				At the 705 intersection how are you going to get the extra lanes in the same space (smaller lanes)??	"Those are full width lanes on that approach and it's a very wide intersection so there is space to transition. There's a little shift and there'll be pavement markings that align all those lines together. Fairly common in an urban environment to implement capacity improvements in this manner"	YES
				When will this all start and when will it be finished?	"Engineering and Design is currently being finalized. Following utility relocation and right of way acquisition, construction is currently anticipated to begin in the Summer of 2023."	YES
				Will this ever connect to I79?	"This is not part of the scope of this project. This project only goes from 705 to West Run Road."	YES
				Once I learn how to use this, this will be a great system!	Thank you for your comment.	NO

			What is the greatest threat that could stop this project?	"Right now the funding is there, we still have to clear the NEPA. That's why when Sondra answered earlier about the schedule, it's all pending that the NEPA is clear, all the hurdle out of the way. We never say never until we are ready to go to construction. As far as the widening, it is not part of the scope. I want to clarify something earlier about the address of the property, we always like to say that during planned development anything is possible and anything can change and that's why this is based on preliminary engineering. This is not based on fully developed right-of-way acquisition plan, so anything can change. But based on the preliminary alignment we have and so forth it appears that the impact to that property that was questioned will be enough that we believe that an appraiser will believe that it's damaged enough in a way that we would have to acquire."	YES
			Will there be any street lights added?	"No new street lights are currently proposed."	YES
			Will the County and City help fund the project?	"There are currently no county or municipal funds established for this project"	YES
			Could the city and county pay for upgrades?	"That is not anticipated"	YES
			This is great -- very helpful!	Thank you for your comment.	NO
R.	Purdum	rpurdum@purdumdesign.com	<p>To Whom It May Concern:After reviewing the information provided prior to the virtual public meeting, we have a few questions/comments concerning the project. We may have more questions/comments once the virtual meeting has concluded.The original project that encompassed paving/improvements from WV 705 to CR 67/1 had plans for improved drainage, widening, resurfacing, sidewalks and a bike lane. This would have improved safety for vehicular traffic and made a vast improvement for pedestrian safety. Unfortunately, once the project was completed, no sidewalks or bike lanes were included. As more population moves into the northern end of Van Voorhis, there is a marked increase in pedestrian traffic in this area.</p> <p>1. Will this project preserve existing sidewalks and include at least an extension of sidewalks to CR 67/1? 2. What properties will be impacted? 3. What is the timeline of design/engineering/construction? 4. Where can the information regarding the project upgrades to the 0.43 miles of Van Voorhis Road (County Route 59) from the junction of Monongalia County 67/1 to Junction of CR 60 be found?</p> <p>We are certain that some of these questions will be addressed during the presentation. This, and the project from Mon County 67/1 to CR 60 would be a tremendous improvement to the safety of drivers, pedestrians and cyclists that use these roads. The proposals to add turning lanes, and especially the change of the section between Clearview Avenue and Morgantown Health and Rehabilitation Center, is brilliant and will prevent many accidents in the future. Thanks for your efforts. Sincerely,Russell M Purdum</p>	<p>1. "So in the current plan, the sidewalk is renovated and extended to the South View Drive. Beyond that point, as Dirar noted, the roadway gets very steep and it is very difficult to accomodate a sidewalk that meets PROWAG and ADA requirements. So from that point north what is proposed is a wider paved shoulder. To accomodate both pedestrian, cyclist and other road users."</p> <p>UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.</p> <p>2. "As noted, there are temporary construction easements throughout and some property along the road being taken for the improvement along with the one resident at Wedgewood curve".</p> <p>3. "The construction date is on the very first slide, which is tentatively June of 2023. As noted, this is a tentative schedule, so things can change, like the design could be halted or there could be several things that happen."</p> <p>4. "All the project information will be found on the website and you can also scroll down at the bottom, on the side there is a link to "Documents"."</p>	YES
			How do we access the online meeting?	Materials presented during the online meeting are available at the following web location: https://transportation.wv.gov/highways/engineering/comment/closed/VanVoorhisRoadProject/Pages/default.aspx	NO
			Will project updates/changes be published on this site? If not, where will they be published?	DOH will review how potential changes will be disseminated for public information. UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	NO
			What is the timeline of design/engineering/construction?	Right now we have a construction date of June 28, 2023 and that's always a tentative date. You know that's always subject to change.	NO
			Where can the project updates to the 0.43 miles of Van Voorhis Road (County Route 59) from the junction of Monongalia County 67/1 to Junction of CR 60 be found? A quick review indicates this project will have a positive impact on vehicular and pedestrian safety. Hopefully all the comments about sidewalks being extended will be included in the project since current conditions are an extreme hazard for pedestrians transiting this route.	The noted section of Van Voorhis Road from West Run Road to Bakers Ridge Road is a potential future phase for roadway improvement.	NO
			Will there be a dedicated website available after September 10 to allow citizens to review any changes or progress?	The answer to that is no. But you will be able to go on transportation.wv.gov under the project "comments" and we will be publish our Categorical Exclusion on our website so you will be able to review that.	NO

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			What will be the proposed construction hours? If this is published when finalized, residents will be able to plan for the detours.	"Again, this plans are still preliminary. At this time, we believe the best course of action is to most likely do this work during off-peak evening hours. We will evaluate that where possible, The temporary bridge for the west run replacement is being done so we can maintain two lanes throughout and our goal is to minimize those traffic disruptions to the extent feasible. We are currently exploring ways to ensure this work occurs during calendar periods when WVU is primarily not in session."	YES
			Is this project fully funded in its present form?	Yes	NO
			Thank you for a very informative and interactive presentation. The PowerPoint has great renderings of the proposed project. Looks like an excellent project. Thanks to all of you for your hard work now and in the future.	Thank you for your comment.	NO
			We thought we heard that it was mentioned in the opening statements that this project included the separate project from West Run to Bakers Ridge. Does this mean the West Run to Bakers Ridge Project has been modified or replaced with this project? Thanks for your efforts on what seems to be a vast improvement to this roadway.	"Sorry for any confusion or if we led you to believe that what we call the second phase which is from West Run to Bakers Ridge. This project we are talking about the NEPA scope as the first phase or the first section of Van Voorhis upgrade which starts at the intersection of 705 and it ends just south of West Run Road. We are not going beyond West Run. Again, The current project starts at the intersection with 705 and it ends just south of West Run Road."	YES
Marcus	NA	marcusspina@yahoo.com	Looking at the intersection into Advantage Health & Wellness how do you plan to effectively prohibit traffic from turning into that building? Having used this road in the past I have been stuck in the middle of the intersection of Van Voorhis and Chestnut Ridge waiting for a car to turn left many many times. Could you place delineation devices from the beginning of the project to the intersection with the driveway behind BB&T?	"We did review the driveways near WV 705 to consider if driveway channelization or access management through that area makes sense. So we will evaluate that further as the plans develop."	YES
			Have you considered frontage roads along the left side of the road to deal with driveways and control access?	"We did review the driveways to see if there was any access management we could implement but keep in mind this is a urban environment, there's no controlled access right-of-way, properties are very close together so we did look at where we could modify driveways or combine driveways but it's really not feasible to construct a frontage road in this type of environment."	YES
			Were dedicated right and left turn lanes along Van Voorhis considered at the District Drive intersection? I have seen many near collision as people go up and down the hill.	"Turn lanes were evaluated throughout project. The ones that are currently in the plan are based on traffic volumen, crash data, geometry, and sight distance. A lot goes in to that decision process and keep in mind some of these are private approaches and its difficult for the Division of Highways to provide turn lanes for every private approach. The DOH does not typically construct turn lanes for private roadways."	YES
			First thank you for providing time to comment and ask questions and the great set of plans you have produced. Has it been considered to take the driveway for the single home and tie it into clearview street to eliminate and unnecessary additional intersection along Van Voorhis?	Your comment will be considered for the completion of the plans for this project.	NO
			Previous question, I mean Wedgewood drive	Noted	NO
J.	Gatlin	jgatlin@morgantownwv.gov	Thank you for hosting this meeting. I appreciate the thorough electronic project materials. All of the recent WVDOH sponsored and funded bicycle and pedestrian studies have noted that excessive lane widths are unnecessary and lead to higher travel speeds. They recommend 10-11' lane width. What average lane width do you propose throughout this corridor?	"The lanes are proposed to be 10 feet in this project."	YES
			Can you explain the reasoning behind a lack of formal pedestrian facilities between Southview and West Run? Particularly, between Southview and Wedgewood.	"At southview the grade of the road starts to get very steep and it's very difficult to build a sidewalk per federal ADA law and PROWAG guidelines so it becomes almost impossible to do so. That's why the sidewalk was ended at that location." UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	YES
			Have you considered using the lateral space devoted to paved shoulders and devoting that to a grade separated multiuse path? If so, why did that not become the preferred final design? If not, would this be at all feasible to consider? Why or why not?	"A shared use path like that would take a larger footprint, have more significant impact, and the wider shoulders also have very tangible benefit for everybody. So that's really not part of the scope of this project. Using the noted limited space for paved shoulders is the current plan because it accommodates all road users. Aside from being beneficial for pedestrians and cyclists, 4-5' paved shoulders are proven to reduce roadway departure crashes, which is the leading cause of fatal crashes in the State of West Virginia."	YES
			Difficult does not mean you are not obligated to attempt at all costs and measures pedestrian facilities. PROWAG explicitly allows sidewalks to be constructed following profile grade. Given this, can you explain further your reasoning not to build a sidewalk between Southview and Wedgewood?	The current plan is to extend the sidewalk to Southview Street as practical design based upon topography. UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	NO
			A shared use path would only require 8-10 ft wide. You described the paved shoulders as 4-5 foot wide. How does this not add up to an equivalent design exchange?	This would eliminate a proven safety measure completely from one side of the roadway.	NO

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			FHWA has issued multiple technical advisories and official memorandum directing highway officials to design to PROWAG, not to ADA. Why do you keep using ADA as a reasoning to not build the sidewalk between Southview and Wedgewood?	The current plan is to extend the sidewalk to Southview Street as practical design based upon topography. UPDATE - Following the virtual public meeting, DOH has re-evaluated the proposed sidewalk design and intends to modify the plans to include a sidewalk on one side of the road from WV 705 to the northern end of this project just south of West Run Road.	NO
			Can you describe the chosen turning radii and your reasoning for such at all corners of the Van Voorhis / Burroughs / 705 intersection?	Turning radii improvement is not part of this project.	NO
			Would you consider a hard curb rather than paved shoulders as a means to reduce road departure crashes?	It is not as effective	NO
			What is the CMF for paved shoulders as a bike/ped treatment in comparison to a shared use path or similar alternative treatment?	"On the shoulder, you can go down to what we call a curb and gutter pan which is two feet wide. In this case we are proposing four foot wide shoulder, the wider the better obviously. It's a balancing act between what impacts we do to adjacent properties and safety. As far as the shared-used path, we've done that as well. The minimum we've done is really 8' but it's strongly recommended to be a minimum of 10' so it can accommodate multiple users, mainly bicyclists and pedestrians. So for that, for it to be a true shared use path we would recommend or we wouldn't go eight feet as a minimum but recommend it would be 10'."	YES
NA	NA	bwendell@morgantownwv.gov	There is lots of traffic turning both left and right on Van Voorhis, Southview and Clearview. Does this project facilitate that movement in any way? Sorry. Turning on Van Voorhis from Killarney, Southview and Clearview.	"Obviously there is a lot of traffic on Van Voorhis Road and it can be very difficult to enter. I understand the commentors point there. We are in collaboration with the City of Morgantown, our partner of this project and looking at those issues, so we will revisit that issue with their feedback."	YES
NA	NA	tprince@freudtools.com	Whats the address of the one property that will be taken?	"The property that would be taken is the part of the Wedgewood curve improvement and it is the home at the corner of intersection of Hirshman Village and Van Voorhis Road (across from Wedgewood and Kenwood Drive). The address is 1372 Van Voorhis Road."	YES
			Regarding the property on Vanvoorhis being take is it on the left side of the road or the right side coming up the hill from BB&T?	The address of the residence that is anticipated to be relocated is 1372 Van Voorhis Road. This property is on the right going north from WV 705.	NO
			Can these video's be reviewed at a later time?	The public meeting information can be found on the website: https://transportation.wv.gov/highways/engineering/comment/closed/VanVoorhisRoadProject/Pages/default.aspx	NO