

**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT**

**HARMONY GROVE INTERCHANGE**

Interstate 79 (MP – 151) and County Route 45  
MONONGALIA COUNTY, WEST VIRGINIA

State Project Number: T631-79-151.16

Federal Project Number: N/A

The FHWA has determined that Preferred Alternative 2C will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA), which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.

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FOR FEDERAL HIGHWAY ADMINISTRATION

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DATE OF APPROVAL

# Harmony Grove Interchange

Interstate 79 (MP – 151) and County Route 45



**Finding of No Significant Impact (FONSI)**  
**Monongalia County, West Virginia**

**THRASHER**

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PO Box 940  
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**April 2026**

**Thrasher Project No. 080-10024**

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## **1 PROJECT DESCRIPTION AND BACKGROUND**

Enrout Properties Inc., owner of the Morgantown Industrial Park (MIP), in cooperation with the West Virginia Department of Transportation (WVDOT), Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) is evaluating alternatives to determine the most suitable and economical design and location for the construction of an interchange at the intersection of Interstate 79 (I-79) (mile post [MP]-151) and River Road (County Route 45) in Morgantown, West Virginia, approximately halfway between Exit 152 – Fairmont Road (US Route [US] 19) Westover/Morgantown (Granville) and Exit 148 –I-79/I-68 interchange (Morgantown/Cumberland, Maryland).

There is a long history of previous planning studies conducted by the WVDOH and the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) related to access to the MIP. The first study was conducted by the WVDOH in 2016 with additional studies undertaken by the MMMPO in 2017 and 2018. A subsequent study conducted in 2023 by the WVDOH evaluated three Monongahela River bridge crossings to connect Master Graphics Road (CR 45/9), which provides access to the MIP, to the southern side of the river and US 119. This project is identified in the Harmony Grove Interchange Project Environmental Assessment (EA) as the US 119 Connection Project and it is currently under construction.

The MMMPO’s Morgantown Industrial Park Access Study published in October 2018, evaluated options to access the MIP, including the US 119 Connection Project. The study identified the project's purpose and recommended amending the MMMPO’s Metropolitan Transportation Plan (MTP) to include a Project to enhance accessibility to the MIP. The MMMPO’s 2050 MTP, published May 2022, lists “Industrial Park Access Improvements- Harmony Grove Interchange” as a Tier 1 priority recommended project.

The Harmony Grove Interchange Project EA evaluated the remaining alternative options that did not include a new bridge over the Monongahela River that were presented in the MMMPO’s October 2018 Morgantown Industrial Park Access Study and explained why some options were eliminated from further analysis in the EA approved by FHWA on December 15, 2025.

## **2 PURPOSE AND NEED**

The Purpose and Need for the proposed action are as follows:

- Reduce traffic at the Westover interchange (I-79 Exit 152) and along Dupont Road (CR 19/19), which will improve traffic operations and safety in this vicinity.
- Provide a direct connection to I-79, which will better serve traffic to/from the north for the Harmony Grove area, thus reducing travel times to/from I-79.

## **3 SELECTED ALTERNATIVE**

Three interchange types were evaluated as build alternatives for the Project in the EA. Alternative 1 is a Single Point Urban Interchange (SPUI), Alternative 2 is a Tight Diamond Interchange (TDI), and Alternative 3 is a Modified Cloverleaf Interchange (MCI). For Alternative 2, three options

(Alternatives 2A, 2B, and 2C) were developed to evaluate traffic operations at the River Road (CR 45) ramp terminals.

All the build alternatives meet the Project Purpose and Need; therefore, the traffic and safety analysis results from the Interchange Justification Report (IJR) for Harmony Grove Interchange Interstate 79 (MP-151) and County Route 45, September 16, 2025 (2025 Harmony Grove IJR) were used for a preliminary alternatives analysis to identify which build alternative would provide better traffic operations and improve roadway safety within the Project Study Area. The preliminary alternatives analysis also included a comparison of the reasonably foreseeable impacts of each build alternative.

Based on the preliminary alternatives analysis, Alternative 2C was identified as the Preferred Alternative because it meets the Project Purpose and Need, would operate at LOS A at the River Road (CR 45) ramp terminals, and would reduce the total number of crashes with the greatest reduction of fatality and/or injury crashes.

Preferred Alternative 2C is a TDI that includes a single-lane roundabout at the I-79 southbound ramp terminal and a five-legged roundabout at the I-79 northbound ramp terminal along with Master Graphics Road. The entrance ramps will feature a single lane at the ramp terminal. The southbound exit ramp from I-79 will maintain a single lane into the roundabout, while the northbound exit ramp will expand to two lanes within the roundabout, including a dedicated lane for direct access onto Master Graphics to facilitate the right-turning movement. Approximately 600 feet of approach roadway work will be required on both the west and east approaches to the bridge. Each roadway approach will taper from two lanes and shoulders back to the existing width of River Road.

Preferred Alternative 2C also includes the installation of lighting around the interchange and along the ramps to provide continuous lighting along I-79 from Exit 148 (I-79/I-68) to Exit 152 (Westover) and the following safety countermeasures within the existing I-79 right of way:

- Extension of the existing truck climbing lanes from their current termination through the proposed Interchange 151 for approximately 1,000 feet in each direction;
- Extension of the concrete median barrier from the northern end of the bridge that carries I-79 over the Monongahela River through the proposed Interchange 151 and north to Exit 152 (Westover); and
- Installation of high-friction pavement surface treatment would be added to the I-79 travel lanes in both directions from the northern end of the bridge that carries I-79 over the Monongahela River north to Exit 152 (Westover).

Since the issuance of the approved EA, Preferred Alternative 2C will include the installation of lighting along I-79 from the north end of the Monongahela River bridge to Exit 152 to minimize the traffic impacts associated with construction. The new lighting installations would be located within the existing I-79 right of way.

## 4 UPDATES TO THE APPROVED ENVIRONMENTAL ASSESSMENT

### EA SECTION 2.5.3: REASONABLY FORESEEABLE IMPACT ANALYSIS

As discussed in Section 2.4 of the approved EA, the new Interchange 151 build alternatives include the installation of lighting around the interchange and along the ramps to provide continuous lighting along I-79 from Exit 148 (I-79/I-68) to Exit 152 (Westover) and the safety countermeasures located within the existing I-79 right-of-way that are included with Preferred Alternative 2C described in Section 3 of the FONSI. Since the issuance of the approved EA, Preferred Alternative 2C will include the installation of lighting along I-79 from the north end of the Monongahela River bridge to Exit 152 to minimize the traffic impacts associated with construction. The Environmental Clearance Zone (ECZ) for the Project was established around I-79 MP 151 where River Road (CR 45) intersects with the interstate and included the limits of disturbance (LOD) for all the build alternatives. The Project ECZ was used to determine the direct impacts to environmental resources located outside the existing I-79 right-of-way.

Construction of the concrete median barrier and the installation of lighting and high-friction pavement surface treatment from the northern end of bridge that carries I-79 over the Monongahela River through the proposed Interchange 151 and north to Exit 152 (Westover) would occur within the existing I-79 right-of-way. The ECZ was not extended because construction of these safety countermeasures would occur within areas previously disturbed by the construction of I-79. Therefore, the analysis of reasonably foreseeable impacts associated with Preferred Alternative 2C in the approved EA remains valid and significant impacts would not result from construction of the concrete median barrier and the installation of lighting and high-friction pavement surface treatment within existing I-79 right-of-way.

### EA SECTION 3.12.1: STREAMS

The approved EA identifies stream reaches within two watersheds, the Monongahela River located south of River Road and Dents Run, a tributary of the Monongahela River, located north of River Road. Existing I-79 crosses the ridge that divides these watersheds at MP 151. Field investigations conducted within the Project ECZ were limited to the identification of stream reaches and wetlands that may be directly impacted by construction of the build alternatives. The discussion of streams identified within the Project ECZ in the EA did not separate the streams by watershed; therefore, the updated information will be discussed for each watershed.

#### Dents Run Watershed

An unnamed tributary of Dents Run (UNT Dents Run) is located in the northwest quadrant of the Project ECZ and originates north of River Road (CR 45) and flows through a small neighborhood of four single family residences. It receives surface flow from River Road and the access road to the residences crosses the stream with culvert crossings at multiple locations. In the approved EA, UNT Dents Run has two flow regimes, ephemeral (20201209-UNT 1) and intermittent (20201014-UNT 4). UNT Dents Run continues north within the Project ECZ and flows into a ditch that parallels I-79 until it exits the Project ECZ. Three streams, 20201014-UNT 3, 20210222-UNT 1,

and 20210222-UNT 2, were identified as ephemeral streams that flow into UNT Dents Run. Two ephemeral streams, 20210222-UNT 1, and 20210222-UNT 2, originate from culvert outlets and flow into unnamed tributaries of UNT Dents Run.

UNT Dents Run flows from the Project ECZ through forested area for approximately 0.84 miles to its confluence with Dents Run. Dents Run is an impaired water and the West Virginia Department of Environmental Protection (WVDEP) has developed Total Maximum Daily Load (TMDL) limits for CNA-Biology, Iron, and Fecal/Bacteria. UNT Dents Run has not been designated an impaired water by WVDEP.

In the northeast quadrant of the Project ECZ, two streams, 20201016-UNT 2 and 20201016-UNT 1, were identified as ephemeral streams and receive drainage from I-79. However, both streams do not connect to a stream located outside the Project ECZ; therefore, they are unconnected ephemeral streams located within the Dents Run watershed.

In the approved EA, Preferred Alternative 2C would impact the UNT Dents Run and UNT 3 to UNT Dents Run. The stream channels identified in the northeast quadrant of the Project ECZ would not be impacted. A total of 232 linear feet (LF) of stream would be impacted within the Dents Run watershed and **Table 1** identifies each stream and the impact length for Preferred Alternative 2C.

**Table 1: Stream Impacts within the Dents Run Watershed**

Stream Name	Stream ID	Flow Regime	Impact Length (linear feet)
UNT Dents Run	20201209-UNT 1	Ephemeral	108
UNT Dents Run	20201014-UNT 4	Intermittent	68
UNT 3 to UNT Dents Run	20201014-UNT 3	Ephemeral	56
<b>Total</b>			232

Upper Monongahela River Watershed

An unnamed tributary of the Monongahela River (UNT Monongahela River) is located in the southeast quadrant of the Project ECZ. UNT Monongahela River originates south of River Road (CR 45), flows southwest to a culvert that carries Master Graphics Road (CR 45/9) over the stream, and continues south within the Project ECZ and parallel to I-79. In the approved EA, UNT Monongahela River is identified as 20201014-UNT 2 and has two flow regimes, ephemeral and intermittent. One stream reach, 20201014-UNT 1, was identified as an ephemeral stream that originates from a culvert outlet and flows into the intermittent portion of UNT Monongahela River.

UNT Monongahela River is approximately 1.34 miles long and flows from the Project ECZ parallel to I-79, then crosses under the interstate and continues to its confluence with the Monongahela River. The WVDEP has not identified UNT Monongahela River as an impaired

water, but the Upper Monongahela River is an impaired water and TMDL limits have been developed for Fecal/Bacteria.

One ephemeral stream, 20201014-UNT 5, was identified in the southwest quadrant of the Project ECZ. The ephemeral stream originates from the edge of pavement I-79 and exhibits a defined bed and bank for approximately 82 LF; however, it does not connect to another tributary. In Table 3-6 of the approved EA, the receiving waterway for this stream was identified as Dents Run; however, this ephemeral stream is an unconnected channel located within the Upper Monongahela River watershed.

In the approved EA, Preferred Alternative 2C would impact the UNT Monongahela River and UNT 1 to UNT Monongahela River. The ephemeral stream, 20201414-UNT 5, identified in the southwest quadrant of the Project ECZ would also be impacted. A total of 655 LF of stream would be impacted within the Upper Monongahela watershed and **Table 2** identifies each stream and the impact length for Preferred Alternative 2C.

**Table 2: Stream Impacts within the Upper Monongahela River Watershed**

Stream Name	Stream ID	Flow Regime	Impact Length (linear feet)
UNT Monongahela River	20201014-UNT 2	Ephemeral	442
UNT Monongahela River	20201014-UNT 2	Intermittent	115
UNT 1 to UNT Monongahela River	20201014-UNT 1	Ephemeral	69
UNT 5 (Upper Monongahela River watershed)	20201014-UNT 5	Ephemeral	29
<b>Total</b>			<b>655</b>

Conclusion

The approved EA states that a total of 887 LF of stream would be impacted by Preferred Alternative 2C. As part of the final engineering design, the process to avoid and minimize potential impacts to the streams identified within the Project ECZ will continue and additional field investigations will be conducted to assess stream quality. This information will be used to prepare the CWA Section 404 permit application and any compensatory mitigation that may be required.

During construction, best management practices (BMPs) established by the WVDEP will be incorporated into the construction plans to minimize direct and indirect impacts to streams located within the Project ECZ. Specific BMP measures that will be incorporated into the construction plans will depend on the topography and construction sequencing, but examples include the use of silt fence, temporary sediment basins, sediment traps, check dams, and temporary seeding and mulching of disturbed areas to minimize soil runoff.

The additional information in the FONSI regarding direct stream impacts and the condition of the receiving streams within the Dents Run and Upper Monongahela River watershed supports the

analysis in the approved EA. Implementation of WVDEP-approved BMPs during construction and, if required, mitigation to compensate for the permanent loss of streams ensure that Preferred Alternative 2C would not result in significant reasonably foreseeable impacts within the Dents Run and Upper Monongahela River watersheds.

**EA SECTION 3.15: RARE, THREATENED, AND ENDANGERED SPECIES**

On March 3, 2026, the WVDOH consulted with the West Virginia Division of Natural Resources (WVDNR) to update the information in the approved EA and determine if rare, threatened, and endangered (RTE) species occur within the Project ECZ. The WVDNR’s response states that no known bats, RTE species, or reproducing trout streams are located with the Project ECZ but the proposed Project is located within a predicted bald eagle abundance area located within one mile of the Monongahela River. WVDNR recommends that a Bald Eagle Nest survey be completed within the window of December 1 to March 15; however, based on WVDOH’s Bald Eagle Guidance and further consultation with the WVDNR, the survey is not needed because the Project is located on an existing interstate highway. The information and analysis in the approved EA remain valid and the correspondence letters, including a copy of WVDOH’s Bald Eagle Guidance, are provided in **Appendix C**.

On March 3, 2026, WVDOH consulted the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system for an updated list of species and/or critical habitat (Species List). No new threatened or endangered species or critical habitat were identified within the Project ECZ and a copy of the updated Species List is included in **Appendix C**. The information and analysis in the approved EA remain valid and no additional consultation with the USFWS is required.

**5 SUMMARY OF REASONABLY FORESEEABLE IMPACTS AND MITIGATION**

**Table 3** summarizes the reasonably foreseeable impacts associated with the No-Build Alternative and Preferred Alternative 2C and provides a list of proposed mitigation measures discussed in the approved EA. The proposed mitigation measures for stream and wetland resources have been updated to clarify the additional field investigations that will be conducted during the final engineering design process to assess the quality of the resources impacted.

**Table 3: Summary of Reasonably Foreseeable Impacts and Proposed Mitigation Measures**

Resource/Element	Preferred Alternative 2C Impact	Proposed Mitigation Measure(s)
Socioeconomics	Yes	No mitigation proposed because reasonably foreseeable impacts are consistent with MMMPO local land use plans.
Community Facilities and Services	Yes	All access points to and from River Road (CR 45) will remain accessible, but River Road will be reduced to one-lane with signalized alternating traffic during construction of the interchange bridges over I-79.

Resource/Element	Preferred Alternative 2C Impact	Proposed Mitigation Measure(s)
Residential/Commercial Displacements	5/0	WVDOH ROW property acquisition and compensation procedures will be followed for all real property acquisitions and residential displacements.
LULC (acres)	42.94	LULC conversions consistent with MMMPO local land use plans and no mitigation is proposed.
Farmland	No	No mitigation required.
Architectural Resources	No	No mitigation required.
Archaeological Resources	No	No mitigation required.
Section 4(f) Resources	No	No mitigation required.
Section 6(f) Resources	No	No mitigation required.
Air Quality	No	No mitigation required.
Construction Activities	Yes	<b>Fugitive dust control measures</b> include proven construction-related practices such as the application of water on unpaved areas subject to frequent vehicle traffic. <b>Noise control measures</b> include work-hour limits, equipment exhaust muffler requirements, haul-road locations, elimination of “tailgate banging,” backup alarms with ambient noise sensitivity, construction noise complaint mechanisms, and consistent and transparent community communication.
Noise Receptors	3	No mitigation proposed because noise barrier construction is not feasible and reasonable.
Soils	Yes	Erosion and sediment control BMPs will be incorporated into the construction plans to minimize potential adverse impacts.
Geology (Economically Important Formations)	No	No mitigation required.
Groundwater Wells	No	No mitigation required.

Resource/Element	Preferred Alternative 2C Impact	Proposed Mitigation Measure(s)
Streams (linear feet)	887	If permanent impacts are below mitigation thresholds, then WVDEP-approved erosion and sediment BMPs will be incorporated into the construction plans to minimize temporary impacts. As part of the final engineering design process for the Selected Alternative, WVDOH will conduct additional field investigations to assess the quality of streams impacted. This information will be used to prepare the CWA Section 404 permit application and any compensatory mitigation that may be required.
Wetlands (acres)	0.02	If permanent impacts are below mitigation thresholds, then WVDEP-approved erosion and sediment BMPs will be incorporated into the construction plans to minimize temporary impacts. As part of the final engineering design process for the Selected Alternative, WVDOH will conduct additional field investigations to assess the quality of wetlands impacted. This information will be used to prepare the CWA Section 404 permit application and any compensatory mitigation that may be required.
Floodplains	No	No mitigation required.
Terrestrial Habitats (acres)	29.58	LULC conversions consistent with MMMPO local land use plans and no mitigation is proposed.
Rare, Threatened, and Endangered Species	Yes	<b>Northern long-eared bat (NLEB)</b> – Implementation of the following conservation measures: <ul style="list-style-type: none"> <li>• Tree removal will only occur during winter when bats are not expected to be active on the landscape (November 15th – March 31st).</li> <li>• Blasting will not occur during the summer occupancy season (April 1 through September 30).</li> <li>• Erosion and sediment control best management practices will be used during earth disturbing activities.</li> </ul>
Hazardous Waste Sites	No	No mitigation required.
Highway Safety Lighting	Yes	In response to public concerns about light pollution, WVDOH plans to specify that final design engineering must include highway lights with shields to minimize the potential for light pollution.

**6 ENVIRONMENTAL ASSESSMENT AND TECHNICAL REPORTS**

The EA was approved by FHWA on December 15, 2025 and was available for review and comment on WVDOH’s website on December 18, 2025. Appendix A contains a copy of the EA. An Informational Public Workshop Meeting was held on January 13, 2026 from 5:00 PM to 8:00 PM at the Skyview Elementary School. More information about the Informational Public Workshop Meeting is provided in the report in Appendix B.

The public comment period began on January 13, 2026 and ended on February 16, 2026. Notice of the Public Meeting and Availability of the Environmental Assessment (EA) was emailed to the federal, state, and local agencies; municipalities; senators and delegates; and tribal representatives listed in Section 6.0 of the EA (Distribution List) on January 28, 2026 and comments were due on February 27, 2026.

There were two updates to the contacts for the U.S. Environmental Protection Agency (USEPA) and the Federal Emergency Management Agency (FEMA) that were listed in the EA. The updated contacts for each agency are provided below:

Tim Witman  
 NEPA Program Manager  
 U.S. Environmental Protection Agency  
 Region III (3RA10)  
 Four Penn Center  
 1600 JFK Boulevard  
 Philadelphia, PA 19103-2029

Lilian Hutchinson  
 Acting Regional Administrator  
 Federal Emergency Management Agency  
 Region III  
 615 Chestnut Street  
 Philadelphia, PA 19106

Various technical reports were prepared to support the preliminary analysis of alternatives and the evaluation of reasonably foreseeable impacts discussed in the EA. Table 2 lists the technical reports that are part of the project file and available upon request.

**Table 4: Project Technical Files**

Resource/Element	Document
Project Planning	<ul style="list-style-type: none"> <li>• Morgantown Industrial Park Preliminary Access Study, WVDOH, July 1, 2016</li> <li>• I-79 Access Study, MMMPO, March 2017</li> <li>• Morgantown Industrial Park Access Study, MMMPO, October 2018</li> <li>• Morgantown Industrial Park Access Design Study Report, WVDOH, May 2023</li> </ul>
Interchange Justification Report (IJR)	<ul style="list-style-type: none"> <li>• Interchange Justification Report (IJR) for Harmony Grove Interchange Interstate 79 (MP-151) and County Route 45, The Thrasher Group, September 16, 2025</li> </ul>
Cultural Resources – Archaeological Resources	<ul style="list-style-type: none"> <li>• Phase IA Archaeological Survey – Harmony Grove Interchange, Monongalia County, West Virginia, TRC</li> </ul>

Resource/Element	Document
	<p>Engineers, Inc., March 2021</p> <ul style="list-style-type: none"> <li>• Phase IB Archaeological Survey – Harmony Grove Interchange Project, Monongalia County, West Virginia, TRC Engineers, Inc., May 2021</li> <li>• Harmony Grove Interchange – Archaeology Review of Additional 0.38-0 Acre Area, Letter Report prepared by TRC Engineers, Inc., November 12, 2025</li> </ul>
Cultural Resources – Architectural Resources	<ul style="list-style-type: none"> <li>• Architectural Resources Desktop Survey – Harmony Grove Interchange, Monongalia County, West Virginia, TRC Engineers, Inc., March 2021</li> <li>• Architectural Resources Survey Report – Harmony Grove Interchange, Monongalia County, West Virginia, TRC Engineers, Inc., May 24, 2021</li> <li>• Addendum Architectural Resource Assessment of Effects – Harmony Grove Interchange, Monongalia County, West Virginia, TRC Engineers, Inc., May 2022</li> </ul>
Noise	<ul style="list-style-type: none"> <li>• Noise Analysis Report – Proposed I-79 Interchange at MP-151 and County Route 45, Harmony Grove Interchange, Monongalia County, West Virginia, TRC Engineers, Inc., March 2022</li> <li>• Noise Analysis Report – Proposed I-79 Interchange at MP-151 and County Route 45, Harmony Grove Interchange, Monongalia County, West Virginia, TRC Engineers, Inc., June 2025</li> </ul>
Groundwater Wells and Hazardous Materials	<ul style="list-style-type: none"> <li>• The EDR Radius Map™ Report with GeoCheck® - Harmony Grove Interchange, I-79, Morgantown, WV 26501, Inquiry Number: 8001832.2s, May 29, 2025</li> </ul>
Surface Water – Streams and Wetlands	<ul style="list-style-type: none"> <li>• Aquatic Resources Report for the Harmony Grove Interchange Project, Monongalia County, West Virginia, The Thrasher Group</li> <li>• Jurisdictional Determination Addendum, Harmony Grove Interchange Project, Morgantown, West Virginia, The Thrasher Group, July 2, 2025</li> </ul>
Rare, Threatened and Endangered Species	<ul style="list-style-type: none"> <li>• Bat Habitat Assessment for the Proposed Harmony Grove Project in Monongalia County, West Virginia, Apogee, Inc., June 2022</li> <li>• Bridge/Culvert Bat Assessment Form, Harmony Grove Interchange, Monongalia County, West Virginia, April 17, 2025</li> </ul>

**7 PUBLIC AND AGENCY COMMENTS**

A total of 16 comments were received on the EA and included 11 comments from the public, and 5 comments from Federal, State, and local agencies. Table 3 provides information about each commenter and Table 4 lists the comments and WVDOH’s response. Table 5 Commenter Information

Name	Organization	City	State	Date Received	Source	Commenter No.
Brian Powell		Morgantown	WV	12/18/2025	website	1
Ryan Stocking	Mountain State Tree Care	Morgantown	WV	12/23/2025	website	2
Mark Dlugos		Morgantown	WV	1/14/2026	website	3
Parker Grimes			WV	1/14/2026	website	4
Justin Adams		Morgantown	WV	1/15/2026	website	5
Jackson Hurst		Kennesaw	GA	1/16/2026	website	6
Andrew Gast-Bray	Monongalia County Planning Commission	Morgantown	WV	1/28/2026	email message	7
Kelly E. Wiles	Federal Emergency Management Agency (FEMA), Region 3	Philadelphia	PA	1/28/2026	email message	8
Delegate Joe Statler	WV House of Delegates	Charleston	WV	2/9/2026	letter	9
Danny Bennett	WV Division of Natural Resources	Elkins	WV		website	10
Torli Bush		Westover	WV	2/10/2026	website	11
Mary Linscheid		Morgantown	WV	2/10/2026	website	12
Dan Servian		Morgantown	WV	2/12/2026	website	13
Lillian Linscheid		Morgantown	WV	2/15/2026	website	14
Carrie Traver	U.S. Environmental Protection Agency (USEPA), Region 3	Philadelphia	PA	2/26/2026	email message	15

Name	Organization	City	State	Date Received	Source	Commenter No.
Allen Michael		Morgantown	WV	1/29/2026	letter	16

**Table 6: Comments Received**

Commenter No.	Comments
1	<p>I prefer the No Build Alternative of the listed alternatives. Looking at the traffic projections here and LOS tables, I cannot see a justification for spending \$40M-\$50M to fund this project, especially when a new access road to US 119 is already under construction.</p> <p>It seems likely that a project that spends just a portion of the build alternatives' estimated cost on intersection improvements, roadway reconstruction, and/or widening could significantly improve the existing US 19-Dupont Road-River Road corridor, yielding a much better cost-to-benefit ratio. It's unfortunate that such an alternative was not considered.</p> <p>The only part of the build alternatives that I care for is extending the truck climbing lanes on I-79 through and past the summit of the hill. The lanes ending prior to the summit of the hill causes unnecessary congestion along the Interstate corridor, especially southbound.</p> <p>Of the build alternatives, it is surprising to me that WVDOH is considering a SPUI here. The proposed traffic volumes don't seem to support the added cost. This style of interchange is normally considered in locations with much higher traffic volumes.</p> <p>If there is to be a build alternative constructed, I support Alternatives 2A or 2B. I'm normally in favor of roundabout options like Alternative 2C, but my experience has been that 5-leg roundabouts like MDSHA built at I-68 and Business US 219 tend to be crowded and degrade under heavier traffic volumes. Unless the roundabout is significantly larger than seems apparent from the figure, I fear that same sort of problem would happen here. Perhaps a peanut-shaped roundabout could be used to help address these concerns.</p>
2	<p>Hi, I am the owner of the ~10 acres next to the rear industrial park entrance. I would like to see the plans for the interchange and understand how it is going to affect my property.</p>
3	<p>I would like to support the project, but I am concerned about the quality of life impacts on neighborhoods close to the interchange, particularly Harmony Grove Subdivision. I have relatives (mother &amp; uncle) who have lived in Harmony Grove on the side of the neighborhood facing the interstate for 50+ years. Apparently, nothing is currently expected to</p>

Commenter No.	Comments
	<p>be done to deal with noise pollution on that side of the interstate, and I am not convinced a sound barrier would be enough anyway. I'm skeptical that the increased noise and traffic isn't going to negatively impact residents' quality of life in the area, so I guess I am opposed to construction of the interchange as things currently stand.</p>
4	<p>I would like to voice support for the Harmony Grove interchange. My family and I travel River Road every day and there are significant safety concerns with the large truck traffic on River Road. The interchange will also reduce truck traffic through Westover. Having direct access to the interstate is very important for potential development in the area and to improve emergency services in the area.</p>
5	<p>Project is long time coming and needs to be sped up to start sooner rather than later. The state delaying all important road work in our area makes trusting the DOH difficult.</p>
6	<p>I approve and support WVDOT's/WVDOH's Harmony Grove Interchange Project. I have reviewed the draft Environmental Assessment for WVDOT's/WVDOH's Harmony Grove Interchange Project and I approve and support the findings and recommendations in the document. The aspect that I love about WVDOT's/WVDOH's Harmony Grove Interchange Project is that a new interchange will be added on I-79 at Monongalia CR-45/River Road. This new interchange will help improve access to the Morgantown Industrial Park. I support the Preferred Alternative for WVDOT's/WVDOH's Harmony Grove Interchange Project because the Preferred Alternative will build a Tight Diamond Interchange with Roundabouts which will improve safety and reduce the number of intersection conflict points. I do have one question and that is: Will the roundabout have a large truck apron radius to accommodate trucks going to and from the Morgantown Industrial Park?</p>
7	<p>In short, a good job.</p> <p>I was pleasantly surprised by the assessment and pleased that the answer was so clear cut. I felt that the spread of considerations was in general good and that a decent range of options was studied. I have worked a lot with 'dogbone roundabouts' and have seen them to be highly functional in settings such as this, though they are seldom considered. I am glad it was the best option. Some things that are often not considered in the selection process for 'dogbones' are that the construction process itself is usually more cost-effective as well (much of the construction can be completed WITHOUT impeding existing traffic. Furthermore, I have found that they are also more robust over time, not requiring as much maintenance cost (no signal and electronic maintenance; when there is an accident, easy alternative paths as temporary measures, etc.). Diverging diamonds and SPUIs also tend to block up in really heavy traffic more than these do. The big problem is usually having enough room to construct cost-effectively, which fortunately is not our case.</p> <p>Well done.</p>

Commenter No.	Comments
8	<p>I am responding to your request for comments on behalf of Lilian Hutchinson and FEMA Region 3. The FEMA Region 3 Environmental and Historic Preservation (EHP) team reviewed the provided documentation and have no comments on the EA or the undertaking. Thank you for the opportunity to comment. However, moving forward FEMA Region 3 does not intend on reviewing similar documentation or issuing any comments on future FHA (sic) activities.</p>
9	<p>I am writing this letter to provide comments for the construction of an interchange at the intersection of Interstate 79 (I-79) (mile post [MP]-151) and River Road (County Route 45) in Morgantown, West Virginia, approximately halfway between Exit 152- Fairmont Road (US Route [US] 19) Westover/Morgantown (Granville) and Exit 148 -I-79/I-68 interchange (Morgantown/Cumberland, Maryland). I support identification of Preferred Alternative 2C as the most suitable, economical design and location for project construction.</p> <p>The Environmental Assessment for this project was very thorough in evaluating the possible no-build and build alternatives, to determine if they met the Project Purpose and Need. The concluding identification of Preferred Alternative 2C was determined to be the most effective choice to meet the goals of the Purpose and Need. Alternative 2C will improve traffic operations and safety by reducing the amount of traffic at the Westover interchange, as well as provide a direct connection to I-79, better serving traffic to/from the north for the Harmony Grove area resulting in reducing travel times to/from I 79.</p>
10	<p>The West Virginia Division of Natural Resources (DNR) has completed its review of the Environmental Assessment for the Harmony Grove Interchange. Based on this review, the DNR finds that the assessment adequately addressed all relevant environmental concerns. Consequently, the DNR does not object to the Finding of No Significant Impact.</p>
11	<p>I'm submitting this comment in opposition to the Harmony Grove interchange. I've worked nearly 7 years in construction and design for the West Virginia Division of Highways both directly and as a consultant. My work experience has primarily consisted of projects within District 4 as a project inspector, project engineer, and roadway designer. I do NOT think that the Harmony Grove Interchange can serve its intended auxiliary function as stated in the environmental assessment provided by Thrasher.</p> <p>The same environmental assessment states that the interchange's primary function of access to the industrial park will be served by the new bridge project which will connect it to US 119 and by extension I-68. This renders the interchange redundant in that regard.</p> <p>Its stated auxiliary function of alleviating traffic from Westover and providing another access point to Morgantown is severely hindered by the condition of Lower River Road; this same problem could occur with Upper River Road if the uptick in Average Daily Traffic was significant enough, in particular from tractor trailers. Both segments of River</p>

Commenter No.	Comments
	<p>Road are narrow with several profile changes that would make the present (and future) base failure repairs burdensome to crews and thru traffic.</p> <p>With respect to the alternative routes to River Road into Morgantown, DuPont Road is available but leads back into Westover and wouldn't solve another problem of sustained heavy average daily traffic on Holland Avenue. The recent project by Blue Gold Development proved how burdensome rehabilitation and maintenance of Holland Avenue is to commuters. The other alternative would be using the industrial park and crossing the new bridge but at that point, it would be more conducive for traffic to take I-68 and access Morgantown via Exit 1.</p> <p>What could prove to be a better use of project funds would be a complete bridge rehab project at the Westover Exit (152). I was assigned to the previous concrete patching project performed by Clearwater Construction at Westover. Some of the concrete deficiencies present were on the verge of structurally compromising, and some “dead” concrete was left in place at the beam seat pedestals of the middle piers. This dead concrete could not be fully remediated without compromising the bridge beams.</p> <p>Another project that could be a benefit to the immediate area surrounding Morgantown would be a full depth repair and slope reinforcement using micropile systems along lower River Road leading into Morgantown. A restorative project to lower River Road that can also account for the deleterious slope conditions would increase safety for its use by the residents of the Harmony Grove area.</p> <p>Any money saved from eliminating the proposed interchange and focusing instead on these types of rehab/sustainability projects could be used towards implementing the safety improvements listed in the presentation such as the interstate lighting and median barrier wall. Interstate lighting could also be adjusted to the areas between exit 152 and 155 to limit local light pollution and keep the corridor lighting within the metro area of Morgantown, but this is beginning to move beyond the scope of the proposal.</p> <p>I would be happy to discuss this further via email or phone conversation with the Division and I thank you for your time. I can be reached at [omitted] or at [omitted].</p>
12	<p>I am a resident of Harmony Grove and I strongly oppose this interchange project. My family (the Camp/Van Camp) has resided in Harmony Grove since the late 1700s on a land-grant farm which remains in the family today. It runs parallel to I-79 on the western side, just south of Westover exit. Already, we have to put up with the ever increasing interstate noise. I can only imagine how much this noise will increase once an interchange is put in.</p>

Commenter No.	Comments
	<p>It pains me to see so much development encroaching on Harmony Grove, which has remained a rural haven for so many over the centuries. Just like mine, there are families who have lived there for decades and even centuries, and have strong ties to the land and the history. This proposed interchange would displace people like this--if not directly, than indirectly due to the noise, traffic, and lower quality of life.</p> <p>Upon reading the environmental assessment and the plans for the interchange, I understand that the original purpose was to provide a second entrance into the Morgantown Industrial Park. But now that the new bridge project crossing the Mon River to the MIP solves this issue, the I-79 interchange is redundant. It seems to me that continuing with this interchange project would be a poor use of taxpayer dollars and seems heavily biased towards the desires of the MIP and not the people who reside in Harmony Grove. Industries are going to pick up and leave as soon as they get a better tax break elsewhere regardless of what infrastructure you put in for them.</p> <p>I am 25 years old, and it has been my dream since I was a child to take care of our ancestral farm just like my family has done for generations. I hope to grow old on our land and for my own descendants to call it home too. I do not want to have to put up with an interchange practically in my front yard for the rest of my life. Please listen to more perspectives than the ones motivated by industry and development. Thank you.</p>
13	<p>Whatever plan they use they need to minimize light pollution and also harden all of River Rd to the Westover bridge, because this will be a very popular direct route into Morgantown for visitors and trucks. Also fast track this project, its needed bad.</p>
14	<p>I am a resident of Harmony Grove and I'm strongly against this interchange being built. it would cause chaos for the community in harmony grove and bring unwanted traffic through the area.</p>
15	<p>Thank you all for your time yesterday (February 25, 2026) to discuss the project and where it is in the process. As discussed, I recommend adding water quality information to the EA to describe the receiving surface waters [both Dents Run and the Monongahela River are Clean Water Act Section 303(d) listed impaired waters with TMDLs] and indicating expected BMPs where feasible to minimize construction and operational impacts.</p> <p>I would appreciate if you notify me by email when the Final EA is available.</p>
16	<p>My name is Allen Michael and I am contacting you in reference to the Harmony Grove Interchange. I have three inquiries about the Interchange prompted by the meeting on January 16th, 2026.</p> <p>First, I spoke to one of the representatives about an overhead picture of the future River Road Bridge showing the two roundabouts, thru traffic on the bridge, on and off ramps, as well as the road leading into and out of the Industrial Park.</p>

Commenter No.	Comments
	<p>He said he has that picture, but when he went through his paperwork he could not find it. He advised me to send an e-mail or letter about the layout and he or someone else would provide that to me.</p> <p>Second, my home address is at Harmony Grove, [omitted]. My house is going to be within 200 feet of the south bound ramp heading for the Uffington Bridge. Currently, as I look over 1-79, I see four lanes of traffic, two going south and the other two going north. As I understand it there will be two additional lanes to get the slow truck traffic over the hill and under the bridge, one going north and one going south, this will make the number of lanes on 1-79 six.</p> <p>Now with the two ramps from and to River Road this brings the total to eight. Plus, there will be an exit and an entrance road from the Industrial Park up Master Graphics Road to River Road to feed the Industrial Park, this will bring the total to ten lanes of noise. I understand there were two tests for noise barriers, one on Old River Road and the other at the end of Dusenberry's Trailer Park off River Road. Both barriers were rejected, not because of the noise level, but because of the cost being over \$30,000 each. On my side of the Interstate a noise level test was done but no barrier was considered. I would hope the DOH, or whoever is in charge of barriers, would reconsider checking into a barrier along Crest Drive. Even if the barrier was two or three rows of pine trees. Anything to cut the noise down.</p> <p>The third question. I understand the actual construction will not start till the fall of 2030. My understanding is it will take four years to construct the Harmony Grove Interchange, does that mean the competition date will be 2034? Thank you for the opportunity to ask these questions.</p>

**Table 7: Responses to Comments**

Commenter No.	Response
1	<p>The EA states that a portion of the original purpose and need for the Harmony Grove Interchange Project was satisfied with construction of the US 119 Connection project that includes a new bridge over the Monongahela River. The US 119 Connection project will connect the River Road (CR 45) area and the Morgantown Industrial Park (MIP) to US 119 and to I-68 via the University Avenue/Downtown Interchange (I-68, Exit 1). The primary route to access I-79 or greater Morgantown from the MIP or Harmony Grove area is River Road, Dupont Road (CR 19/19) and the Westover Interchange (I-79, Exit 152).</p> <p>Previous studies, including the I-79 Exit 153 Interchange Justification Report (IJR) and related traffic studies, show that the Westover Interchange ramp terminals currently operate at failing levels of service and queuing, particularly on</p>

Committer No.	Response
	<p>the I-79 Southbound Exit ramp. The US 119 Connection will not address the level of service degradation at the Westover Interchange.</p> <p>Section 1.1.1 of the EA lists the proposed projects to improve roadways within the Morgantown area that are included in the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) 2025 Metropolitan Transportation Plan (2025 MTP). Project M74 proposes improvements to River Road between Master Graphics Road and Dupont Road and is scheduled for 2040. It was not considered as an alternative with the Harmony Grove Interchange Project because it would not address the Purpose and Need, which identifies the need to reduce traffic at the Westover Interchange.</p> <p>Final engineering design for Preferred Alternative 2C will begin after the conclusion of the National Environmental Policy Act (NEPA) process, which is tentatively planned for March/April 2026. The design of the roundabouts located at the River Road ramp terminals will consider features to accommodate large truck traffic.</p>
2	<p>WVDOH was unable to reach the commentor, but maps of the alternatives and the limits of each are available to the public on WVDOH’s website: <a href="https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx">https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx</a></p>
3	<p>A traffic noise assessment was conducted and discussed in the Noise Analysis Report for the Harmony Grove Interchange Project (Project). The assessment included field noise level measurements at eight locations within the Noise Study Area (NSA). The NSA includes the Project’s Environmental Clearance Zone (ECZ) and adjacent areas with sensitive noise receptors (receptors), such as residences and churches. Three of the eight field noise level measurements were taken at residences within the Harmony Grove Subdivision located on the western side of I-79. One measurement was taken at a residence on Crest Drive and two measurements were taken at two residences on Willis Drive.</p> <p>The field noise level measurements within the Harmony Grove Subdivision ranged from 54.3 to 61.5 dBA. The highest measurement of 61.5 dBA was collected from a residence located on Crest Drive that is close to I-79. All three field noise level measurements were below the Noise Abatement Criteria (NAC) of 67 dBA for Activity Category B for residential land uses.</p> <p>To evaluate the potential traffic noise impacts associated with the No-Build and build alternatives for the Project, the field noise level measurements were used to calibrate the traffic noise model (noise model) used to predict changes in noise levels. For the design year of 2050, the noise model results predicted an increase to the existing noise levels at most receptors located within the NSA for the No-Build and build alternatives. If the predicted noise level exceeded 66 dBA, then the receptor was identified as an impacted receptor. If the predicted noise level increase was equal or greater</p>

Commenter No.	Response
	<p>than 15 dBA over the existing noise level, then WVDOH is required to evaluate noise abatement options, including construction of noise barriers.</p> <p>As discussed in the EA, the number of impacted receptors ranged from three with Preferred Alternative 2C to 18 with Alternative 3. All the impacted receptors were residents located within the NSA and the location of the impacted receptor varied depending on the alternative. Table 3-12 in the EA summarized the reasonably foreseeable impacts and proposed mitigation measures for the No-Build Alternative and Preferred Alternative 2C, but the number of impacted noise receptors for the No-Build Alternative should be five instead of one. The Preliminary Alternative Analysis discussed in Section 2.5 of the EA includes a comparison of the reasonably foreseeable impacts of all build alternatives in Table 2.8 and shows that four receptors were impacted with Alternatives 1, 2A, and 2B.</p> <p>The predicted noise level increases for Preferred Alternative 2C ranged from 66.8 to 70.2 dBA and the three impacted receptors were located east of I-79. Two impacted receptors were located at the end of Old River Road close to I-79. The third impacted receptor has a River Road address but is located next to I-79. The noise level increases were greater than 66 dBA but did not meet or exceed 15 dBA over the existing noise level threshold. However, a noise barrier evaluation was conducted for Preferred Alternative 2C and determined that construction of a noise barrier was not feasible or reasonable.</p> <p>Within the Harmony Grove Subdivision, the noise model results for Preferred Alternative 2C predicted changes to noise levels that ranged from 45.5 to 65.6 dBA to residences located on Crest Drive. The predicted noise level increases are below 66 dBA; therefore, the EA did not identify impacted noise receptors within the Harmony Grove Subdivision.</p>
4	Comments acknowledged.
5	Comments acknowledged.
6	Comments acknowledged. Final engineering design for the Preferred Alternative will begin after the conclusion of the NEPA process, which is tentatively planned for March/April 2026. The design of the roundabouts located at the River Road ramp terminals will consider features to accommodate large truck traffic.
7	Comments acknowledged.
8	Comments acknowledged.
9	Comments acknowledged.

Commenter No.	Response
10	Comments acknowledged.
11	<p>The EA states that a portion of the original purpose and need for the Harmony Grove Interchange Project was satisfied with construction of the US 119 Connection project that includes a new bridge over the Monongahela River. The US 119 Connection project will connect the River Road (CR 45) area and the Morgantown Industrial Park (MIP) to US 119 and to I-68 via the University Avenue/Downtown Interchange (I-68, Exit 1). The primary route to access I-79 or greater Morgantown from the MIP or Harmony Grove area is River Road, Dupont Road (CR 19/19) and the Westover Interchange (I-79, Exit 152).</p> <p>Previous studies, including the I-79 Exit 153 Interchange Justification Report (IJR) and related traffic studies, show that the Westover Interchange ramp terminals currently operate at failing levels of service and queuing, particularly on the I-79 Southbound Exit ramp. The US 119 Connection will not address the level of service degradation at the Westover Interchange.</p> <p>As discussed in the EA, construction of a new interchange at I-79 MP 151 (Interchange 151) is projected to reduce traffic on US 19 east of the Westover Interchange and on Dupont Road. The Level of Service (LOS) analysis summarized in the EA shows that the proposed Interchange 151 will maintain an LOS of C or better on the Westover Interchange southbound and northbound ramps with projected increases in traffic on I-79. The location of Interchange 151 will provide a direct connection from I-79 to River Road near the entrance to the MIP from Master Graphics Road (CR 45/9). Preferred Alternative 2C includes roundabouts at the ramp terminals with River Road and the ramp terminal on the east side of I-79 will include the intersection with Master Graphics Road to accommodate large trucks entering and exiting the MIP.</p> <p>Section 1.1.1 of the EA lists the proposed projects to improve roadways within the Morgantown area that are included in the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) 2025 Metropolitan Transportation Plan (2025 MTP). In addition to the Harmony Grove Interchange Project, the 2025 MTP includes three projects to improve existing roads within the Westover and Harmony Grove area. Project M50 proposes improvements to Fairmont Road/Holland Avenue and is scheduled for 2030. Improvements to Dupont Road are proposed with Project M106 also scheduled for 2030. Project M74 proposes improvements to River Road between Master Graphics Road and Dupont Road and is scheduled for 2040. Collectively, these future roadway improvement projects, completion of the US 119 Connection, and construction of the Harmony Grove Interchange Project will improve traffic operations and safety within the Westover and Harmony Grove area.</p>

Committer No.	Response
	<p>As discussed in the EA, the transportation planning process for many projects in the Morgantown area begins with input from the MMMPO and the Harmony Grove Interchange Project and the US 119 Connection project are two examples of transportation improvements that were developed with many years of local planning and public involvement. Thank you for your comments and you may provide additional input through the MMMPO's transportation planning process.</p> <p>Prior to the issuance of the approved EA, WVDOH planned to add lighting along I-79 between MP 148 and 152 as a separate project to improve safety along I-79; therefore, the build alternatives described in the EA only included the installation of lighting along the new Interchange 151 ramps. However, to minimize the traffic impacts associated with construction Preferred Alternative 2C includes the installation of lighting along I-79 from the north end of the existing bridge over the Monongahela River to the Westover interchange (Exit 152) as part of the Project. Any lighting proposed for new Interchange 151 and along I-79 will be limited to what is necessary to provide safe traffic movements along the interstate highway and the River Road ramp terminals and roundabouts. In addition, WVDOH will consider adding shields to direct the light to the highway to minimize light pollution.</p>
12	<p>Based on a review of the Noise Analysis Report for the Harmony Grove Interchange Project (Project), this property was located beyond the limits of the Noise Study Area (NSA). One field noise level measurement was collected within the northwest quadrant of the NSA at a residence located off River Road. The field noise level measurement at this location was 54.8 dBA.</p> <p>For Preferred Alternative 2C, predicted noise level changes for four residents located in the northwest quadrant along River Road ranged from 54.5 to 58.8 dBA. The predicted noise level increases are below 66 dBA; therefore, the EA did not identify impacted noise receptors within the northwest quadrant of the NSA.</p> <p>The EA states that a portion of the original purpose and need for the Harmony Grove Interchange Project was satisfied with construction of the US 119 Connection project that includes a new bridge over the Monongahela River. The US 119 Connection project will connect the River Road (CR 45) area and the Morgantown Industrial Park (MIP) to US 119 and to I-68 via the University Avenue/Downtown Interchange (I-68, Exit 1). However, the primary route to access I-79 or greater Morgantown from the MIP or Harmony Grove area is River Road, Dupont Road (CR 19/19) and the Westover Interchange (I-79, Exit 152).</p> <p>Previous studies, including the I-79 Exit 153 Interchange Justification Report (IJR) and related traffic studies, show that the Westover Interchange ramp terminals currently operate at failing levels of service and queuing, particularly on</p>

Committer No.	Response
	<p>the I-79 Southbound Exit ramp. The US 119 Connection will not address the level of service degradation at the Westover Interchange.</p> <p>As discussed in the EA, construction of a new interchange at I-79 MP 151 (Interchange 151) is projected to reduce traffic on US 19 east of the Westover Interchange and on Dupont Road. The Level of Service (LOS) analysis summarized in the EA shows that the proposed Interchange 151 will maintain an LOS of C or better on the Westover Interchange southbound and northbound ramps with projected increases in traffic on I-79. The location of Interchange 151 will provide a direct connection from I-79 to River Road near the entrance to the MIP from Master Graphics Road (CR 45/9). Preferred Alternative 2C includes roundabouts at the ramp terminals with River Road and the ramp terminal on the east side of I-79 will include the intersection with Master Graphics Road to accommodate large trucks entering and exiting the MIP.</p>
13	<p>Comments acknowledged. Prior to the issuance of the approved EA, WVDOH planned to add lighting along I-79 between MP 148 and 152 as a separate project to improve safety along I-79; therefore, the build alternatives described in the EA only included the installation of lighting along the new Interchange 151 ramps. However, to minimize the traffic impacts associated with construction Preferred Alternative 2C includes the installation of lighting along I-79 from the north end of the existing bridge over the Monongahela River to the Westover interchange (Exit 152) as part of the Project. Any lighting proposed for new Interchange 151 and along I-79 will be limited to what is necessary to provide safe traffic movements along the interstate highway and the River Road ramp terminals and roundabouts. In addition, WVDOH will consider adding shields to direct the light to the highway to minimize light pollution.</p>
14	<p>Currently, large trucks traveling to and from the MIP are using River Road (CR 45), Dupont Road (CR 19/19), and a congested portion of US 19 to access I-79 at the Westover Interchange. The safety analysis included in the EA shows that current crash rates at intersections along River Road and US 19 are below the average of 1.5 Million Entering Vehicles (MEV). However, as the MIP expands, increased use of county routes such as River Road and Dupont Road by large trucks is likely to increase the number of crashes at these intersections. When compared to the No-Build Alternative, Preferred Alternative 2C is projected to reduce the total amount of crashes on roadways located within the Harmony Grove and Westover area.</p> <p>As discussed in the EA, construction of a new interchange at I-79 MP 151 (Interchange 151) is projected to reduce traffic on US 19 east of the Westover Interchange and on Dupont Road. The Level of Service (LOS) analysis summarized in the EA shows that the proposed Interchange 151 will maintain an LOS of C or better on the Westover Interchange southbound and northbound ramps with projected increases in traffic on I-79. The location of Interchange</p>

Commenter No.	Response
	<p>151 will provide a direct connection from I-79 to River Road near the entrance to the MIP from Master Graphics Road (CR 45/9). Preferred Alternative 2C includes roundabouts at the ramp terminals with River Road and the ramp terminal on the east side of I-79 will include the intersection with Master Graphics Road to accommodate large trucks entering and exiting the MIP.</p>
<p>15</p>	<p>As described in the EA, the stream reaches identified within the Project ECZ are unnamed tributaries of Dents Run and the Monongahela River. The unnamed tributaries to Dents Run are located on the north side of River Road (CR 45) and the unnamed tributaries to the Monongahela River are located on the south side of River Road. The unnamed tributaries located within the Project ECZ have not been listed by the WVDEP as impaired waters; however, the receiving waterways of Dents Run and the Upper Monongahela River are impaired waters with TMDL limits. Section 4 of the FONSI includes a discussion of the streams identified within the Project ECZ for the Dents Run and Upper Monongahela River watersheds and details the impacts from Preferred Alternative 2C. The FONSI also includes examples of the WVDEP-approved Best Management Practices (BMPs) that would be incorporated into the construction plans to minimize direct and indirect impacts to streams.</p>
<p>16</p>	<p>The project is in the preliminary engineering design phase and renderings of the future interchange and roadway are not available. Maps of the alternatives on aerial photographs were presented at the Informational Public Workshop held on January 16, 2026 and are available to the public on WVDOH’s website: <a href="https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx">https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx</a>.</p> <p>A traffic noise assessment was conducted and discussed in the Noise Analysis Report for the Harmony Grove Interchange Project (Project). The assessment included field noise level measurements at eight locations within the Noise Study Area (NSA). The NSA includes the Project’s Environmental Clearance Zone (ECZ) and adjacent areas with sensitive noise receptors (receptors), such as residences and churches. Three of the eight field noise level measurements were taken at residences within the Harmony Grove Subdivision located on the western side of I-79. One measurement was taken at Mr. Michael’s home on Crest Drive and two measurements were taken at two residences on Willis Drive.</p> <p>The field noise level measurements within the Harmony Grove Subdivision ranged from 54.3 to 61.5 dBA. The highest measurement of 61.5 dBA was collected from Mr. Michael’s home and is the measurement that is closest to I-79 in southwest quadrant of the Project. All three field noise level measurements were below the Noise Abatement Criteria (NAC) of 67 dBA for Activity Category B for residential land uses.</p>

Commenter No.	Response
	<p>To evaluate the potential traffic noise impacts associated with the No-Build and build alternatives for the Project, the field noise level measurements were used to calibrate the traffic noise model (noise model) used to predict changes in noise levels. For the design year of 2050, the noise model results predicted an increase to the existing noise levels at most receptors located within the NSA for the No-Build and build alternatives. If the predicted noise level exceeded 66 dBA, then the receptor was identified as an impacted receptor. If the predicted noise level increase was equal or greater than 15 dBA over the existing noise level, then WVDOH is required to evaluate noise abatement options, including construction of noise barriers.</p> <p>As discussed in the EA, the number of impacted receptors ranged from three with Preferred Alternative 2C to 18 with Alternative 3. All the impacted receptors were residents located within the NSA and the location of the impacted receptor varied depending on the alternative. Table 3-12 in the EA summarized the reasonably foreseeable impacts and proposed mitigation measures for the No-Build Alternative and Preferred Alternative 2C, but the number of impacted noise receptors for the No-Build Alternative should be five instead of one. The Preliminary Alternative Analysis discussed in Section 2.5 of the EA includes a comparison of the reasonably foreseeable impacts of all build alternatives in Table 2.8 and shows that four receptors were impacted with Alternatives 1, 2A, and 2B.</p> <p>The predicted noise level increases for Preferred Alternative 2C ranged from 66.8 to 70.2 dBA and the three impacted receptors were located east of I-79. Two impacted receptors were located at the end of Old River Road close to I-79. The third impacted receptor has a River Road address but is located next to I-79. The noise level increases were greater than 66 dBA but did not meet or exceed 15 dBA over the existing noise level threshold. However, a noise barrier evaluation was conducted for Preferred Alternative 2C and determined that construction of a noise barrier was not feasible or reasonable.</p> <p>Within the Harmony Grove Subdivision, the noise model results for Preferred Alternative 2C predicted changes to noise levels that ranged from 45.5 to 65.6 dBA to residences located on Crest Drive. The predicted noise level increases are below 66 dBA; therefore, the EA did not identify impacted noise receptors within the Harmony Grove Subdivision.</p> <p>WVDOH plans to advance the project to construction in fall 2030, which is consistent with the project development timeline presented at the Informational Public Workshop. WVDOH expects construction to be completed within four years; however, unforeseen circumstances may extend the time necessary to complete construction.</p>

## **8 CONCLUSIONS**

The FHWA has determined, pursuant to 23 CFR § 771.121, that the approved EA and the additional information in the FONSI adequately documents and discloses the reasonably foreseeable impacts of the Harmony Grove Interchange Project at I-79 MP 151 and CR 45. Based on the approved EA and supporting studies, the FHWA determined that (1) a Environment Impact Statement (EIS) is not required prior to approval of the Harmony Grove Interchange Project at I-79 MP 151 and CR 45, and (2) all studies required for this Project under the National Environmental Policy Act (NEPA) have been completed.

APPENDIX A  
ENVIRONMENTAL ASSESSMENT (EA)

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APPENDIX B  
INFORMATIONAL PUBLIC WORKSHOP  
REPORT

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# Harmony Grove Interchange

Interstate 79 (MP – 151) and County Route 45

Monongalia County, West Virginia

State Project Number: T631-79-151.16

Federal Project Number: N/A



## Informational Public Workshop Report

THRASHER



600 White Oaks Blvd.  
PO Box 940  
Bridgeport, WV 26330

March 2026

Thrasher Project No. 080-10024

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## **1 SUMMARY OF MEETING**

The West Virginia Division of Highways (WVDOH) announced the availability of the Environmental Assessment (EA) and held an Informational Public Workshop Meeting on Tuesday, January 13, 2026, at the Skyview Elementary School, 668 River Road, Morgantown, Monongalia County, West Virginia for the proposed Harmony Grove Interchange Project (Project). The purpose of the public meeting was to update the public and federal, state, and local agencies on the Project and provide an opportunity to comment on the EA.

The January 13, 2026 public meeting was held from 5:00 PM to 8:00 PM in the Commons/Cafeteria of the Skyview Elementary School. WVDOH, their consultants, and FHWA shared updates on the Project, including information on the analysis of alternatives and the process to identify a Preferred Alternative. The public meeting generally followed the WVDOH's Public Involvement Plan for the project approved by FHWA on December 9, 2025 and available in Appendix A.

WVDOH advertised the meeting on their agency website. A notice was provided to the regional newspaper, the Dominion Post and it was published twice. The first publication appeared on December 23, 2025 and the second publication appeared on January 7, 2026. Appendix B contains a copy of the legal notice that was sent. The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) published a copy of the notice on their website and Facebook page. The Mountain Line Transit Authority (MLTA) posted a link to the notice on the MMMPO website on their Facebook page.

On January 6, 2026, Flyers were distributed to residents along River Road (CR 45) between Dupont Road (CR 19/19) and Saylor Road (CR 19/4). Flyers were also distributed to residents within the neighborhoods along Old River Road (CR 45/20), Crestview Drive (CR 45/23), including Willis Drive, Price Hill Road (CR 45/15), and Saylor Road (19/4). Flyers were left at the Westover City Hall Building located at 500 Dupont Road, and at the MLTA's Westover Administration Office located at 420 Dupont Road. A copy of the flyer was displayed on MLTA buses with routes located in the Westover and Harmony Grove area. A copy of the flyer is included in Appendix C.

On the day of the meeting a copy of the flyer and directional signs were placed within Skyview Elementary School to guide attendees to the meeting location in the Cafeteria/Commons. The meeting was covered by reporters from The Dominion Post, a Morgantown-based regional newspaper, and WBOY 12News, a television station covering Morgantown and northcentral West Virginia. Appendix D contains a copy of the articles published in the Dominion Post, posted on the WBOY website, and published in the online version of other newspapers.

At the meeting, the handout contained information on the proposed project and a comment form was provided at the registration table (Appendix E). In the school Cafeteria/Commons, a set of seven (7) boards was displayed with information about the project (Appendix F), and two copies of the proposed Right-of-Way were available at a station behind the display boards. Representatives from WVDOH, including District 4 Right-of-Way, and their consultants were

available to answer questions. Two (2) printed copies of the EA were available for review at the meeting, one at the sign-in table and another at the Right-of-Way station.

A 30-day comment period followed the public meeting, with comments due to WVDOH by Monday, February 16, 2026. Comments could be received by returning the form to the registration table at the meeting, mailing the form/letter to the WVDOH, or via the WVDOH website. A comment form was attached to the handout with instructions on how to comment (Appendix E). The comment form as well as the handout, display boards, roll plot and Right-of-Way plans were posted on the WVDOH website throughout the comment period. Online commenting was available throughout the comment period via WVDOH's website.

## **2 ATTENDANCE**

A total of 95 people signed the attendance sheet at the meeting (Appendix G). Approximately 12 representatives from WVDOH and their consultants, including The Thrasher Group, HDR Inc., and TRC Companies, Inc., and FHWA attended the meeting.

## **3 PUBLIC DISCUSSION DURING THE MEETING**

No formal presentation was provided by WVDOH; however, the display boards provided information from the EA including a description of the project, the alternatives that were considered, a summary of the alternatives analysis process and the selection of the Preferred Alternative, the reasonably foreseeable impacts associated with the Preferred Alternative, and a tentative project development and construction schedule.

The most frequent concerns expressed by public attendees, as assessed anecdotally, included:

- support for the project
- project opposition
- cost of the project and funding sources
- existing traffic noise from I-79 and elevated noise levels within neighborhoods located along Crestview Drive
- additional traffic noise generated by the new interchange
- potential property impacts
- property acquisition process
- project development and construction schedule

## **4 SUMMARY OF COMMENTS**

No written comments were received during the meeting; however, 11 comments were received during the public comment period that ended on February 16, 2026. Table 1 provides information about each commenter. Table 2 lists the comments from each commenter and Table 3 lists the responses to the comments.

**Table 1: Commenter Information**

Name	Organization	City	State	Date Received	Source	Commenter No.
Brian Powell		Morgantown	WV	12/18/2025	website	1
Ryan Stocking	Mountain State Tree Care	Morgantown	WV	12/23/2025	website	2
Mark Dlugos		Morgantown	WV	1/14/2026	website	3
Parker Grimes			WV	1/14/2026	website	4
Justin Adams		Morgantown	WV	1/15/2026	website	5
Jackson Hurst		Kennesaw	GA	1/16/2026	website	6
Torli Bush		Westover	WV	2/10/2026	website	7
Mary Linscheid		Morgantown	WV	2/10/2026	website	8
Dan Servian		Morgantown	WV	2/12/2026	website	9
Lillian Linscheid		Morgantown	WV	2/15/2026	website	10
Allen Michael		Morgantown	WV	1/29/2026	letter	11

**Table 2: Comments Received**

Commenter No.	Comments
1	<p>I prefer the No Build Alternative of the listed alternatives. Looking at the traffic projections here and LOS tables, I cannot see a justification for spending \$40M-\$50M to fund this project, especially when a new access road to US 119 is already under construction.</p> <p>It seems likely that a project that spends just a portion of the build alternatives' estimated cost on intersection improvements, roadway reconstruction, and/or widening could significantly improve the existing US 19-Dupont</p>

Commenter No.	Comments
	<p>Road-River Road corridor, yielding a much better cost-to-benefit ratio. It's unfortunate that such an alternative was not considered.</p> <p>The only part of the build alternatives that I care for is extending the truck climbing lanes on I-79 through and past the summit of the hill. The lanes ending prior to the summit of the hill causes unnecessary congestion along the Interstate corridor, especially southbound.</p> <p>Of the build alternatives, it is surprising to me that WVDOH is considering a SPUI here. The proposed traffic volumes don't seem to support the added cost. This style of interchange is normally considered in locations with much higher traffic volumes.</p> <p>If there is to be a build alternative constructed, I support Alternatives 2A or 2B. I'm normally in favor of roundabout options like Alternative 2C, but my experience has been that 5-leg roundabouts like MDSHA built at I-68 and Business US 219 tend to be crowded and degrade under heavier traffic volumes. Unless the roundabout is significantly larger than seems apparent from the figure, I fear that same sort of problem would happen here. Perhaps a peanut-shaped roundabout could be used to help address these concerns.</p>
2	<p>Hi, I am the owner of the ~10 acres next to the rear industrial park entrance. I would like to see the plans for the interchange and understand how it is going to affect my property.</p>
3	<p>I would like to support the project, but I am concerned about the quality of life impacts on neighborhoods close to the interchange, particularly Harmony Grove Subdivision. I have relatives (mother &amp; uncle) who have lived in Harmony Grove on the side of the neighborhood facing the interstate for 50+ years. Apparently, nothing is currently expected to be done to deal with noise pollution on that side of the interstate, and I am not convinced a sound barrier would be enough anyway. I'm skeptical that the increased noise and traffic isn't going to negatively impact residents' quality of life in the area, so I guess I am opposed to construction of the interchange as things currently stand.</p>
4	<p>I would like to voice support for the Harmony Grove interchange. My family and I travel River Road every day and there are significant safety concerns with the large truck traffic on River Road. The interchange will also reduce truck traffic through Westover. Having direct access to the interstate is very important for potential development in the area and to improve emergency services in the area.</p>
5	<p>Project is long time coming and needs to be sped up to start sooner rather than later. The state delaying all important road work in our area makes trusting the DOH difficult.</p>
6	<p>I approve and support WVDOT's/WVDOH's Harmony Grove Interchange Project. I have reviewed the draft Environmental Assessment for WVDOT's/WVDOH's Harmony Grove Interchange Project and I approve and support</p>

Commenter No.	Comments
	<p>the findings and recommendations in the document. The aspect that I love about WVDOT's/WVDOH's Harmony Grove Interchange Project is that a new interchange will be added on I-79 at Monongalia CR-45/River Road. This new interchange will help improve access to the Morgantown Industrial Park. I support the Preferred Alternative for WVDOT's/WVDOH's Harmony Grove Interchange Project because the Preferred Alternative will build a Tight Diamond Interchange with Roundabouts which will improve safety and reduce the number of intersection conflict points. I do have one question and that is: Will the roundabout have a large truck apron radius to accommodate trucks going to and from the Morgantown Industrial Park?</p>
7	<p>I'm submitting this comment in opposition to the Harmony Grove interchange. I've worked nearly 7 years in construction and design for the West Virginia Division of Highways both directly and as a consultant. My work experience has primarily consisted of projects within District 4 as a project inspector, project engineer, and roadway designer. I do NOT think that the Harmony Grove Interchange can serve its intended auxiliary function as stated in the environmental assessment provided by Thrasher.</p> <p>The same environmental assessment states that the interchange's primary function of access to the industrial park will be served by the new bridge project which will connect it to US 119 and by extension I-68. This renders the interchange redundant in that regard.</p> <p>Its stated auxiliary function of alleviating traffic from Westover and providing another access point to Morgantown is severely hindered by the condition of Lower River Road; this same problem could occur with Upper River Road if the uptick in Average Daily Traffic was significant enough, in particular from tractor trailers. Both segments of River Road are narrow with several profile changes that would make the present (and future) base failure repairs burdensome to crews and thru traffic.</p> <p>With respect to the alternative routes to River Road into Morgantown, DuPont Road is available but leads back into Westover and wouldn't solve another problem of sustained heavy average daily traffic on Holland Avenue. The recent project by Blue Gold Development proved how burdensome rehabilitation and maintenance of Holland Avenue is to commuters. The other alternative would be using the industrial park and crossing the new bridge but at that point, it would be more conducive for traffic to take I-68 and access Morgantown via Exit 1.</p> <p>What could prove to be a better use of project funds would be a complete bridge rehab project at the Westover Exit (152). I was assigned to the previous concrete patching project performed by Clearwater Construction at Westover. Some of the concrete deficiencies present were on the verge of structurally compromising, and some "dead" concrete</p>

Commenter No.	Comments
	<p>was left in place at the beam seat pedestals of the middle piers. This dead concrete could not be fully remediated without compromising the bridge beams.</p> <p>Another project that could be a benefit to the immediate area surrounding Morgantown would be a full depth repair and slope reinforcement using micropile systems along lower River Road leading into Morgantown. A restorative project to lower River Road that can also account for the deleterious slope conditions would increase safety for its use by the residents of the Harmony Grove area.</p> <p>Any money saved from eliminating the proposed interchange and focusing instead on these types of rehab/sustainability projects could be used towards implementing the safety improvements listed in the presentation such as the interstate lighting and median barrier wall. Interstate lighting could also be adjusted to the areas between exit 152 and 155 to limit local light pollution and keep the corridor lighting within the metro area of Morgantown, but this is beginning to move beyond the scope of the proposal.</p> <p>I would be happy to discuss this further via email or phone conversation with the Division and I thank you for your time. I can be reached at [omitted] or at [omitted].</p>
8	<p>I am a resident of Harmony Grove and I strongly oppose this interchange project. My family (the Camp/Van Camp) has resided in Harmony Grove since the late 1700s on a land-grant farm which remains in the family today. It runs parallel to I-79 on the western side, just south of Westover exit. Already, we have to put up with the ever increasing interstate noise. I can only imagine how much this noise will increase once an interchange is put in.</p> <p>It pains me to see so much development encroaching on Harmony Grove, which has remained a rural haven for so many over the centuries. Just like mine, there are families who have lived there for decades and even centuries, and have strong ties to the land and the history. This proposed interchange would displace people like this--if not directly, than indirectly due to the noise, traffic, and lower quality of life.</p> <p>Upon reading the environmental assessment and the plans for the interchange, I understand that the original purpose was to provide a second entrance into the Morgantown Industrial Park. But now that the new bridge project crossing the Mon River to the MIP solves this issue, the I-79 interchange is redundant. It seems to me that continuing with this interchange project would be a poor use of taxpayer dollars and seems heavily biased towards the desires of the MIP and not the people who reside in Harmony Grove. Industries are going to pick up and leave as soon as they get a better tax break elsewhere regardless of what infrastructure you put in for them.</p>

Commenter No.	Comments
	<p>I am 25 years old, and it has been my dream since I was a child to take care of our ancestral farm just like my family has done for generations. I hope to grow old on our land and for my own descendants to call it home too. I do not want to have to put up with an interchange practically in my front yard for the rest of my life. Please listen to more perspectives than the ones motivated by industry and development. Thank you.</p>
9	<p>Whatever plan they use they need to minimize light pollution and also harden all of River Rd to the Westover bridge, because this will be a very popular direct route into Morgantown for visitors and trucks. Also fast track this project, its needed bad.</p>
10	<p>I am a resident of Harmony Grove and I'm strongly against this interchange being built. it would cause chaos for the community in harmony grove and bring unwanted traffic through the area.</p>
11	<p>My name is Allen Michael and I am contacting you in reference to the Harmony Grove Interchange. I have three inquiries about the Interchange prompted by the meeting on January 16th, 2026.</p> <p>First, I spoke to one of the representatives about an overhead picture of the future River Road Bridge showing the two roundabouts, thru traffic on the bridge, on and off ramps, as well as the road leading into and out of the Industrial Park. He said he has that picture, but when he went through his paperwork he could not find it. He advised me to send an e-mail or letter about the layout and he or someone else would provide that to me.</p> <p>Second, my home address is at Harmony Grove, [omitted]. My house is going to be within 200 feet of the south bound ramp heading for the Uffington Bridge. Currently, as I look over 1-79, I see four lanes of traffic, two going south and the other two going north. As I understand it there will be two additional lanes to get the slow truck traffic over the hill and under the bridge, one going north and one going south, this will make the number of lanes on 1-79 six.</p> <p>Now with the two ramps from and to River Road this brings the total to eight. Plus, there will be an exit and an entrance road from the Industrial Park up Master Graphics Road to River Road to feed the Industrial Park, this will bring the total to ten lanes of noise. I understand there were two tests for noise barriers, one on Old River Road and the other at the end of Dusenberry's Trailer Park off River Road. Both barriers were rejected, not because of the noise level, but because of the cost being over \$30,000 each. On my side of the Interstate a noise level test was done but no barrier was considered. I would hope the DOH, or whoever is in charge of barriers, would reconsider checking into a barrier along Crest Drive. Even if the barrier was two or three rows of pine trees. Anything to cut the noise down.</p> <p>The third question. I understand the actual construction will not start till the fall of 2030. My understanding is it will take four years to construct the Harmony Grove Interchange, does that mean the competition date will be 2034?                  Thank you for the opportunity to ask these questions.</p>

**Table 3: Responses to Comments**

Commenter No.	Response
1	<p>The EA states that a portion of the original purpose and need for the Harmony Grove Interchange Project was satisfied with construction of the US 119 Connection project that includes a new bridge over the Monongahela River. The US 119 Connection project will connect the River Road (CR 45) area and the Morgantown Industrial Park (MIP) to US 119 and to I-68 via the University Avenue/Downtown Interchange (I-68, Exit 1). The primary route to access I-79 or greater Morgantown from the MIP or Harmony Grove area is River Road, Dupont Road (CR 19/19) and the Westover Interchange (I-79, Exit 152).</p> <p>Previous studies, including the I-79 Exit 153 Interchange Justification Report (IJR) and related traffic studies, show that the Westover Interchange ramp terminals currently operate at failing levels of service and queuing, particularly on the I-79 Southbound Exit ramp. The US 119 Connection will not address the level of service degradation at the Westover Interchange.</p> <p>Section 1.1.1 of the EA lists the proposed projects to improve roadways within the Morgantown area that are included in the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) 2025 Metropolitan Transportation Plan (2025 MTP). Project M74 proposes improvements to River Road between Master Graphics Road and Dupont Road and is scheduled for 2040. It was not considered as an alternative with the Harmony Grove Interchange Project because it would not address the Purpose and Need, which identifies the need to reduce traffic at the Westover Interchange.</p> <p>Final engineering design for Preferred Alternative 2C will begin after the conclusion of the National Environmental Policy Act (NEPA) process, which is tentatively planned for March/April 2026. The design of the roundabouts located at the River Road ramp terminals will consider features to accommodate large truck traffic.</p>
2	<p>WVDOH was unable to reach the commentor, but maps of the alternatives and the limits of each are available to the public on WVDOH’s website: <a href="https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx">https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx</a></p>
3	<p>A traffic noise assessment was conducted and discussed in the Noise Analysis Report for the Harmony Grove Interchange Project (Project). The assessment included field noise level measurements at eight locations within the Noise Study Area (NSA). The NSA includes the Project’s Environmental Clearance Zone (ECZ) and adjacent areas with sensitive noise receptors (receptors), such as residences and churches. Three of the eight field noise level measurements were taken at</p>

Commenter No.	Response
	<p>residences within the Harmony Grove Subdivision located on the western side of I-79. One measurement was taken at a residence on Crest Drive and two measurements were taken at two residences on Willis Drive.</p> <p>The field noise level measurements within the Harmony Grove Subdivision ranged from 54.3 to 61.5 dBA. The highest measurement of 61.5 dBA was collected from a residence located on Crest Drive that is close to I-79. All three field noise level measurements were below the Noise Abatement Criteria (NAC) of 67 dBA for Activity Category B for residential land uses.</p> <p>To evaluate the potential traffic noise impacts associated with the No-Build and build alternatives for the Project, the field noise level measurements were used to calibrate the traffic noise model (noise model) used to predict changes in noise levels. For the design year of 2050, the noise model results predicted an increase to the existing noise levels at most receptors located within the NSA for the No-Build and build alternatives. If the predicted noise level exceeded 66 dBA, then the receptor was identified as an impacted receptor. If the predicted noise level increase was equal or greater than 15 dBA over the existing noise level, then WVDOH is required to evaluate noise abatement options, including construction of noise barriers.</p> <p>As discussed in the EA, the number of impacted receptors ranged from three with Preferred Alternative 2C to 18 with Alternative 3. All the impacted receptors were residents located within the NSA and the location of the impacted receptor varied depending on the alternative. Table 3-12 in the EA summarized the reasonably foreseeable impacts and proposed mitigation measures for the No-Build Alternative and Preferred Alternative 2C, but the number of impacted noise receptors for the No-Build Alternative should be five instead of one. The Preliminary Alternative Analysis discussed in Section 2.5 of the EA includes a comparison of the reasonably foreseeable impacts of all build alternatives in Table 2.8 and shows that four receptors were impacted with Alternatives 1, 2A, and 2B.</p> <p>The predicted noise level increases for Preferred Alternative 2C ranged from 66.8 to 70.2 dBA and the three impacted receptors were located east of I-79. Two impacted receptors were located at the end of Old River Road close to I-79. The third impacted receptor has a River Road address but is located next to I-79. The noise level increases were greater than 66 dBA but did not meet or exceed 15 dBA over the existing noise level threshold. However, a noise barrier evaluation was conducted for Preferred Alternative 2C and determined that construction of a noise barrier was not feasible or reasonable.</p> <p>Within the Harmony Grove Subdivision, the noise model results for Preferred Alternative 2C predicted changes to noise levels that ranged from 45.5 to 65.6 dBA to residences located on Crest Drive. The predicted noise level increases are below 66 dBA; therefore, the EA did not identify impacted noise receptors within the Harmony Grove Subdivision.</p>

Commenter No.	Response
4	Comments acknowledged.
5	Comments acknowledged.
6	Comments acknowledged. Final engineering design for the Preferred Alternative will begin after the conclusion of the NEPA process, which is tentatively planned for March/April 2026. The design of the roundabouts located at the River Road ramp terminals will consider features to accommodate large truck traffic.
7	<p>The EA states that a portion of the original purpose and need for the Harmony Grove Interchange Project was satisfied with construction of the US 119 Connection project that includes a new bridge over the Monongahela River. The US 119 Connection project will connect the River Road (CR 45) area and the Morgantown Industrial Park (MIP) to US 119 and to I-68 via the University Avenue/Downtown Interchange (I-68, Exit 1). The primary route to access I-79 or greater Morgantown from the MIP or Harmony Grove area is River Road, Dupont Road (CR 19/19) and the Westover Interchange (I-79, Exit 152).</p> <p>Previous studies, including the I-79 Exit 153 Interchange Justification Report (IJR) and related traffic studies, show that the Westover Interchange ramp terminals currently operate at failing levels of service and queuing, particularly on the I-79 Southbound Exit ramp. The US 119 Connection will not address the level of service degradation at the Westover Interchange.</p> <p>As discussed in the EA, construction of a new interchange at I-79 MP 151 (Interchange 151) is projected to reduce traffic on US 19 east of the Westover Interchange and on Dupont Road. The Level of Service (LOS) analysis summarized in the EA shows that the proposed Interchange 151 will maintain an LOS of C or better on the Westover Interchange southbound and northbound ramps with projected increases in traffic on I-79. The location of Interchange 151 will provide a direct connection from I-79 to River Road near the entrance to the MIP from Master Graphics Road (CR 45/9). Preferred Alternative 2C includes roundabouts at the ramp terminals with River Road and the ramp terminal on the east side of I-79 will include the intersection with Master Graphics Road to accommodate large trucks entering and exiting the MIP.</p> <p>Section 1.1.1 of the EA lists the proposed projects to improve roadways within the Morgantown area that are included in the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) 2025 Metropolitan Transportation Plan (2025 MTP). In addition to the Harmony Grove Interchange Project, the 2025 MTP includes three projects to improve existing roads within the Westover and Harmony Grove area. Project M50 proposes improvements to Fairmont Road/Holland Avenue and is scheduled for 2030. Improvements to Dupont Road are proposed with Project</p>

Commenter No.	Response
	<p>M106 also scheduled for 2030. Project M74 proposes improvements to River Road between Master Graphics Road and Dupont Road and is scheduled for 2040. Collectively, these future roadway improvement projects, completion of the US 119 Connection, and construction of the Harmony Grove Interchange Project will improve traffic operations and safety within the Westover and Harmony Grove area.</p> <p>As discussed in the EA, the transportation planning process for many projects in the Morgantown area begins with input from the MMMPO and the Harmony Grove Interchange Project and the US 119 Connection project are two examples of transportation improvements that were developed with many years of local planning and public involvement. Thank you for your comments and you may provide additional input through the MMMPO's transportation planning process.</p> <p>Prior to the issuance of the approved EA, WVDOH planned to add lighting along I-79 between MP 148 and 152 as a separate project to improve safety along I-79; therefore, the build alternatives described in the EA only included the installation of lighting along the new Interchange 151 ramps. However, to minimize the traffic impacts associated with construction Preferred Alternative 2C includes the installation of lighting along I-79 from the north end of the existing bridge over the Monongahela River to the Westover interchange (Exit 152) as part of the Project. Any lighting proposed for new Interchange 151 and along I-79 will be limited to what is necessary to provide safe traffic movements along the interstate highway and the River Road ramp terminals and roundabouts. In addition, WVDOH will consider adding shields to direct the light to the highway to minimize light pollution.</p>
8	<p>Based on a review of the Noise Analysis Report for the Harmony Grove Interchange Project (Project), this property was located beyond the limits of the Noise Study Area (NSA). One field noise level measurement was collected within the northwest quadrant of the NSA at a residence located off River Road. The field noise level measurement at this location was 54.8 dBA.</p> <p>For Preferred Alternative 2C, predicted noise level changes for four residents located in the northwest quadrant along River Road ranged from 54.5 to 58.8 dBA. The predicted noise level increases are below 66 dBA; therefore, the EA did not identify impacted noise receptors within the northwest quadrant of the NSA.</p> <p>The EA states that a portion of the original purpose and need for the Harmony Grove Interchange Project was satisfied with construction of the US 119 Connection project that includes a new bridge over the Monongahela River. The US 119 Connection project will connect the River Road (CR 45) area and the Morgantown Industrial Park (MIP) to US 119 and to I-68 via the University Avenue/Downtown Interchange (I-68, Exit 1). However, the primary route to</p>

Commenter No.	Response
	<p>access I-79 or greater Morgantown from the MIP or Harmony Grove area is River Road, Dupont Road (CR 19/19) and the Westover Interchange (I-79, Exit 152).</p> <p>Previous studies, including the I-79 Exit 153 Interchange Justification Report (IJR) and related traffic studies, show that the Westover Interchange ramp terminals currently operate at failing levels of service and queuing, particularly on the I-79 Southbound Exit ramp. The US 119 Connection will not address the level of service degradation at the Westover Interchange.</p> <p>As discussed in the EA, construction of a new interchange at I-79 MP 151 (Interchange 151) is projected to reduce traffic on US 19 east of the Westover Interchange and on Dupont Road. The Level of Service (LOS) analysis summarized in the EA shows that the proposed Interchange 151 will maintain an LOS of C or better on the Westover Interchange southbound and northbound ramps with projected increases in traffic on I-79. The location of Interchange 151 will provide a direct connection from I-79 to River Road near the entrance to the MIP from Master Graphics Road (CR 45/9). Preferred Alternative 2C includes roundabouts at the ramp terminals with River Road and the ramp terminal on the east side of I-79 will include the intersection with Master Graphics Road to accommodate large trucks entering and exiting the MIP.</p>
9	<p>Comments acknowledged. Prior to the issuance of the approved EA, WVDOH planned to add lighting along I-79 between MP 148 and 152 as a separate project to improve safety along I-79; therefore, the build alternatives described in the EA only included the installation of lighting along the new Interchange 151 ramps. However, to minimize the traffic impacts associated with construction Preferred Alternative 2C includes the installation of lighting along I-79 from the north end of the existing bridge over the Monongahela River to the Westover interchange (Exit 152) as part of the Project. Any lighting proposed for new Interchange 151 and along I-79 will be limited to what is necessary to provide safe traffic movements along the interstate highway and the River Road ramp terminals and roundabouts. In addition, WVDOH will consider adding shields to direct the light to the highway to minimize light pollution.</p>
10	<p>Currently, large trucks traveling to and from the MIP are using River Road (CR 45), Dupont Road (CR 19/19), and a congested portion of US 19 to access I-79 at the Westover Interchange. The safety analysis included in the EA shows that current crash rates at intersections along River Road and US 19 are below the average of 1.5 Million Entering Vehicles (MEV). However, as the MIP expands, increased use of county routes such as River Road and Dupont Road by large trucks is likely to increase the number of crashes at these intersections. When compared to the No-Build Alternative, Preferred Alternative 2C is projected to reduce the total amount of crashes on roadways located within the Harmony Grove and Westover area.</p>

Commenter No.	Response
	<p>As discussed in the EA, construction of a new interchange at I-79 MP 151 (Interchange 151) is projected to reduce traffic on US 19 east of the Westover Interchange and on Dupont Road. The Level of Service (LOS) analysis summarized in the EA shows that the proposed Interchange 151 will maintain an LOS of C or better on the Westover Interchange southbound and northbound ramps with projected increases in traffic on I-79. The location of Interchange 151 will provide a direct connection from I-79 to River Road near the entrance to the MIP from Master Graphics Road (CR 45/9). Preferred Alternative 2C includes roundabouts at the ramp terminals with River Road and the ramp terminal on the east side of I-79 will include the intersection with Master Graphics Road to accommodate large trucks entering and exiting the MIP.</p>
11	<p>The project is in the preliminary engineering design phase and renderings of the future interchange and roadway are not available. Maps of the alternatives on aerial photographs were presented at the Informational Public Workshop held on January 16, 2026 and are available to the public on WVDOH’s website: <a href="https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx">https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx</a>.</p> <p>A traffic noise assessment was conducted and discussed in the Noise Analysis Report for the Harmony Grove Interchange Project (Project). The assessment included field noise level measurements at eight locations within the Noise Study Area (NSA). The NSA includes the Project’s Environmental Clearance Zone (ECZ) and adjacent areas with sensitive noise receptors (receptors), such as residences and churches. Three of the eight field noise level measurements were taken at residences within the Harmony Grove Subdivision located on the western side of I-79. One measurement was taken at Mr. Michael’s home on Crest Drive and two measurements were taken at two residences on Willis Drive.</p> <p>The field noise level measurements within the Harmony Grove Subdivision ranged from 54.3 to 61.5 dBA. The highest measurement of 61.5 dBA was collected from Mr. Michael’s home and is the measurement that is closest to I-79 in southwest quadrant of the Project. All three field noise level measurements were below the Noise Abatement Criteria (NAC) of 67 dBA for Activity Category B for residential land uses.</p> <p>To evaluate the potential traffic noise impacts associated with the No-Build and build alternatives for the Project, the field noise level measurements were used to calibrate the traffic noise model (noise model) used to predict changes in noise levels. For the design year of 2050, the noise model results predicted an increase to the existing noise levels at most receptors located within the NSA for the No-Build and build alternatives. If the predicted noise level exceeded 66 dBA, then the receptor was identified as an impacted receptor. If the predicted noise level increase was equal or</p>

Committer No.	Response
	<p>greater than 15 dBA over the existing noise level, then WVDOH is required to evaluate noise abatement options, including construction of noise barriers.</p> <p>As discussed in the EA, the number of impacted receptors ranged from three with Preferred Alternative 2C to 18 with Alternative 3. All the impacted receptors were residents located within the NSA and the location of the impacted receptor varied depending on the alternative. Table 3-12 in the EA summarized the reasonably foreseeable impacts and proposed mitigation measures for the No-Build Alternative and Preferred Alternative 2C, but the number of impacted noise receptors for the No-Build Alternative should be five instead of one. The Preliminary Alternative Analysis discussed in Section 2.5 of the EA includes a comparison of the reasonably foreseeable impacts of all build alternatives in Table 2.8 and shows that four receptors were impacted with Alternatives 1, 2A, and 2B.</p> <p>The predicted noise level increases for Preferred Alternative 2C ranged from 66.8 to 70.2 dBA and the three impacted receptors were located east of I-79. Two impacted receptors were located at the end of Old River Road close to I-79. The third impacted receptor has a River Road address but is located next to I-79. The noise level increases were greater than 66 dBA but did not meet or exceed 15 dBA over the existing noise level threshold. However, a noise barrier evaluation was conducted for Preferred Alternative 2C and determined that construction of a noise barrier was not feasible or reasonable.</p> <p>Within the Harmony Grove Subdivision, the noise model results for Preferred Alternative 2C predicted changes to noise levels that ranged from 45.5 to 65.6 dBA to residences located on Crest Drive. The predicted noise level increases are below 66 dBA; therefore, the EA did not identify impacted noise receptors within the Harmony Grove Subdivision.</p> <p>WVDOH plans to advance the project to construction in fall 2030, which is consistent with the project development timeline presented at the Informational Public Workshop. WVDOH expects construction to be completed within four years; however, unforeseen circumstances may extend the time necessary to complete construction.</p>

APPENDIX A  
PUBLIC INVOLVEMENT PLAN

---

# Harmony Grove Interchange

Interstate 79 (MP – 151) and County Route 45



**Public Involvement Plan**  
**Monongalia County, West Virginia**

**THRASHER**

600 White Oaks Blvd.  
PO Box 940  
Bridgeport, WV 26330

**December 2, 2025**

**Thrasher Project No. 080-10024**

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## INTRODUCTION AND PROJECT BACKGROUND

Enrout Properties Inc. (Enrout), owner of the Morgantown Industrial Park (MIP), in cooperation with the West Virginia Department of Transportation (WVDOT), Division of Highways (WVDOH) and the Federal Highway Administration (FHWA) is evaluating alternatives to determine the most suitable and economical design for the construction of an interchange at the intersection of Interstate -79 (I-79) (mile post [MP]-151) and River Road (County Route [CR] 45) in Morgantown, West Virginia (WV), approximately halfway between I-79 Exit 152–Fairmont Road (US Route [US] 19) Westover/Morgantown (Granville) and Exit 148–I-79/I-68 interchange (Morgantown/Cumberland, Maryland).



**Figure 1: Location of the Proposed Project and the Environmental Clearance Zone (ECZ), and the Morgantown Industrial Park (MIP)**

There is a long history of previous planning studies related to access to the MIP. Table 1 provides a brief summary of the alternatives previously studied.

**Table 1: Summary of Previous Studies**

Report	Alternatives
<p><b>Morgantown Industrial Park Preliminary Access Study, WVDOH, July 1, 2016</b></p>	<ul style="list-style-type: none"> <li>• 1 interchange option at River Road (CR 45)</li> <li>• 1 interchange option mid-point between I-68 and River Road (CR45)</li> <li>• 2 interchange options at the northern end of the I-79 Monongahela River Bridge</li> <li>• 1 Monongahela River bridge option connecting the MIP to US 119</li> </ul> <p><u>Recommendation:</u> Continue to study options with the exception of one of the options near the northern end of the I-79 Monongahela River Bridge.</p>
<p><b>I-79 Access Study, MMMPO, March 2017</b></p>	<ul style="list-style-type: none"> <li>• No alternatives specific to the Harmony Grove area</li> </ul> <p><u>Recommendation:</u> New connection to I-79 to the north of Star City in the vicinity of Pursglove.</p>
<p><b>Morgantown Industrial Park Access Study, MMMPO, October 2018</b></p>	<ul style="list-style-type: none"> <li>• 2 interchange options at River Road (CR 45)</li> <li>• 2 access options using local roads and/or new connector roads to connect to Westover interchange (I-79 Exit 152)</li> <li>• 2 Monongahela River bridge options connecting the southern side of the River to US 119</li> </ul> <p><u>Recommendation:</u> Identified need to provide reliable access for the Industrial Park to improve emergency access and diffuse truck traffic in the Westover area.</p>
<p><b>Morgantown Industrial Park Access Design Study Report, WVDOH, May 2023</b></p>	<ul style="list-style-type: none"> <li>• 3 Monongahela River bridge options connecting the southern side of the River to US 119</li> </ul> <p><u>Recommendation:</u> Connection from Master Graphics Road to US 119. Preferred Alternative 3 was preferred by MMMPO and is currently under construction by WVDOH.</p>

**PUBLIC INVOLVEMENT PLAN**

As noted in Table 1, the MMMPO has led the planning studies for improved access to the MIP since 2017. Therefore, the public involvement plan for the Harmony Grove Interchange Project (Project) builds on many years of planning and public engagement by the MMMPO. In September 2022, WVDOH initiated the review of the Project under the National Environmental Policy Act (NEPA) of 1969 with an agency scoping meeting for an Environmental Assessment (EA). A summary of the public and agency engagement activities is provided as part of the public involvement plan.

The Public Involvement Plan for the Project has been developed in accordance with WVDOH’s Design Directive 201 “Public Involvement Process”, dated June 4, 2025.

## **PUBLIC ENGAGEMENT BY MMMPO**

The MMMPO established a Steering Committee after being approached by the Monongalia County Commission and the City of Westover to discuss the need for better access to the MIP. A total of four public meetings were conducted to discuss better access to the MIP. The first two meetings are listed below:

- Public Information Meeting at Westover City Hall on September 20, 2018.
- Joint meeting with the MMMPO's Citizen Advisory Committee at the MMMPO Office on October 11, 2018.

During the public meeting held on September 20, 2018, seven alternative routes to access the MIP were presented to the public for review and comment. As part of the meeting, MMMPO staff prepared a matrix with the seven alternatives route and asked interested members of the general public to 'vote' for an alternative.

The second meeting held on October 11, 2018 was a joint meeting with the MMMPO's Citizen Advisory Committee and presented the same information as the public meeting held in September 2018.

After the September and October 2018 public meetings, the MMMPO completed a study titled "Morgantown Industrial Park Access Study" (Study) in October 2018. The Study described each of the seven alternative MIP access options presented during the September and October 2018 public meetings, presented an analysis of the alternatives, and summarized the public meetings held to gain feedback about the proposed alternative access options. In addition, the Study recommended that the Metropolitan Transportation Plan (MTP) be amended to include additional access to the MIP.

In January 2019, the MMMPO held two additional meetings to review the MMMPO's Tier One Priority List with the public and request feedback on the proposed addition of an MIP access to the MMMPO MTP.

- Public Information Meeting at Mountain Line Transit on January 9, 2019.
- Joint meeting with the MMMPO's Citizen Advisory Committee at the MMMPO Office on January 10, 2019.

## **AGENCY AND PUBLIC ENGAGEMENT BY WVDOH**

A virtual scoping meeting was held on September 8, 2022 with Federal, State, and local agencies to discuss the proposed Harmony Grove Interchange project, including the Purpose and Need and proposed build alternatives to be evaluated in the EA. The meeting also described the project development process initiated with the MMMPO, presented a projected timeline to complete the Project's review under the NEPA, and discussed additional steps moving forward. Since the MMMPO has previously engaged the general public about the Project, the WVDOH did not hold a public scoping meeting for the EA

## **INFORMATIONAL PUBLIC MEETING**

After the EA is approved by FHWA and published for review and comment, WVDOH will host an informational public meeting during the EA comment period to provide the general public with an opportunity to learn more about the Project, including the Project Purpose and Need, alternatives considered, and the process to select the Preferred Alternative. WVDOH staff and their consultants will be available to answer questions about the Project and the information discussed in the EA and provide information about the next steps in the project development process. The public will have an opportunity to provide comments at the meeting and how to submit comments before the end of the EA comment period. All comments received about the Project and this EA will be summarized and addressed prior to the final NEPA decision is issued by FHWA.

### **PUBLIC MEETING FORMAT**

The meeting will be held in an open house format with no formal presentation or question and answer period. The meeting layout will include two (2) sets of display boards and attendees will be encouraged to visit each board where they can ask questions and engage with representatives from WVDOH and their consultants, and FHWA-WV. In addition to the display boards, there will be three stations:

- A sign-in table will be at the entrance to the meeting where attendees will sign in and receive a handout containing information on the project, comment form, and information on how to submit comments.
- A right-of-way station will be provided which will be staffed by WVDOT right-of-way staff. This will allow the public the opportunity to discuss specific impacts for their properties and receive guidance on the acquisition process and timing.
- A comment area with tables, chairs, comment forms, pens, and a secure comment box will be provided for attendees who wish to provide written comments at the meeting.

### **MEETING CONTENT AND MATERIALS**

To support the public meeting, the following materials will be developed:

- Legal ad with planned advertisement per current WVDOH protocol (see Attachment A).
- Project handout with narrative text explaining the project, graphics with the display board content, project schedule, and information on how to submit comments in-person, via mail, or online.
- Comment form.
- Display Boards:
  - Project description and Purpose and Need.
  - Build Alternatives.
  - Result of the Preliminary Alternatives Analysis.
  - Comparison of Impacts for the No-Build Alternative and the Preferred Alternative.

- Scroll Plot of the Preferred Alternative, illustrating proposed improvements and property impacts.

#### **MEETING SUMMARY AND PUBLIC COMMENTS**

At the end of the 30-day public comment period for the EA, a meeting summary will be prepared, documenting the meeting including number of attendees, summary of comments, questions, and concerns, as well as how the feedback was received (mailed in, posted to website, received at public meeting, etc.). A comment/response matrix will be developed for the comments received and included in the meeting summary as well as the EA.

**Attachment A – Draft Legal Advertisement for  
Informational Workshop Public Meeting**

**DRAFT**

**NOTICE  
OF  
INFORMATIONAL WORKSHOP PUBLIC MEETING  
HARMONY GROVE INTERCHANGE  
STATE PROJECT: T631-79-151.16  
FEDERAL PROJECT: N/A  
MONOGALIA COUNTY, WEST VIRGINIA**

The West Virginia Department of Transportation (WVDOT), Division of Highways (WVDOH) will hold an informational workshop public meeting on [insert date], in the Westwood Middle School, 670 River Road, Morgantown, West Virginia, to provide background information on the proposed Harmony Grove Interchange project. This project includes a new interchange on I-79 between the I-79/I-68 Interchange 148 and Interchange 152 (Westover) at Milepost 151 where I-79 intersects with County Route 45 (CR 45), River Road, in Monongalia County. This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) of 1969, Section 106 of the National Historic Preservation Act (NHPA) of 1966, and Section 4(f) of the U.S. Department of Transportation Act of 1966.

**NO FORMAL PRESENTATION WILL BE MADE**

The information workshop public meeting will be held from 4:00 to 7:00 PM and the public will have the opportunity to ask questions and submit written comments on the project during the meeting. A handout with project information will be available at the meeting and on WVDOH's project website.

Visit the WVDOH website at <https://transportation.wv.gov/comments/Pages/default.aspx> for project information and the opportunity to comment on the project. Comments are due by 11:59 PM on [insert date].

Those who want to provide written comments by mail may send them to Mr. Douglas Kirk, P.E., Deputy State Highway Engineer of Environmental Compliance, Technical Support Division, West Virginia Division of Highways, 1900 Kanawha Blvd., East, Building 5, Room 820, Charleston, West Virginia 25305. Written comments must be postmarked on or before [insert date].

**The West Virginia Department of Transportation will, upon request, provide reasonable accommodation, 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.**

APPENDIX B  
LEGAL ADVERTISEMENT

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**NOTICE**  
**OF**  
**INFORMATIONAL WORKSHOP PUBLIC MEETING**  
**HARMONY GROVE INTERCHANGE**  
**STATE PROJECT: T631-79-151.16**  
**FEDERAL PROJECT: N/A**  
**MONOGALIA COUNTY, WEST VIRGINIA**

The West Virginia Department of Transportation (WVDOT), Division of Highways (WVDOH) will hold an informational workshop public meeting on Tuesday, January 13, 2026, in the Skyview Elementary School, 668 River Road, Morgantown, West Virginia, to present information available in the Environmental Assessment (EA) for the proposed Harmony Grove Interchange project and to obtain updates on the status of project development. This project includes a new interchange on I-79 between the I-79/I-68 Interchange 148 and Interchange 152 (Westover) at Milepost 151 where I-79 intersects with County Route 45 (CR 45), River Road. in Monongalia County. This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) of 1969, Section 106 of the National Historic Preservation Act (NHPA) of 1966, and Section 4(f) of the U.S. Department of Transportation Act of 1966.

**NO FORMAL PRESENTATION WILL BE MADE**

The information workshop public meeting will be held from 5:00 to 8:00 PM and the public will have the opportunity to ask questions and submit written comments on the project during the meeting. A handout with project information will be available at the meeting and on WVDOH's project website.

Visit the WVDOH website at <https://transportation.wv.gov/comments/Pages/default.aspx> for project information, including links to download a copy of the EA, and the opportunity to comment on the project. Comments are due by 11:59 PM on Monday, February 16, 2026.

Those who want to provide written comments by mail may send them to West Virginia Division of Highways, Engineering Division, 1900 Kanawha Blvd., East, Building 5, Room 820, Charleston, West Virginia 25305. Written comments must be postmarked on or before Monday, February 16, 2026.

**The West Virginia Department of Transportation will, upon request, provide reasonable accommodation, 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.**

APPENDIX C  
INFORMATIONAL PUBLIC WORKSHOP  
FLYER

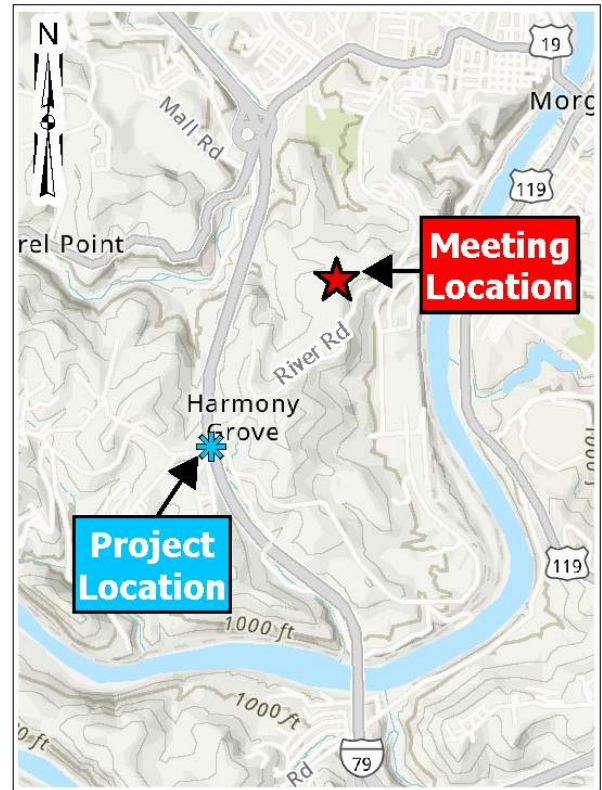
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# PUBLIC MEETING

**Tuesday, January 13, 2026**  
**5:00 to 8:00 PM**

Skyview Elementary School Cafeteria/Commons  
668 River Road, Morgantown, West Virginia

Join us on Tuesday, January 13, 2026, at the Skyview Elementary School Cafeteria/Commons for a public meeting to discuss the proposed Harmony Grove Interchange Project. Representatives from the West Virginia Division of Highways (WVDOH) and Federal Highway Administration will be available between 5:00 and 8:00 PM to discuss the proposed project and answer your questions. **No formal presentation;** however, project status information, maps, and other materials will be available for you to review.



## Project Description

The proposed project consists of a new I-79 Interchange between Exit 148- I-68E and Exit 152-US19 Westover/Morgantown (Granville) interchanges in the Morgantown, West Virginia area. The new interchange will alleviate current congestion and provide capacity for future development within the Morgantown Industrial Park.

**Upon request, WVDOH will provide reasonable accommodations to afford an individual with a disability an equal opportunity to participate. Please contact us at (304) 558-3931, or (800) 982-8722 (voice to TDD), or (800) 982-8771 (TDD to voice) to make such request.**

**Cannot attend the meeting?**

**For more information or to submit  
comments online:**

[https://transportation.wv.gov/highways/  
TechnicalSupport/CommentsOnProjects/Pages/-  
Harmony\\_Grove\\_Interchange.aspx](https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx)

**Comments due Monday, February 16, 2026**

Submit online or via regular mail:

WV Division of Highways, Engineering Division  
1900 Kanawha Boulevard, East  
Building 5, Room 820  
Charleston, WV 25301

APPENDIX D  
MEDIA COVERAGE

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*The West Virginia Division of Highways held a public information workshop on the Harmony Grove interchange project Tuesday evening at Skyview Elementary.*

## LATEST NEWS

# Harmony Grove construction in 2030? Information session draws crowd

January 13, 2026 8:02 pm

by [Ben Conley](#), [The Dominion Post](#)

**A** steady stream of people made their way into the Skyview Elementary cafeteria Tuesday evening – some 70 in the first 45 minutes – as the West Virginia Division of Highways conducted a public information workshop on the Harmony Grove interchange project.

What they found inside were the first real details of a project that’s been a topic of discussion going back a decade or more.

As currently proposed, “Interchange 151” will be located at the intersection of I-79 mile post 151 and River Road, approximately halfway between Exit 152 (Westover) and Exit 148 (I-79/I-68).

Of the five build options considered – one single point urban interchange, one modified cloverleaf interchange and three variations on the tight diamond interchange design – the DOH’s preferred build alternative is the tight diamond incorporating roundabouts (Alternative 2C) as it is projected to give the highest level of service at the River Road ramp terminals and reduce the total number of crashes.

Construction of that alternative is currently estimated at \$40.5 million. The design, which would require the movement of some 160,719 cubic yards of earth across as much as 43 acres, is expected to displace five homes and/or businesses.

In addition to alleviating traffic – particularly heavy truck traffic – through Westover and down Dupont Road by providing the Morgantown Industrial Park and Harmony Grove area a direct connection to I-79, the project will include:

- Lighting around the interchange and along the ramps to provide continuous lighting along I-79 from Exit 148 (I-79/I-68) to Exit 152 (Westover).
- The extension of the existing truck climbing lanes from their current termination through the proposed Interchange 151 for approximately 1,000 feet in each direction.
- Extension of the concrete median barrier from the northern end of the bridge that carries I-79 over the Monongahela River through the proposed Interchange 151 and north to Exit 152 (Westover).
- Installation of high-friction pavement surface treatment would be added to the I-79 travel lanes in both directions from the northern end of the bridge that carries I-79 over the Monongahela River north to Exit 152 (Westover).

While the schedule is subject to change, the DOH anticipates the start of engineering activities in spring 2026, followed by right-of-way activities in fall 2029 and the start of construction in fall 2030.

Currently, the DOH is taking public feedback on the project’s environmental assessment and build alternatives. The environmental assessment and technical files are being made available for public review during the comment period on the project website, [here](#).

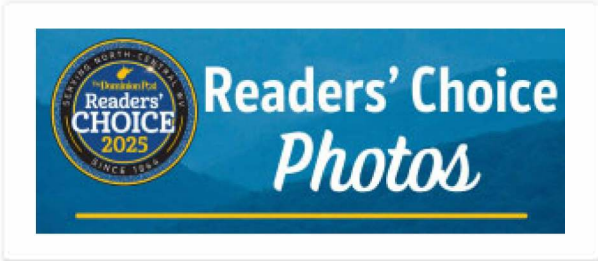
Written comments can be sent to WV Division of Highways, Engineering Division, 1900 Kanawha Blvd. East, Building 5, Room 820, Charleston, WV 25301.

The public comment period ends Feb. 16.

Tags: harmony grove interchange, I-79, Interchange 151, Morgantown Industrial Park, West Virginia Division of Highways



**Author: Ben Conley, The Dominion Post**



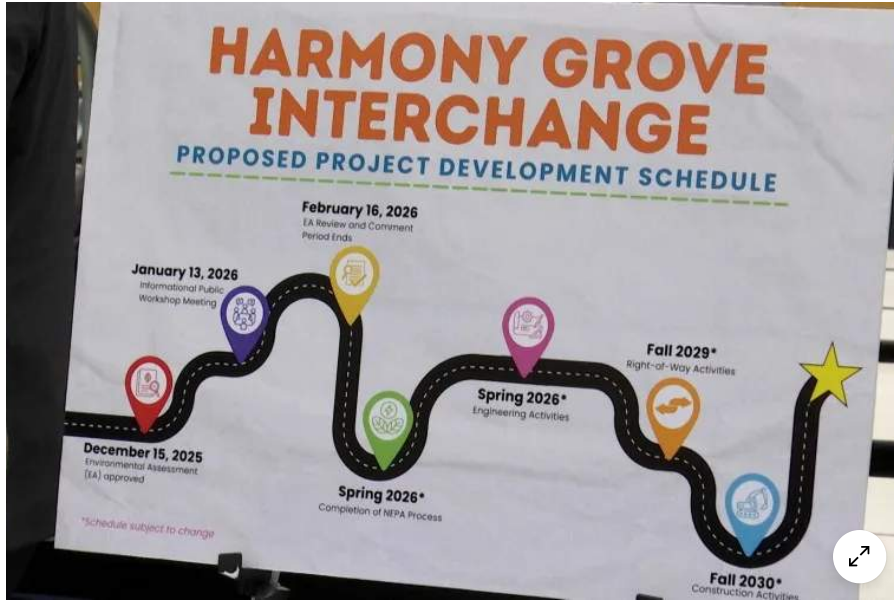
WBOY Clarksburg

## WVDOT hosts public workshop for proposed Harmony Grove Interchange project

Allen Clayton

Wed, January 14, 2026 at 11:23 AM EST · 2 min read

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WESTOVER, W.Va. (WBOY) — The West Virginia Department of Transportation (WVDOT) and Division of Highways (WVDOH) held an informational workshop on an environmental assessment for the proposed Harmony Grove Interchange project in Monongalia County on Tuesday.

The information session was held at Skyview Elementary School, allowing residents to obtain updates on the status of the development project. This project includes a new interchange between I-79 and I-68 where I-79 intersects with River Road.

“The whole intention is to improve the function of the traffic around the area, better access to the interstate, it’s going to improve the truck lanes that are on the interstate now, and just open up the residents, the schools, and the industrial park for better accessibility,” Project Manager Jeff Gola said.

ADVERTISEMENT

WVDOT officials said that they’ve been looking at the [project for several years](#) and the main purpose of the project is to alleviate traffic congestion in Westover. Officials added this interchange will allow better direct access to the industrial park while improving safety and that there are still a few steps in the process before shovels start digging in the dirt, and the project gets moving.

[Morgantown Mayor, Councilman issue joint statement on ICE operations](#)

“As of now, if I have to estimate early to late 2029 early 2030, that is a conservative figure. That could always move forward because I do not anticipate any things that would be a showstopper. This project is very, very important to the highway department , it’s important to our staff, it’s very, very, very important to our management because we know it will bring opportunities, job growth, and impact the safety in a positive sense for the whole community to travel in public,” Assistant Director of the Engineering Division with the West Virginia Division of Highways, Dirar Ahmad, said.

Those in attendance at the workshop were able to provide written comments on the project during the meeting.

ADVERTISEMENT

For those who could not be in attendance and would like to provide [written comments those can be made online](#) or mailed to:

West Virginia Division of Highways Engineering Division  
1900 Kanawha Blvd East  
Building 5, Room 820  
Charleston, WV 25305

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Up next



## At least 39 dead in Spain after two high-speed trains collide

By [Nina Lopez](#) and [Michael Francis Gore](#)  
Mon, January 19, 2026 at 6:50 AM EST · 4 min read

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## WVDOH hosts public meeting for proposed Harmony Grove Interchange on I-79

From Staff Reports  
Jan 16, 2026

1 of 2



Strong turnout for Harmony Grove Interchange public meeting

MORGANTOWN, W.Va. — A large crowd of residents and stakeholders gathered Tuesday, Jan. 13, 2026, to review plans for a proposed new interchange on Interstate 79 designed to alleviate traffic near the Morgantown Industrial Park.

The West Virginia Division of Highways (WVDOH) hosted the open-house-style meeting at Skyview Elementary School. The event allowed the public to examine maps and project displays while speaking directly with WVDOH representatives about the Harmony Grove Interchange Project.

The proposal calls for the construction of a new interchange situated between Exit 148 (I-68 East) and Exit 152 (U.S. 19 Westover/Morgantown–Granville). According to project materials, the new exit is intended to improve overall traffic flow, reduce existing congestion, and provide the necessary capacity to support future economic growth in the surrounding area.

There was no formal presentation during the three-hour session; instead, WVDOH officials remained available to explain the planning process and answer specific questions from the steady stream of attendees.

For those unable to attend the Tuesday evening meeting, the WVDOH is still seeking community input. Project information remains available for review, and the department will continue to accept written comments through Monday, Feb. 16, 2026.





## Strong turnout for public meeting on new I-19 interchange in Morgantown



*More than 100 people attended a public meeting January 13 at Skyview Elementary School to learn about the proposed Harmony Grove Interchange on I-79.*

 News Release  January 18, 2026

---

More than 100 people attended a public meeting last week to learn about a proposed new interchange on Interstate 79 near Morgantown.

The West Virginia Division of Highways hosted the meeting January 13 at Skyview Elementary School to present plans for the Harmony Grove Interchange, which would create a new access point to I-79 between the Star City and Goshen Road interchanges.

According to a WVDOH news release, the meeting provided residents with information about the project's purpose, timeline and potential impacts. Attendees had the opportunity to view project displays, ask questions and provide feedback to project engineers.

The proposed interchange is intended to improve traffic flow and provide better access to the growing Harmony Grove area, which has seen significant residential and commercial development in recent years.



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Public comments on the project will be accepted through February 16, 2026. Comments can be submitted online through the WVDOH website or mailed to the Division of Highways.

Those who were unable to attend the meeting can view project materials and submit comments at [transportation.wv.gov](http://transportation.wv.gov).

SHARE THIS STORY:   

APPENDIX E  
INFORMATIONAL PUBLIC WORKSHOP  
HANDOUT

---

# HARMONY GROVE INTERCHANGE

## ENVIRONMENTAL ASSESSMENT



**Tuesday, January 13, 2026 | 5:00 – 8:00 PM**

Skyview Elementary School | 668 River Road | Morgantown, WV

**State Project: T631-79-151.16 | Federal Project: N/A**

The West Virginia Division of Highways (WVDOT) is conducting a public informational workshop to review the Environmental Assessment (EA) for the Harmony Grove Interchange Interstate 79 (MP – 151) and County Route 45 (River Road) in Monongalia County. This meeting complies with the public involvement requirements of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA). The EA comment period begins on January 13 and ends on February 16, 2026.

## PROJECT DESCRIPTION

Enrout Properties Inc., owner of the Morgantown Industrial Park, in cooperation with the West Virginia Department of Transportation (WVDOT), Division of Highways (WVDOT) and the Federal Highway Administration (FHWA) is evaluating alternatives to determine the most suitable and economical design and location for the construction of an interchange at the intersection of Interstate 79 (I-79) (mile post [MP]-151) and River Road (County Route 45) in Morgantown, West Virginia, approximately halfway between Exit 152 – Fairmont Road (US Route [US] 19) Westover/Morgantown (Granville) and Exit 148 –I-79/I-68 interchange (Morgantown/Cumberland, Maryland).

An Environmental Assessment has been prepared in accordance with FHWA's implementing regulations for the National Environmental Policy Act (NEPA) (Title 42 of the United States Code (U.S.C.), section 4332 and title 23 Code of Federal Regulations (CFR), part 771, respectively).

## PURPOSE AND NEED

**The Purpose and need for the proposed action are as follows:**

- Reduce traffic at the Westover interchange (I-79 Exit 152) and along Dupont Road (CR 19/19), which will improve traffic operations and safety in this vicinity.
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# HARMONY GROVE INTERCHANGE

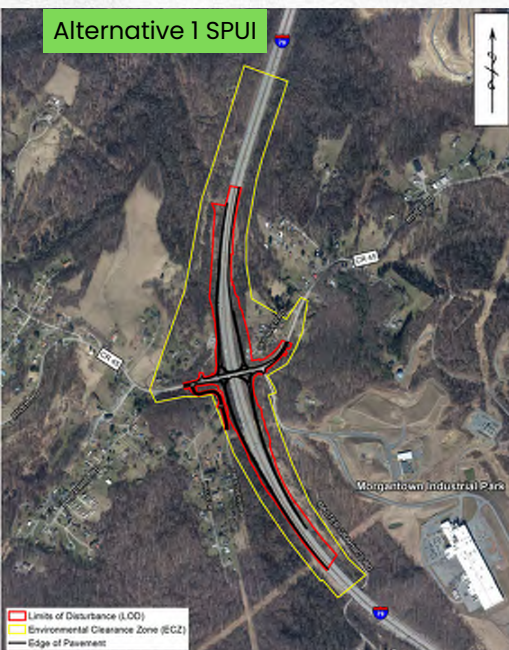
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- **Alternate 1 – Single Point Urban Interchange (SPUI)**
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The new Interchange 151 build alternatives listed above would include the installation of lighting around the interchange and along the ramps to provide continuous lighting along I-79 from Exit 148 (I-79/I-68) to Exit 152 (Westover). The build alternatives also include the following safety countermeasures within the existing I-79 right of way:

- **Extension of the existing truck climbing lanes from their current termination through the proposed Interchange 151 for approximately 1,000 feet in each direction**
- **Extension of the concrete median barrier from the northern end of the bridge that carries I-79 over the Monongahela River through the proposed Interchange 151 and north to Exit 152 (Westover)**
- **Installation of high-friction pavement surface treatment would be added to the I-79 travel lanes in both directions from the northern end of the bridge that carries I-79 over the Monongahela River north to Exit 152 (Westover)**



# HARMONY GROVE INTERCHANGE

## PRELIMINARY ALTERNATIVES ANALYSIS

### TRAFFIC VOLUMES AND OPERATIONS

Based on the traffic analysis for new Interchange 151, the three build alternatives meet the Project Purpose and Need because each alternative provides a direct connection to I-79 for the Harmony Grove area; therefore, the traffic analysis was incorporated into a preliminary alternatives analysis to identify which build alternative would provide better traffic operations and improve roadway safety within the Project Study Area. The preliminary alternatives analysis also included a comparison of safety benefits and the reasonably foreseeable impacts of the build alternatives. The preliminary alternatives analysis identified the Preferred Alternative that would be compared to the No-Build Alternative in the Environmental Assessment.

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The traffic analysis included a comparison of existing and future traffic volumes on I-79, US 19, Dupont Road (CR 19/19), and River Road (CR 45) and an evaluation of traffic operations. This display presents the results of this portion of the preliminary alternatives analysis.

### EXISTING AND PROJECTED TRAFFIC VOLUMES

As shown in the table below, based on projected 2050 traffic volumes construction of the proposed Interchange 151 would reduce traffic volumes along US 19 around Exit 152 (Westover) and on Dupont Road (CR 19/19).

Roadway Segments/Location	2020 Existing	2050 No-Build (with US 119 Connection)	2050 Build (with US 119 Connection)
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I-79 Interchange 152 Northbound Offramp to US 19	4,800	6,300	6,800
I-79 Interchange 152 Southbound Onramp from US 19	4,800	5,900	6,000
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I-68 Northbound Merge from I-68 W	10,000	13,300	17,900
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### EXISTING AND PROJECTED TRAFFIC OPERATIONS ANALYSIS

The traffic operations and safety analyses were used to further evaluate the build alternatives. A Level of Service (LOS) analysis was used to evaluate traffic operations for two time periods (AM and PM peak). LOS is a standard measurement that reflects the relative ease of traffic flow on a scale of

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Highly congested traffic conditions

A to F. The optimal condition is LOS A, LOS D is acceptable, and LOS F is below the standard of service with highly congested traffic conditions. The safety analysis used existing WVDOH crash data collected within and adjacent to the Project Study Area.

For key intersections along US 19, including the Dupont Road intersection, all build alternatives resulted in LOS D or better, compared to the 2050 No-Build condition, except for the US 19/North Dents Road intersection located west of I-79. The operational differences among the build alternatives are most notable at the Interchange 151 ramp terminals with River Road (CR 45). For Alternatives 1, 2A, 2B, and 3, operations ranged from LOS A to E, but **Alternative 2C consistently operated at LOS A.**

Intersection	2020 Existing	2050 No-Build	Level of Service AM(PM)			
			2050 Build Alternatives (Existing I-79)			
			Alternative 1 (S/PUJ)	Alternatives 2A+2B (TDI)	Alternative 2C (TDI+Roundabouts)	Alternative 3 (MCI)
<b>US 19</b>						
US 19-Mall Rd	B(C)	B(C)	B(C)	B(C)	B(C)	B(C)
US 19 I-79 SB Ramp	B(B)	B(C)	B(C)	B(C)	B(C)	B(C)
US 19 I-79 NB Ramp	B(B)	B(D)	B(C)	B(C)	B(C)	B(C)
US 19 N Dents Rd	A(B)	C(F)	B(F)	B(F)	B(F)	B(F)
US 19 Commerce Dr	B(B)	B(D)	B(C)	B(C)	B(C)	B(D)
US 19 and Savannah St/Dupont Rd	B(C)	C(F)	B(D)	B(D)	B(D)	B(D)
<b>CR 45</b>						
CR 45 and Crestview Dr	A(A)	A(A)	A(A)	A(A)	A(A)	C(D)
CR 45 and Master Graphics Rd	A(A)	A(A)	B(C)	B(C)	B(C)	B(C)
CR 45 and Industrial Park Driveway	A(A)	A(A)	B(B)	A(B)	A(B)	A(B)
CR 45 and Dupont Rd/Industrial Park Dr	B(B)	B(C)	C(B)	B(B)	B(B)	B(B)
CR 45 and I-79 S/PUJ Ramp Terminal	N/A	N/A	C(C)	N/A	N/A	N/A
CR 45 and SB I-79 Terminal	N/A	N/A	N/A	C(D)	A(A)	A(A)
CR 45 and NB I-79 Terminal	N/A	N/A	N/A	A(B)	A(A)	B(E)

Controlling LOS
A
B
C
D
E
F

# HARMONY GROVE INTERCHANGE

## SAFETY ANALYSIS

### PRELIMINARY ALTERNATIVES ANALYSIS

#### Comparison of Safety Benefits

WVDOH crash data between I-79 Mileposts 146 to 153 for the three (3) year period from January 1, 2021 to December 31, 2023 were used to prepare crash rates for each River Road (CR 45) and US 19 intersection within the Project Study Area and for I-79. The evaluation of the existing crash rates was used to identify safety countermeasures that could be incorporated into the project and for the predictive safety analysis of the build alternatives.

### EVALUATION OF RIVER ROAD & US 19 INTERSECTIONS

For the analysis of River Road (CR 45) and US 19 intersections, the crash rate was calculated based on Intersection Crash Rates per Million Entering Vehicles (MEV) and compared to the following categories:

- Average: ≤ 1.5 Crashes
- Above Average: > 1.5 Crashes ≤ 2.0 Crashes
- Significantly Above Average: > 2.0 Crashes

Crash rates for three intersections on River Road (CR 45) are below the “Average” category and acceptable. It is notable that the crash rate at the River Road and Master Graphics Road intersection is on the higher end of the range for this roadway and Master Graphics Road provides access to the Morgantown Industrial Park. On US 19, the crash rates are also below the “Average” category and acceptable, but the crash rates are generally higher than River Road because the traffic volumes are higher.

Intersection	Daily Entering Vehicles	Total Crashes	Crash Rate (MEV)
<b>River Road (CR 45)</b>			
River Road and Dupont Road (CR 19/19)	6,300	1	0.14
River Road and Master Graphics Road	3,000	1	0.30
River Road and Crestview Drive	3,000	1	0.30
<b>US 19</b>			
US 19 and Dupont Road	20,250	5	0.23
US 19 and Commerce Drive	18,800	18	0.87
US 19 and North Dents Road	19,200	12	0.57
US 19 and Ramps A and B	22,150	2	0.08
US 19 and Ramps C and D	18,900	3	0.14
US 19 and Mall Road	13,800	15	0.99

### EVALUATION OF I-79

For the I-79 NB and SB travel lanes located within the Project Study Area, Crash Rates per 100 Million Vehicle Miles Traveled (VMT) were calculated and compared to the WVDOH's 2023 Statewide averages for Fatal, Injury, and Property Damage Only (PDO) crash types. The crash rates were below the statewide averages for Fatal and PDO crash types, but slightly higher than the statewide average for the Injury crash type.

Roadway Condition/Crash Scenario	Crash Type	No. of Crashes	Crash Rate (per 100 Million VMT)	Statewide Average
All Roadway Conditions (wet, nighttime, and roadway departure)	Fatal	1	0.26	0.29
	Injury	55	14.36	14.32
	PDO	173	45.17	47.38
	<b>Total</b>	<b>229</b>	<b>59.79</b>	<b>61.99</b>

### SAFETY COUNTERMEASURES and Predictive Safety Analysis

The safety analysis for the new Interchange 151 alternatives in the Harmony Grove area included the addition of four safety countermeasures to mitigate historic crash trends on I-79 and the anticipated increase in the number of crashes associated with “breaks” in the flow of traffic on the interstate system created by interchange access points. The safety countermeasures included the following:

1. **Continuous Highway Lighting**
2. **High-Friction Pavement Surface Treatment**
3. **Concrete Median Barrier**
4. **Roundabouts at the Proposed Ramp Terminals**

Safety countermeasures 1, 2, and 3 have been incorporated into all the build alternatives; however, **Alternative 2C is the only build alternative that includes all four safety countermeasures.** The table below provides the results of the predictive crash analysis that includes the safety countermeasures.

Crash Severity	No-Build Alternative	Alternative 1 (SPUI)	Alternatives 2A and 2B (TDI)	Alternative 2C (TDI with Roundabouts)	Alternative 3 (MCI)
Fatality + Injury	23.79	21.05	21.53	<b>20.52</b>	22.79
Property Damage Only	50.64	42.05	42.71	<b>43.04</b>	42.82
<b>Total</b>	<b>74.43</b>	<b>63.10</b>	<b>64.24</b>	<b>63.56</b>	<b>65.61</b>

All the build alternatives would reduce the total amount of crashes when compared to the No-Build Alternative; however, **Alternative 2C would reduce the amount of fatality and/or injury crashes more than Alternative 1, Alternatives 2A and 2B and Alternative 3.**

# HARMONY GROVE INTERCHANGE

## REASONABLY FORESEEABLE IMPACT ANALYSIS

### PRELIMINARY ALTERNATIVES ANALYSIS – COMPARISON OF REASONABLY FORESEEABLE IMPACTS

The comparison of reasonably foreseeable impacts associated with the build alternatives focused on the number of residential and commercial displacements, amount of earthwork and land area within the limit of disturbance, streams and wetlands, architectural and archaeological resources, sensitive noise receptors (such as homes, apartment buildings, schools, churches, hospitals, hotels, and restaurants), terrestrial habitats, hazardous waste sites, and the total construction cost. As shown in the table below, none of the build alternatives would impact archaeological and architectural resources or hazardous waste sites. This display provides a summary of the impact evaluation for each build alternative.

#### EVALUATION OF ALTERNATIVE 3

Alternative 3 has the largest limit of disturbance (LOD) and the most earthwork of all the build alternatives. As a result, Alternative 3 had the greatest amount of reasonably foreseeable impacts on natural resources, including streams, wetlands, and terrestrial habitat, would result in nine residential displacements, and has the highest estimated construction cost. In addition, Alternative 3 would not operate as well at the River Road ramp terminals compared to the Alternative 2 options and would not reduce the number of crashes compared to the other build alternatives. **Therefore, Alternative 3 was eliminated from further consideration.**

#### EVALUATION OF ALTERNATIVE 1

Alternative 1 and the three options for Alternative 2 would require half the earthwork compared to Alternative 3. Compared to the three Alternative 2 options, Alternative 1 has the highest estimated construction cost with two residential displacements but would result in higher reasonably foreseeable impacts on natural resources, including streams and wetlands, than Alternatives 2A and 2B. However, Alternative 1 would not operate as well at the River Road (CR 45) ramp terminals and would not lower the number of fatality and/or injury crashes compared to Alternative 2C. **Alternative 1 was eliminated from consideration because it would not provide the operational and safety benefits associated with Alternative 2C.**

Resource/Element	Alternative 1	Alternative 2A	Alternative 2B	Alternative 2C	Alternative 3
Residential/Commercial Displacements	2/0	3/0	3/0	5/0	9/0
Earthwork (cubic yards)	149,380	149,133	133,495	160,719	323,735
Land Area (acres)	34.1	32.5	31.6	43.0	48.1
Streams (linear feet)	344	342	342	887	1289
Wetlands (acres)	0.02	0.01	0.01	0.02	0.25
Architectural Resources	0	0	0	0	0
Archaeological Resources	0	0	0	0	0
Noise Receptors	4	4	4	3	18
Terrestrial Habitats (acres)	20.87	20.45	19.93	29.58	31.74
Hazardous Waste Sites	0	0	0	0	0
Total Construction Cost <sup>1</sup>	\$48.7 million	\$42.8 million	\$42.9 million	\$40.5 million	\$50.3 million

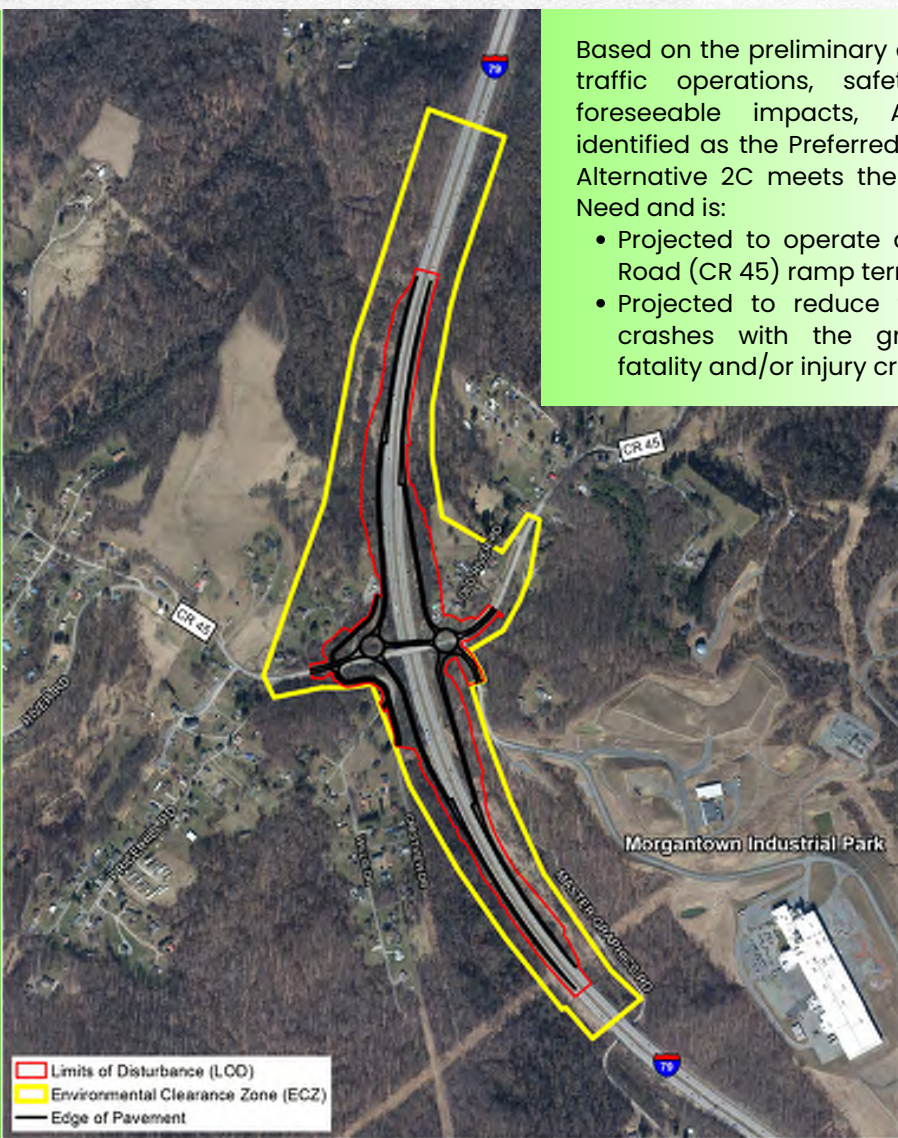
<sup>1</sup>Cost does not include Right-of-Way and Engineering/Geotech costs.

#### EVALUATION OF ALTERNATIVES 2A, 2B, AND 2C

Of the three Alternative 2 options, Alternatives 2A and 2B would require less earthwork than Alternative 2C; however, **Alternative 2C has the lowest estimated construction cost of the three Alternative 2 options.** Alternatives 2A and 2B would result in three residential displacements compared to five residential displacements that would occur with Alternative 2C. Alternative 2C would result in higher reasonably foreseeable impacts on natural resources, including streams and wetlands, compared to Alternatives 2A and 2B. However, Alternative 2C would operate better at the River Road (CR 45) ramp terminals and reduce the total number of crashes than Alternatives 2A or 2B. **Alternatives 2A and 2B were eliminated from further consideration because neither alternative would provide the operational and safety benefits associated with Alternative 2C.**

# HARMONY GROVE INTERCHANGE

## PREFERRED ALTERNATIVE 2C



Based on the preliminary alternative analysis of traffic operations, safety, and reasonably foreseeable impacts, Alternative 2C was identified as the Preferred Alternative. Preferred Alternative 2C meets the Project Purpose and Need and is:

- Projected to operate at LOS A at the River Road (CR 45) ramp terminals; and
- Projected to reduce the total number of crashes with the greatest reduction of fatality and/or injury crashes.

When compared to the No-Build Alternative in the Environmental Assessment, Preferred Alternative 2C with the proposed mitigation measures summarized below would not have a reasonably foreseeable significant effect on the quality of the human environment.

Resource/Element	No-Build Alternative	Preferred Alternative 2C	Proposed Mitigation Measure(s)
Socioeconomics	No	Yes	No mitigation proposed because reasonably foreseeable impacts are consistent with MMPO local land use plans.
Community Facilities and Services	No	Yes	All access points to and from River Road (CR 45) will remain accessible, but River Road will be reduced to one-lane with signalized alternating traffic during construction of the interchange bridges over I-79.
Residential/Commercial Displacements	0	5/0	WVDOH ROW property acquisition and compensation procedures will be followed for all real property acquisitions and residential displacements.
Architectural Resources	No	No	No mitigation required.
Archaeological Resources	No	No	No mitigation required.
Air Quality	No	No	No mitigation required.
Noise Receptors	1	3	No mitigation proposed because noise barrier construction is not feasible and reasonable.
Streams (linear feet)	0	887	If permanent impacts are below mitigation thresholds, then erosion and sediment BMPs will be incorporated into the construction plans to minimize temporary impacts. Compensatory mitigation will be performed, if required by CWA permit requirements.
Wetlands (acres)	0	0.02	If permanent impacts are below mitigation thresholds, then erosion and sediment BMPs will be incorporated into the construction plans to minimize temporary impacts. Compensatory mitigation will be performed, if required by CWA permit requirements.
Terrestrial Habitats (acres)	0	29.58	LULC conversions consistent with MMPO local land use plans and no mitigation is proposed.
Rare, Threatened, and Endangered Species	No	Yes	<p><b>Bald eagle</b> – A nest survey will be conducted between December 1 and March 15 before construction begins.</p> <p><b>Northern long-eared bat (NLEB)</b> – Implementation of the following conservation measures:</p> <ul style="list-style-type: none"> <li>• Tree removal will only occur during winter when bats are not expected to be active on the landscape (November 15th – March 31st).</li> <li>• Blasting will not occur during the summer occupancy season (April 1 through September 30).</li> <li>• Erosion and sediment control best management practices will be used during earth disturbing activities.</li> </ul>

# HARMONY GROVE INTERCHANGE

## TENTATIVE PROJECT SCHEDULE

- Environmental Assessment (EA) approved: **December 15, 2025**
- Informational Public Workshop Meeting: **January 13, 2026**
- EA Review and Comment Period Ends: **February 16, 2026**
- Completion of NEPA Process\*: **Spring 2026**
- Engineering Activities\*: **Spring 2026**
- Right-of-Way Activities\*: **Fall 2029**
- Construction Activities\*: **Fall 2030**

*\*Schedule subject to change*

## PUBLIC REVIEW AND COMMENT

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

[https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony\\_Grove\\_Interchange.aspx](https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx)

Written comments on the EA can also be provided at any time during the comment period. Comments concerning the project must be submitted by February 16, 2026, to:

### Written Comments:

WV Division of Highways  
Engineering Division  
1900 Kanawha Blvd., East  
Building 5, Room 820  
Charleston, WV 25301

### Digital Comments:

[https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony\\_Grove\\_Interchange.aspx](https://transportation.wv.gov/highways/TechnicalSupport/CommentsOnProjects/Pages/-Harmony_Grove_Interchange.aspx)



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

*The West Virginia Department of Transportation will, upon request, provide reasonable accommodation, 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.*

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Engineering Division  
West Virginia Division of Highways  
1900 Kanawha Boulevard, East  
Building 5, Room 820 Charleston,  
West Virginia 25305

**DATE:** Tuesday, January 13, 2026  
**LOCATION:** Skyview Elementary School, 668 River Road, Morgantown, WV  
**SUBJECT:** Informational Workshop Public Meeting  
**PROJECT:** Harmony Grove Interchange  
State Project: T631-79-151.16  
Federal Project: N/A  
Morgantown, Monongalia County, WV

**COMMENTS DUE BY** Monday, February 16, 2026

Please consider the following comments:

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NAME:

ADDRESS:

ORGANIZATION (IF ANY):

How did you hear about the Public Meeting?

Project Information and Comment Sheets can be found online at our web page  
<http://go.wv.gov/dotcomment>



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Place  
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Engineering Division  
West Virginia Division of Highways  
1900 Kanawha Blvd., East  
Building 5, Room 820  
Charleston, West Virginia 25305

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APPENDIX F  
INFORMATIONAL PUBLIC WORKSHOP  
DISPLAY BOARDS

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# HARMONY GROVE INTERCHANGE

## PROJECT OVERVIEW

Enrout Properties Inc., owner of the Morgantown Industrial Park, in coordination with the West Virginia Department of Transportation (WVDOT) Division of Highways and the Federal Highway Administration (FHWA), is evaluating alternatives for a **new interchange on Interstate 79**.

The proposed interchange is **located at I-79 (Milepost 151) and River Road (County Route 45)**, approximately midway between Exit 152 (US 19 – Westover/Granville) and Exit 148 (I-79/I-68 – Morgantown/Cumberland, MD).

An Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act (NEPA) and FHWA regulations (23 CFR Part 771) to evaluate environmental impacts and **identify the most suitable and cost-effective alternative**.

## PURPOSE AND NEED

**The Purpose and need for the proposed action are as follows:**

- Reduce traffic at the Westover interchange (I-79 Exit 152) and along Dupont Road (CR 19/19), which will improve traffic operations and safety in this vicinity.
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# HARMONY GROVE INTERCHANGE

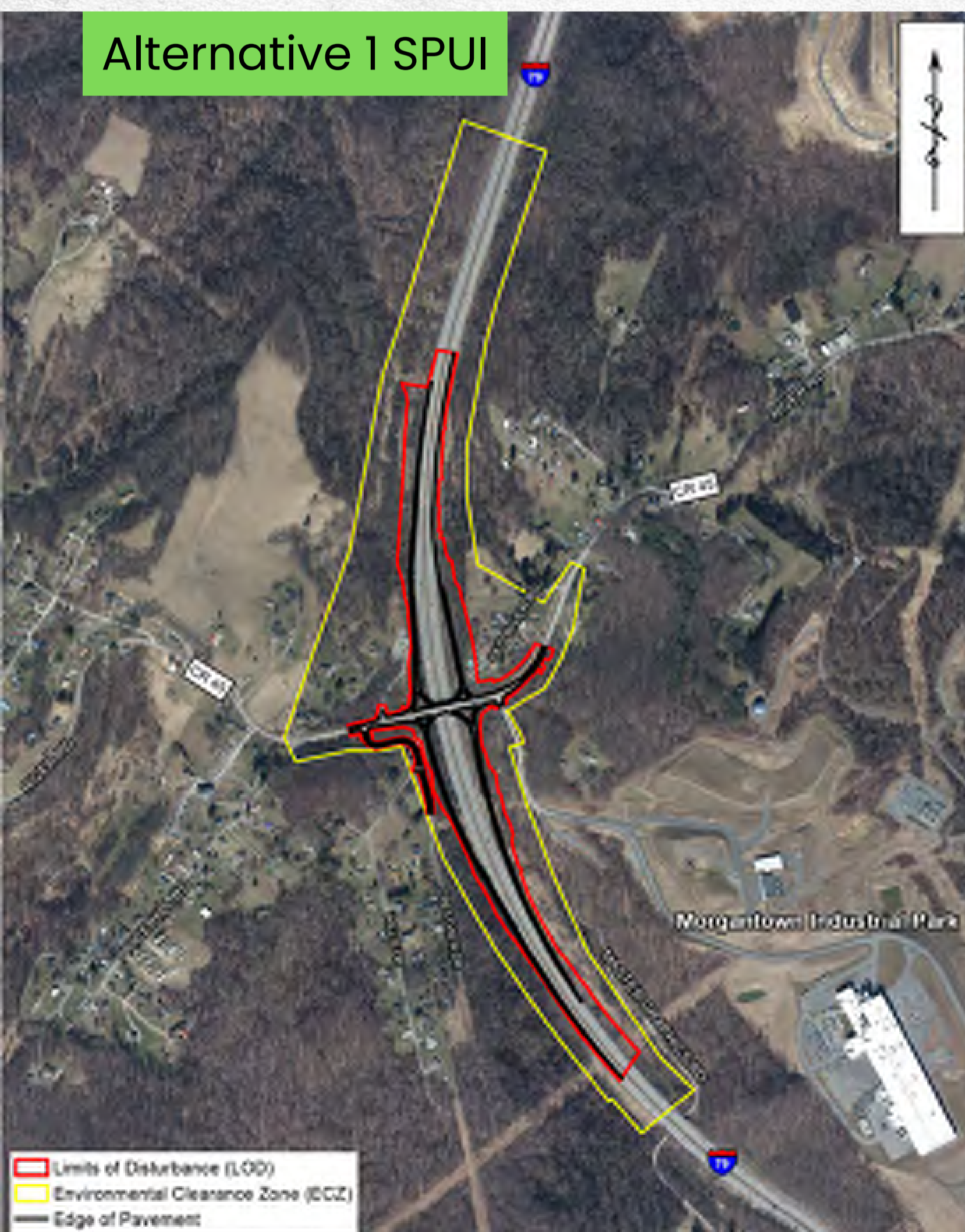
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# HARMONY GROVE INTERCHANGE

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#### LOS A

Minor delay at signal, little queuing

#### Standard

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			2050 Build Alternatives (Existing I-79)			
			Alternative 1 (SPUI)	Alternatives 2A+2B (TDI)	Alternative 2C (TDI+Roundabouts)	Alternative 3 (MCI)
<b>US 19</b>						
US 19-Mall Rd	B(C)	B(C)	B(C)	B(C)	B(C)	B(C)
US 19 I-79 SB Ramp	B(B)	B(C)	B(C)	B(C)	B(C)	B(C)
US 19 I-79 NB Ramp	B(B)	B(D)	B(C)	B(C)	B(C)	B(C)
US 19 N Dents Rd	A(B)	C(F)	B(F)	B(F)	B(F)	B(F)
US 19 Commerce Dr	B(B)	B(D)	B(C)	B(C)	B(C)	B(D)
US 19 and Savannah St/Dupont Rd	B(C)	C(F)	B(D)	B(D)	B(D)	B(D)
<b>CR 45</b>						
CR 45 and Crestview Dr	A(A)	A(A)	A(A)	A(A)	A(A)	C(D)
CR 45 and Master Graphics Rd	A(A)	A(A)	B(C)	B(C)	B(C)	B(C)
CR 45 and Industrial Park Driveway	A(A)	A(A)	B(B)	A(B)	A(B)	A(B)
CR 45 and Dupont Rd/Industrial Park Dr	B(B)	B(C)	C(B)	B(B)	B(B)	B(B)
CR 45 and I-79 SPUI Ramp Terminal	N/A	N/A	C(C)	N/A	N/A	N/A
CR 45 and SB I-79 Terminal	N/A	N/A	N/A	C(D)	A(A)	A(A)
CR 45 and NB I-79 Terminal	N/A	N/A	N/A	A(B)	A(A)	E(E)

Controlling LOS	
A	Green
B	Light Green
C	Yellow
D	Orange
E	Red
F	Dark Red

# HARMONY GROVE INTERCHANGE

## SAFETY ANALYSIS

### PRELIMINARY ALTERNATIVES ANALYSIS

#### Comparison of Safety Benefits

WVDOH crash data between I-79 Mileposts 146 to 153 for the three (3) year period from January 1, 2021 to December 31, 2023 were used to prepare crash rates for each River Road (CR 45) and US 19 intersection within the Project Study Area and for I-79. The evaluation of the existing crash rates was used to identify safety countermeasures that could be incorporated into the project and for the predictive safety analysis of the build alternatives.

### EVALUATION OF RIVER ROAD & US 19 INTERSECTIONS

For the analysis of River Road (CR 45) and US 19 intersections, the crash rate was calculated based on Intersection Crash Rates per Million Entering Vehicles (MEV) and compared to the following categories:

- Average:  $\leq 1.5$  Crashes
- Above Average:  $> 1.5$  Crashes  $\leq 2.0$  Crashes
- Significantly Above Average:  $> 2.0$  Crashes

Crash rates for three intersections on River Road (CR 45) are below the "Average" category and acceptable. It is notable that the crash rate at the River Road and Master Graphics Road intersection is on the higher end of the range for this roadway and Master Graphics Road provides access to the Morgantown Industrial Park. On US 19, the crash rates are also below the "Average" category and acceptable, but the crash rates are generally higher than River Road because the traffic volumes are higher.

Intersection	Daily Entering Vehicles	Total Crashes	Crash Rate (MEV)
<b>River Road (CR 45)</b>			
River Road and Dupont Road (CR 19/19)	6,300	1	0.14
River Road and Master Graphics Road	3,000	1	0.30
River Road and Crestview Drive	3,000	1	0.30
<b>US 19</b>			
US 19 and Dupont Road	20,250	5	0.23
US 19 and Commerce Drive	18,800	18	0.87
US 19 and North Dents Road	19,200	12	0.57
US 19 and Ramps A and B	22,150	2	0.08
US 19 and Ramps C and D	18,900	3	0.14
US 19 and Mall Road	13,800	15	0.99

### EVALUATION OF I-79

For the I-79 NB and SB travel lanes located within the Project Study Area, Crash Rates per 100 Million Vehicle Miles Traveled (VMT) were calculated and compared to the WVDOH's 2023 Statewide averages for Fatal, Injury, and Property Damage Only (PDO) crash types. The crash rates were below the statewide averages for Fatal and PDO crash types, but slightly higher than the statewide average for the Injury crash type.

Roadway Condition/Crash Scenario	Crash Type	No. of Crashes	Crash Rate (per 100 Million VMT)	Statewide Average
All Roadway Conditions (wet, nighttime, and roadway departure)	Fatal	1	0.26	0.29
	Injury	55	14.36	14.32
	PDO	173	45.17	47.38
	<b>Total</b>	<b>229</b>	<b>59.79</b>	<b>61.99</b>

### SAFETY COUNTERMEASURES and Predictive Safety Analysis

The safety analysis for the new Interchange 151 alternatives in the Harmony Grove area included the addition of four safety countermeasures to mitigate historic crash trends on I-79 and the anticipated increase in the number of crashes associated with "breaks" in the flow of traffic on the interstate system created by interchange access points. The safety countermeasures included the following:

1. **Continuous Highway Lighting**
2. **High-Friction Pavement Surface Treatment**
3. **Concrete Median Barrier**
4. **Roundabouts at the Proposed Ramp Terminals**

Safety countermeasures 1, 2, and 3 have been incorporated into all the build alternatives; however, **Alternative 2C is the only build alternative that includes all four safety countermeasures.** The table below provides the results of the predictive crash analysis that includes the safety countermeasures.

Crash Severity	No-Build Alternative	Alternative 1 (SPUI)	Alternatives 2A and 2B (TDI)	Alternative 2C (TDI with Roundabouts)	Alternative 3 (MCI)
Fatality + Injury	23.79	21.05	21.53	<b>20.52</b>	22.79
Property Damage Only	50.64	42.05	42.71	<b>43.04</b>	42.82
<b>Total</b>	<b>74.43</b>	<b>63.10</b>	<b>64.24</b>	<b>63.56</b>	<b>65.61</b>

All the build alternatives would reduce the total amount of crashes when compared to the No-Build Alternative; however, **Alternative 2C would reduce the amount of fatality and/or injury crashes more than Alternative 1, Alternatives 2A and 2B and Alternative 3.**

# HARMONY GROVE INTERCHANGE

## REASONABLY FORESEEABLE IMPACT ANALYSIS

### PRELIMINARY ALTERNATIVES ANALYSIS – COMPARISON OF REASONABLY FORESEEABLE IMPACTS

The comparison of reasonably foreseeable impacts associated with the build alternatives focused on the number of residential and commercial displacements, amount of earthwork and land area within the limit of disturbance, streams and wetlands, architectural and archaeological resources, sensitive noise receptors (such as homes, apartment buildings, schools, churches, hospitals, hotels, and restaurants), terrestrial habitats, hazardous waste sites, and the total construction cost. As shown in the table below, none of the build alternatives would impact archaeological and architectural resources or hazardous waste sites. This display provides a summary of the impact evaluation for each build alternative.

#### EVALUATION OF ALTERNATIVE 3

Alternative 3 has the largest limit of disturbance (LOD) and the most earthwork of all the build alternatives. As a result, Alternative 3 had the greatest amount of reasonably foreseeable impacts on natural resources, including streams, wetlands, and terrestrial habitat, would result in nine residential displacements, and has the highest estimated construction cost. In addition, Alternative 3 would not operate as well at the River Road ramp terminals compared to the Alternative 2 options and would not reduce the number of crashes compared to the other build alternatives. **Therefore, Alternative 3 was eliminated from further consideration.**

#### EVALUATION OF ALTERNATIVE 1

Alternative 1 and the three options for Alternative 2 would require half the earthwork compared to Alternative 3. Compared to the three Alternative 2 options, Alternative 1 has the highest estimated construction cost with two residential displacements but would result in higher reasonably foreseeable impacts on natural resources, including streams and wetlands, than Alternatives 2A and 2B. However, Alternative 1 would not operate as well at the River Road (CR 45) ramp terminals and would not lower the number of fatality and/or injury crashes compared to Alternative 2C. **Alternative 1 was eliminated from consideration because it would not provide the operational and safety benefits associated with Alternative 2C.**

Resource/Element	Alternative 1	Alternative 2A	Alternative 2B	Alternative 2C	Alternative 3
Residential/Commercial Displacements	2/0	3/0	3/0	5/0	9/0
Earthwork (cubic yards)	149,380	149,133	133,495	160,719	323,735
Land Area (acres)	34.1	32.5	31.6	43.0	48.1
Streams (linear feet)	344	342	342	887	1289
Wetlands (acres)	0.02	0.01	0.01	0.02	0.25
Architectural Resources	0	0	0	0	0
Archaeological Resources	0	0	0	0	0
Noise Receptors	4	4	4	3	18
Terrestrial Habitats (acres)	20.87	20.45	19.93	29.58	31.74
Hazardous Waste Sites	0	0	0	0	0
Total Construction Cost <sup>1</sup>	\$48.7 million	\$42.8 million	\$42.9 million	\$40.5 million	\$50.3 million

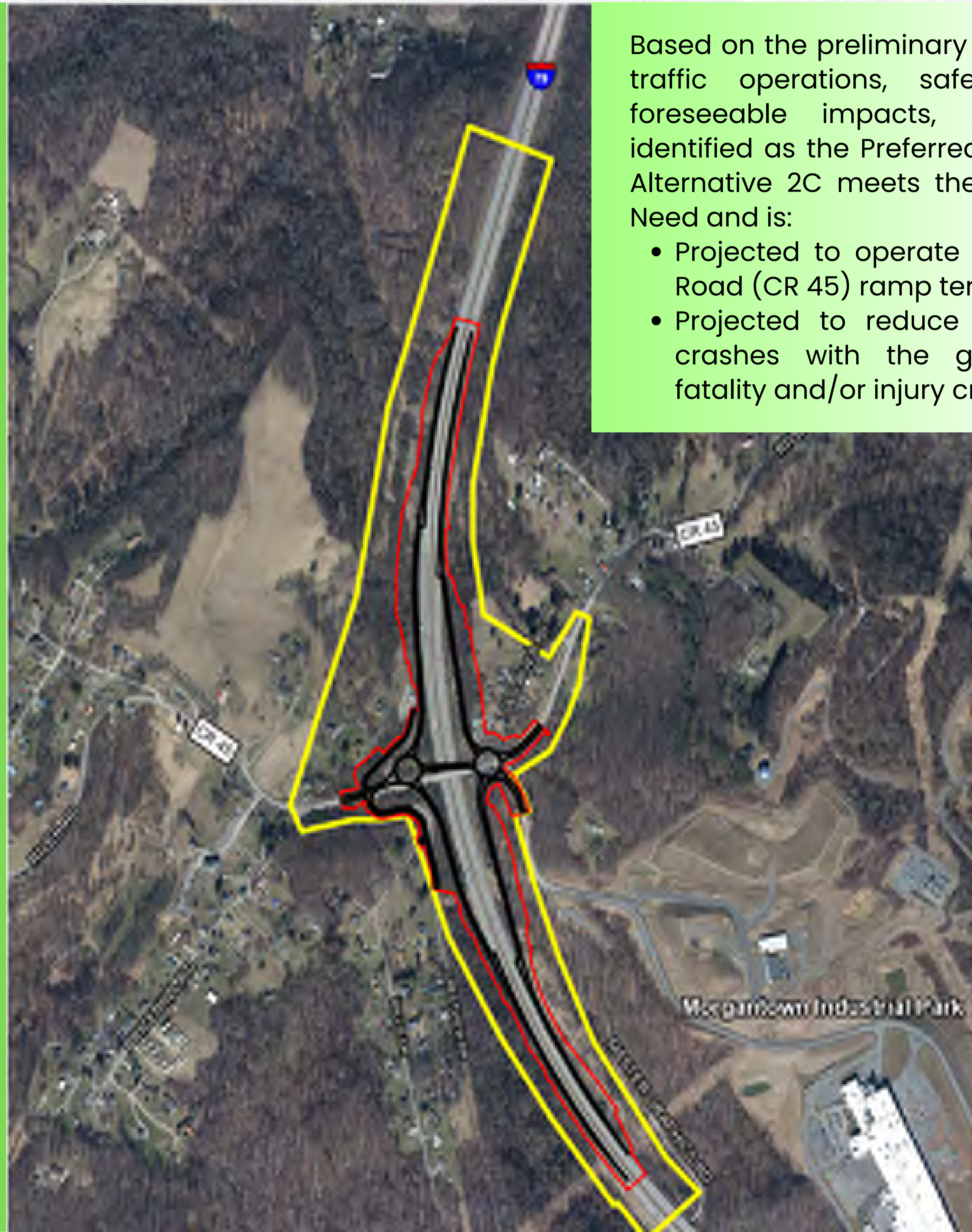
<sup>1</sup>Cost does not include Right-of-Way and Engineering/Geotech costs.

#### EVALUATION OF ALTERNATIVES 2A, 2B, AND 2C

Of the three Alternative 2 options, Alternatives 2A and 2B would require less earthwork than Alternative 2C; however, **Alternative 2C has the lowest estimated construction cost of the three Alternative 2 options.** Alternatives 2A and 2B would result in three residential displacements compared to five residential displacements that would occur with Alternative 2C. Alternative 2C would result in higher reasonably foreseeable impacts on natural resources, including streams and wetlands, compared to Alternatives 2A and 2B. However, Alternative 2C would operate better at the River Road (CR 45) ramp terminals and reduce the total number of crashes than Alternatives 2A or 2B. **Alternatives 2A and 2B were eliminated from further consideration because neither alternative would provide the operational and safety benefits associated with Alternative 2C.**

# HARMONY GROVE INTERCHANGE

## PREFERRED ALTERNATIVE 2C



Based on the preliminary alternative analysis of traffic operations, safety, and reasonably foreseeable impacts, Alternative 2C was identified as the Preferred Alternative. Preferred Alternative 2C meets the Project Purpose and Need and is:

- Projected to operate at LOS A at the River Road (CR 45) ramp terminals; and
- Projected to reduce the total number of crashes with the greatest reduction of fatality and/or injury crashes.

When compared to the No-Build Alternative in the Environmental Assessment, Preferred Alternative 2C with the proposed mitigation measures summarized below would not have a reasonably foreseeable significant effect on the quality of the human environment.

Resource/Element	No-Build Alternative	Preferred Alternative 2C	Proposed Mitigation Measure(s)
Socioeconomics	No	Yes	No mitigation proposed because reasonably foreseeable impacts are consistent with MMMPO local land use plans.
Community Facilities and Services	No	Yes	All access points to and from River Road (CR 45) will remain accessible, but River Road will be reduced to one-lane with signalized alternating traffic during construction of the interchange bridges over I-79.
Residential/Commercial Displacements	0	5/0	WVDOH ROW property acquisition and compensation procedures will be followed for all real property acquisitions and residential displacements.
Architectural Resources	No	No	No mitigation required.
Archaeological Resources	No	No	No mitigation required.
Air Quality	No	No	No mitigation required.
Noise Receptors	1	3	No mitigation proposed because noise barrier construction is not feasible and reasonable.
Streams (linear feet)	0	887	If permanent impacts are below mitigation thresholds, then erosion and sediment BMPs will be incorporated into the construction plans to minimize temporary impacts. Compensatory mitigation will be performed, if required by CWA permit requirements.
Wetlands (acres)	0	0.02	If permanent impacts are below mitigation thresholds, then erosion and sediment BMPs will be incorporated into the construction plans to minimize temporary impacts. Compensatory mitigation will be performed, if required by CWA permit requirements.
Terrestrial Habitats (acres)	0	29.58	LULC conversions consistent with MMMPO local land use plans and no mitigation is proposed.
Rare, Threatened, and Endangered Species	No	Yes	<p><b>Bald eagle</b> – A nest survey will be conducted between December 1 and March 15 before construction begins.</p> <p><b>Northern long-eared bat (NLEB)</b> – Implementation of the following conservation measures:</p> <ul style="list-style-type: none"> <li>• Tree removal will only occur during winter when bats are not expected to be active on the landscape (November 15th – March 31st).</li> <li>• Blasting will not occur during the summer occupancy season (April 1 through September 30).</li> <li>• Erosion and sediment control best management practices will be used during earth disturbing activities.</li> </ul>

# HARMONY GROVE INTERCHANGE

## PROPOSED PROJECT DEVELOPMENT SCHEDULE

**February 16, 2026**

EA Review and Comment  
Period Ends

**January 13, 2026**

Informational Public  
Workshop Meeting

**December 15, 2025**

Environmental Assessment  
(EA) approved

**Spring 2026\***

Completion of NEPA Process

**Spring 2026\***

Engineering Activities

**Fall 2029\***

Right-of-Way Activities

**Fall 2030\***

Construction Activities

*\*Schedule subject to change*

APPENDIX G  
INFORMATIONAL PUBLIC WORKSHOP  
SIGN-IN SHEET

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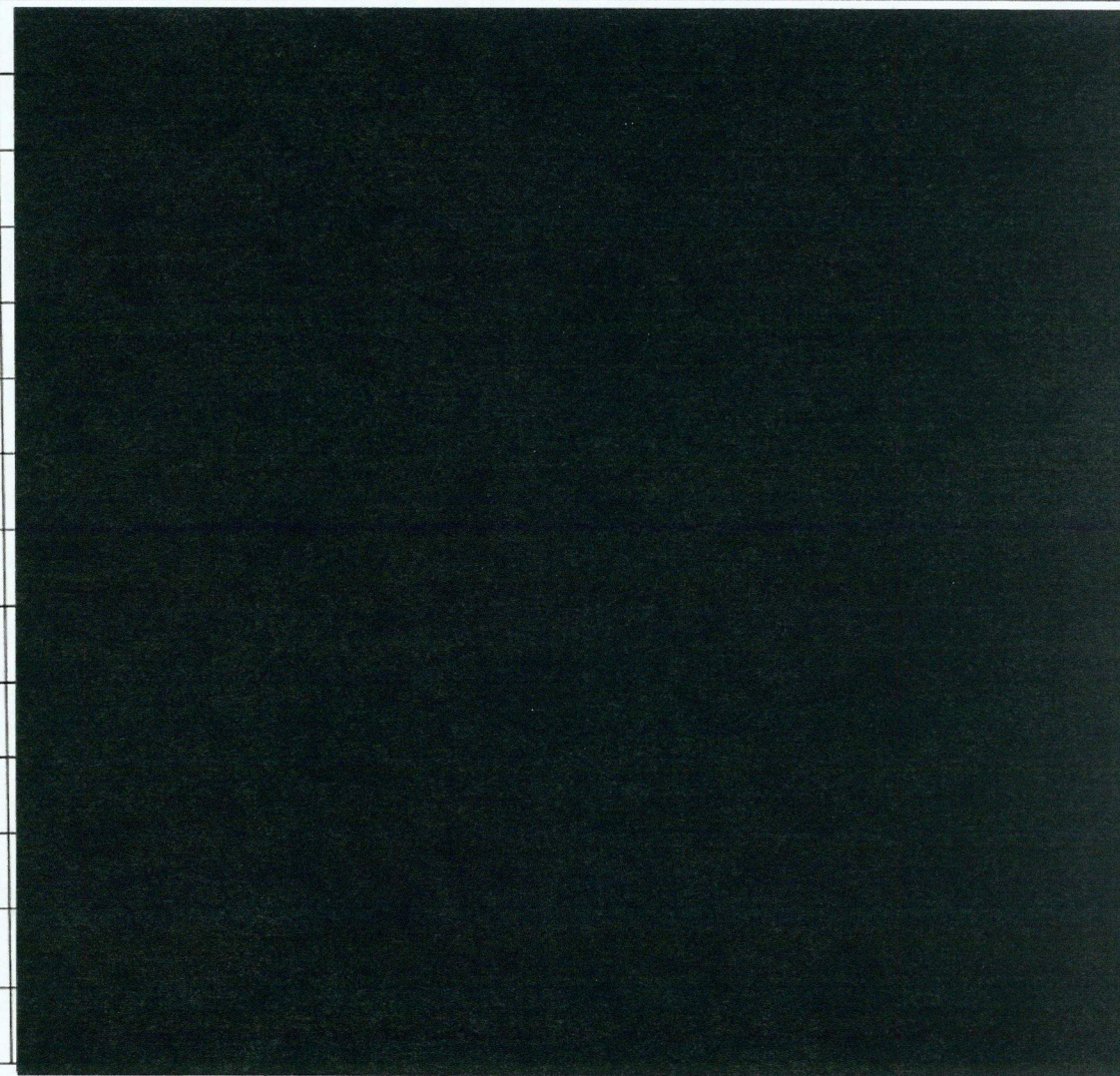


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of Transportation  
Federal Highway  
Administration

Harmony Grove Interchange | Public Informational Workshop | Tuesday, January 13, 2026 | 5:00 to 8:00 PM



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Name	Physical Address or Email Address
Harry Simons	
Forest Weyer	
Travis Long	
Bill Austin	
Cheryl Snyder	
Scott Dicker	
Ella Belling	
Nick Crutch	
NINA CLOVIS	
Allen Michael	
DANIEL ESTEP	
Joe GRANT	
Ben Conley	
Todd Nugos	

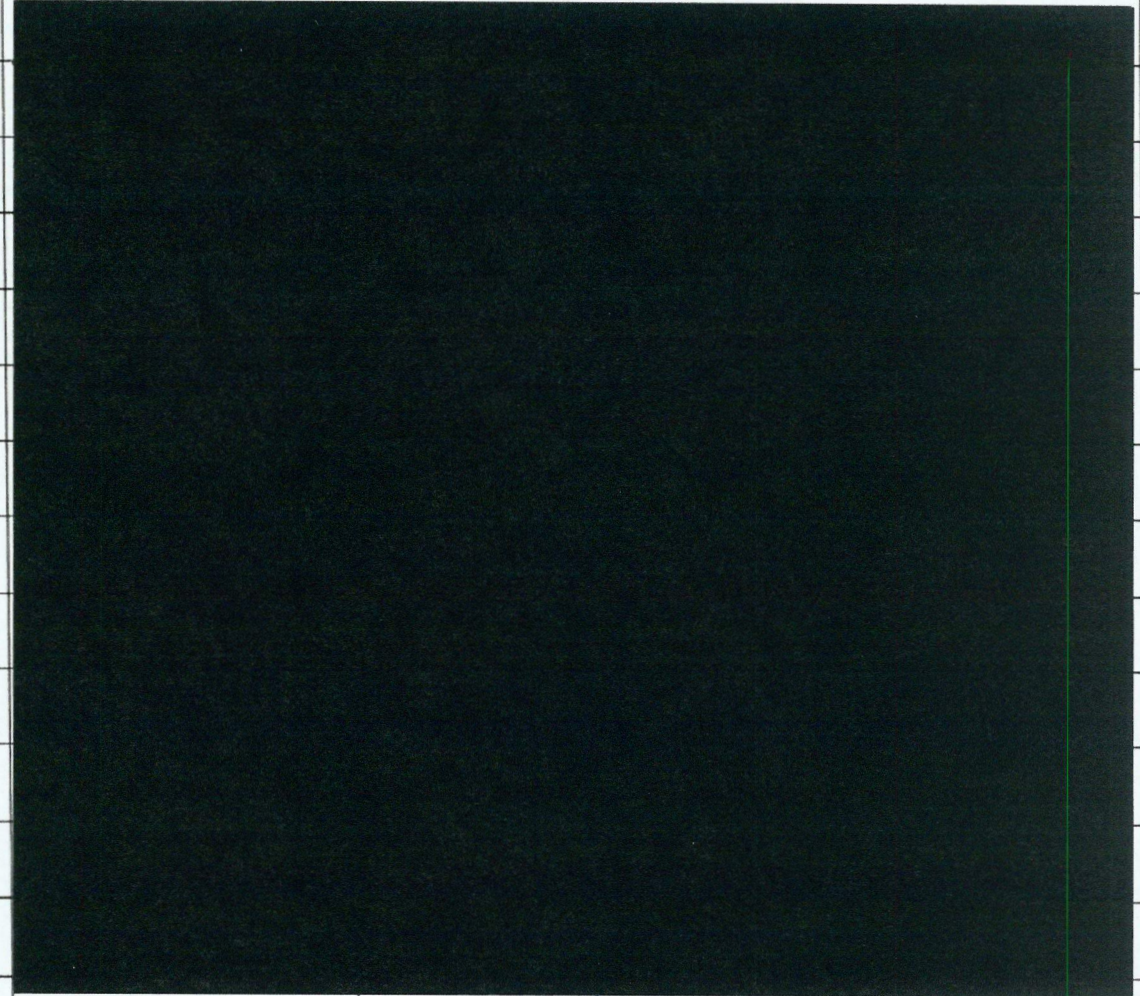


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JACK FAVRO JR	
Dandra Lear	
Allen Clayton	
David Chisher	
CHARLES GALUSKY	
Jordan Yoho	
Alex Dewitt	
Sean Beresford	
Beth Ayersman	
Beverly Kirby	
RANDY MOORE	
JASON FOSTER	

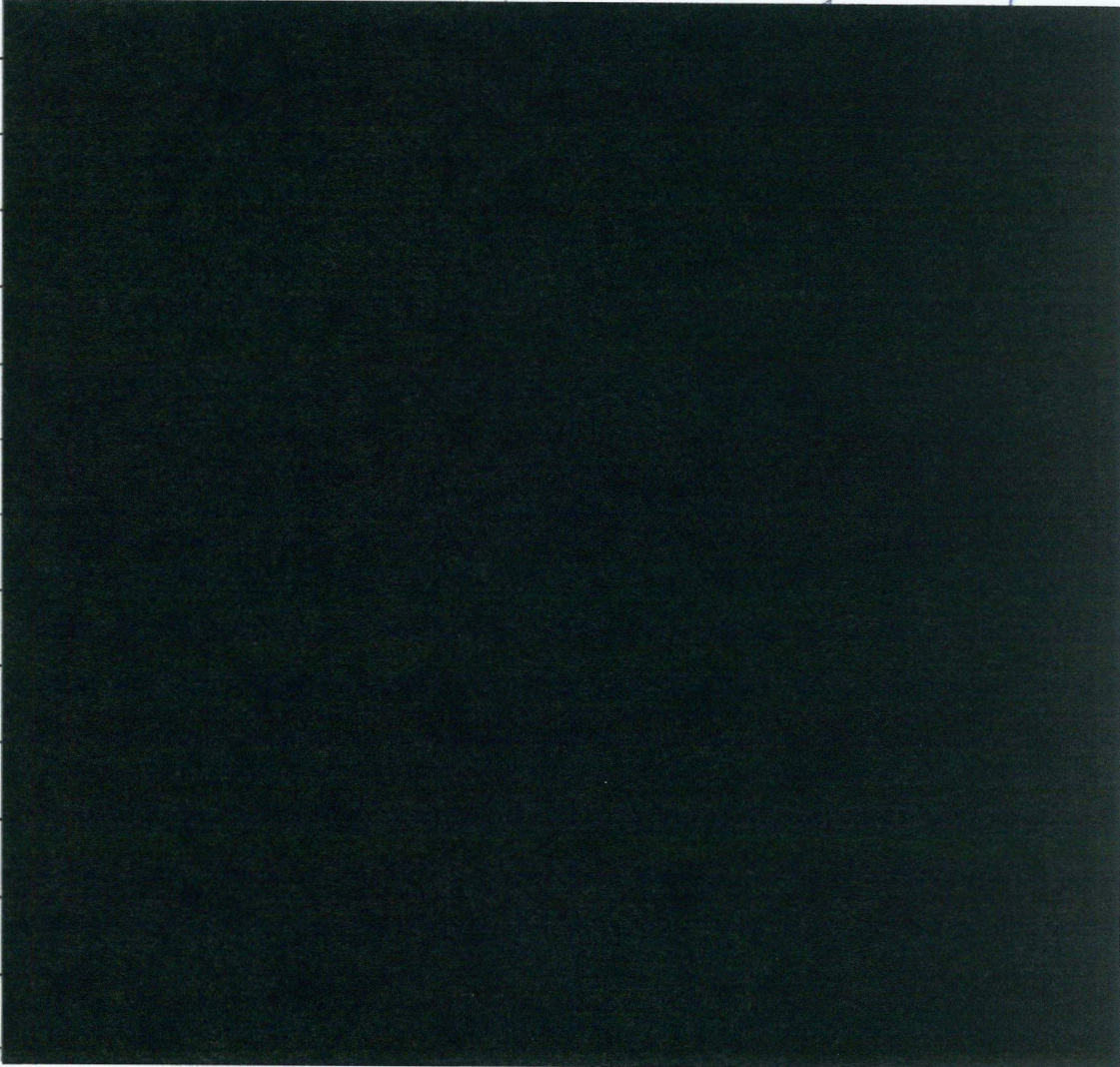


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Ron Cebulak	
Mary Linscheid	
Sherry Smith	
Richard Howett	
April Milik	
William E. Gaskin	
Patricia Nelson	
Antonio Gonzalez	
Denver Snider	
DAVID VERNO	
Jackie Peate	
Mike Mealy	
Jim Ridgeway	



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Name	Physical Address or Email Address	
Bob Byrse	[REDACTED]	
Barbara Byrse		
(2) Mike + Joyce Blosser		
Rob DeWitt		
Bill Munday		
(2) Ken and Sandra Detrick		
Harold Guthrie		
Jennie Stoffa		
Paul Burns		
GLENN ADRIAN		
Bened M. Gosh		
(2) Mr + Mrs. William Spencer		[REDACTED]
John LYNCH		[REDACTED]
John Carlie		[REDACTED]

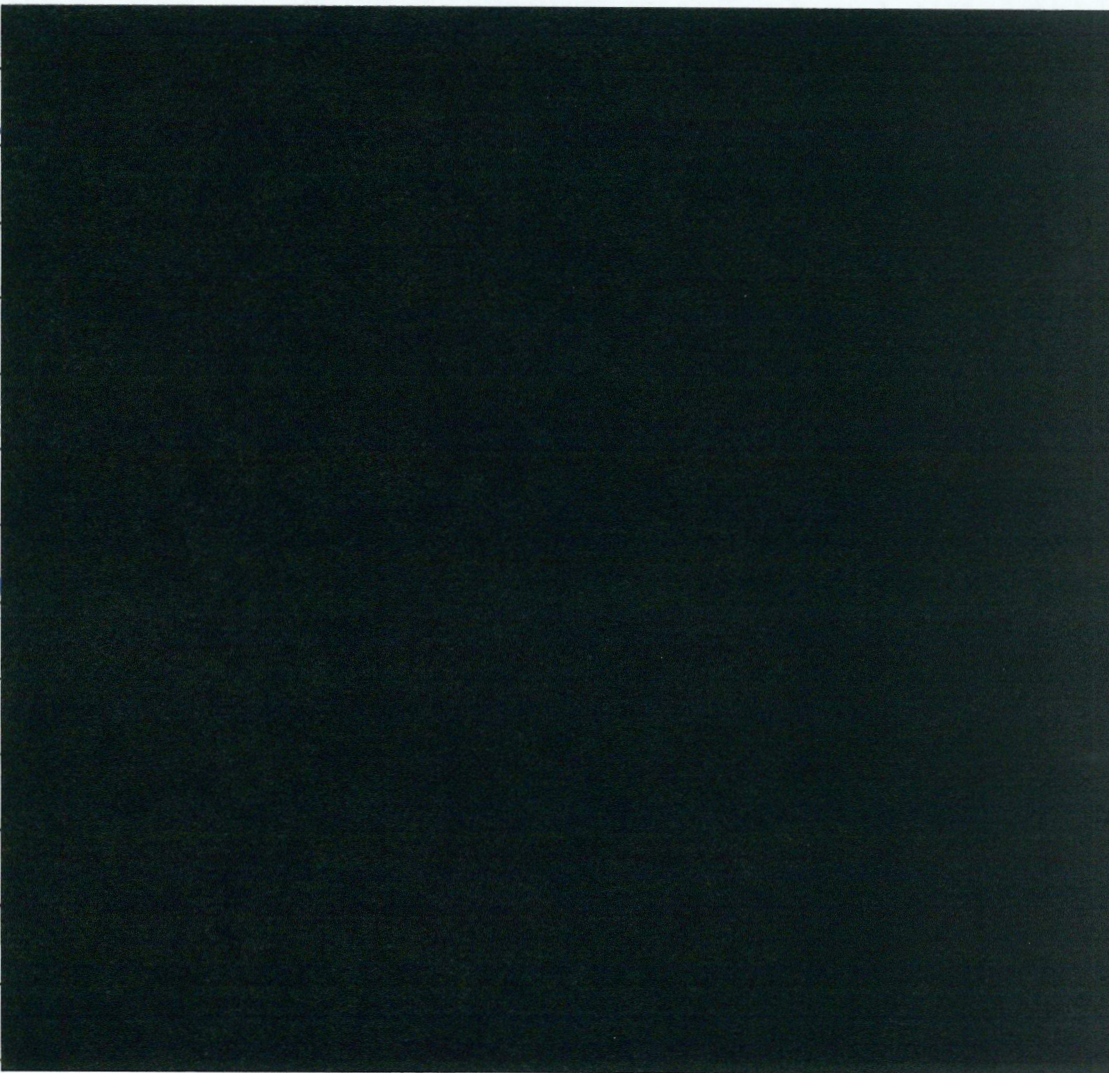


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Harmony Grove Interchange | Public Informational Workshop | Tuesday, January 13, 2026 | 5:00 to 8:00 PM



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STEVE KITE	
Cheryl Myers	
Daniel Fint	
Bobby Holbert	
Michael Attfold	
Alexander Stolin	
Ron Snyder	
Gary Dusenberry	
Amanda Thome	
Mad <del>Blay</del>	
(2) Sharon & Noel Kerrs	
(2) Theresa & Jeff Thorne	
Douglas Boef	

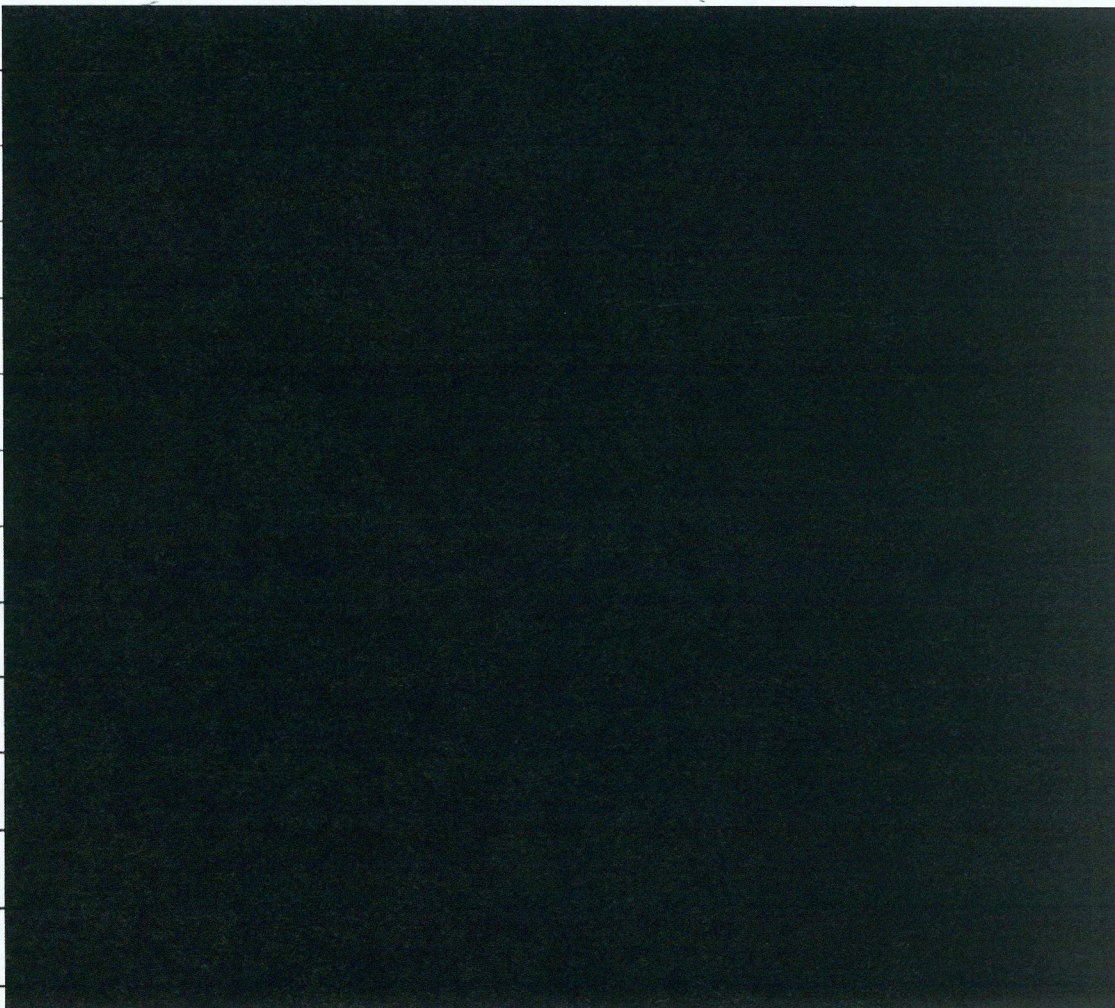


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Harmony Grove Interchange | Public Informational Workshop | Tuesday, January 13, 2026 | 5:00 to 8:00 PM



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Name	Physical Address or Email Address
John Nabors	
LAURA CUIDEN	
Robert + Aleanna Gess	
(2) Wendy Thomas / <sup>DAVE</sup> Foderbaugh	
ARON REE	
SAMER PETRO	
Susan Adrian	
(2) Jeff & Sara Goff	
Parker Grimes	
Lindsay Bland	
GINGER BURNS	
MandyAnn Foltz	
DAVID DONALDSON	

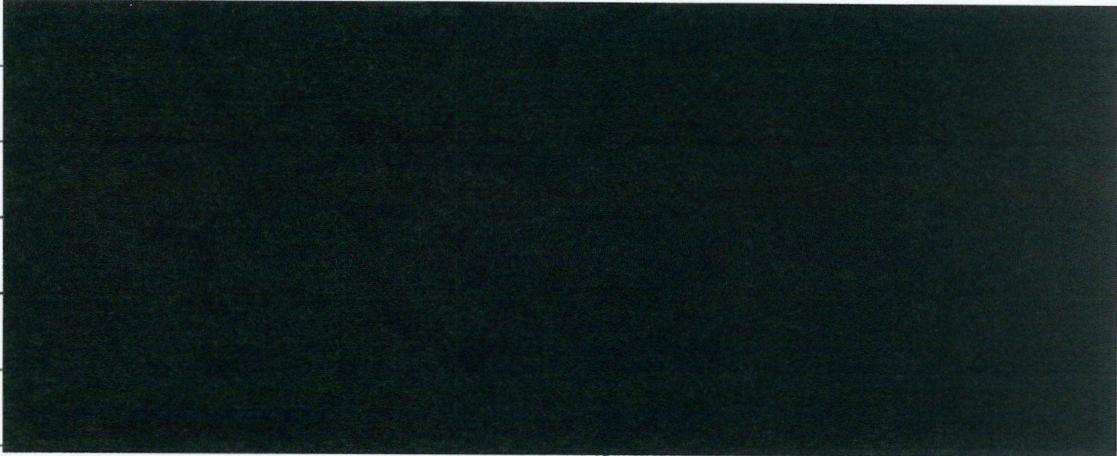


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Federal Highway  
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Harmony Grove Interchange | Public Informational Workshop | Tuesday, January 13, 2026 | 5:00 to 8:00 PM



**PLEASE PRINT**

Name	Physical Address or Email Address
Maria Smith	
Scott Nale	
Jeff Carter	
Chris Lambert	
Martin Kim Garcia	
Chris Stewart	

APPENDIX C  
ADDITIONAL RARE, THREATENED, AND  
ENDANGERED SPECIES COORDINATION

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Governor Patrick Morrisey

Director Brett W. McMillion

March 3, 2026

Mr. Randy Epperly  
Division of Highways  
Technical Support Division  
1900 Kanawha Blvd., East  
Building Five Room 110  
Charleston, WV 25305-0430

Dear Mr. Epperly,

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

State Project: T631-79-151.16  
Harmony Grove Interchange  
Monongalia County

According to our database there are no bats, RTE species, or reproducing trout streams within the project buffer.

There are no known bald eagle nests within a 660-foot buffer of your proposed project. However, your project is located within a predicted bald eagle abundance area and within one mile of the Monongalia River. If your project will have significant prolonged construction activities (> 2 weeks) between December 15 - July 15th that may include impact drop hammer devices, blasting, or other similar activities that will produce sounds > 90 decibels, or large ( $\geq 12$ " dbh) tree removal, then an eagle nest survey is recommended but not required. In order to minimize unintentional violation of the Bald and Golden Eagle Protection Act, we recommend that, prior to commencement of project activities, a ground transect survey be conducted during the leaf-off period (12/1 to 3/15) to confirm the absence of active bald eagle nest(s) within 660 feet (200 meters) of the project site. If a bald eagle nest or evidence of nest building activity is discovered, you should immediately contact WVDNR Ornithologist Mr. Richard Bailey at 304-630-0213 ([Richard.S.Bailey@wv.gov](mailto:Richard.S.Bailey@wv.gov)).

The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state, and further consultation may be required.

**WEST VIRGINIA DIVISION OF NATURAL RESOURCES | ELKINS OPERATION CENTER**

P.O. Box 67 | 738 Ward Road | Elkins, WV 26241 | ph (304) 637-0245 | fax (304) 637-0250 | WVdnr.gov

The information provided is the result of a search of the following bat buffers: summer occurrences, captures, and hibernacula for each of the Indiana bat, northern long-eared bat, Virginia big-eared bat, and tricolored bat. Data provided include and differentiate between the inner- and outer-tiers of capture, roost and hibernacula records, respectively, and identify anthropogenic sites such as bridges and culverts. All buffer types and distances are consistent with U.S. Fish and Wildlife Service values as of December 13th, 2024. Please note that due to changes in the U.S. Fish and Wildlife Service guidance, and concurrent updates to the WVDNR records database, new records request responses may differ from past requests. In particular, the current U.S. Fish and Wildlife Service guidance reduces northern long-eared bat and tricolored bat buffers at culverts, bridges, and at all tricolored bat hibernacula. The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state, and further consultation may be required.

Additionally, any concurrence requirements for federally listed species must come from the US Fish and Wildlife Service. The Wildlife Resources Section knows of no other surveys that have been conducted in the area 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 area under review. This response is valid for three years.

Thank you for your inquiry, and should you have any questions please feel free to contact me at the number below, or [Anne.M.Wakeford@wv.gov](mailto:Anne.M.Wakeford@wv.gov).

Sincerely,

*Anne M. Wakeford*

Anne M. Wakeford  
Wildlife Biologist  
Environmental Coordination  
Operations Unit



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION  
**Division of Highways**

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

Stephen T. Rumbaugh, P. E.  
Secretary of Transportation  
Commissioner of Highways

March 3, 2026

Mr. Danny Bennett  
West Virginia Division of  
Natural Resources  
Post Office Box 67  
Elkins, West Virginia 26241

Dear Mr. Bennett:

State Project T631-79-151.16  
Federal Project N/A  
Harmony Grove Interchange  
Monongalia County

The Division of Highways is developing the subject project at the location shown on the attached vicinity maps. The project consists of building a new interchange on Interstate 79 at mile marker 151. Your office previously cleared this project by letter dated March 13, 2025. The project has not changed, but an updated clearance is needed to complete the final National Environmental Policy Act (NEPA) clearance.

The project location is shown on the USGS, Morgantown South, quadrangle map. The approximate center coordinates of the project location are 39.604993, -79.993329.

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 Randy Epperly of our Environmental Section at 304-414-6439 or Randy.T.Epperly@wv.gov.

Very truly yours,

 Date: 2026.03.03  
07:43:16-05'00'

Randy Epperly, Acting Section Head  
Environmental Section  
Engineering Division

RTE: e  
Attachments  
cc: DSN(RE)



Governor Patrick Morrisey

Director Brett W. McMillion

March 13, 2025

Ms. Sondra Mullins  
Division of Highways  
Technical Support Division  
1900 Kanawha Blvd., East  
Building Five Room 110  
Charleston, WV 25305-0430

Dear Ms. Mullins,

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

Harmony Grove Interchange  
Interstate 79 (MP-151) and County Route 45  
Monongalia County

According to our database there are no bats, RTE species, or reproducing trout streams within the project buffer.

There are no known bald eagle nests within a 660-foot buffer of your proposed project. However, your project is located within a predicted bald eagle abundance area within one mile of the Monongalia River and there is a potential of an undocumented nest within your project's AOI. In order to minimize unintentional violation of the Bald and Golden Eagle Protection Act, we recommend that, prior to commencement of project activities, a ground transect survey be conducted during the leaf-off period (12/1 to 3/15) to confirm the absence of active bald eagle nest(s) within 660 feet (200 meters) of the project site. If a bald eagle nest or evidence of nest building activity is discovered, you should immediately contact WVDNR Ornithologist Mr. Richard Bailey at 304-630-0213 ([Richard.S.Bailey@wv.gov](mailto:Richard.S.Bailey@wv.gov)).

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The information provided is the result of a search of the following bat buffers: summer occurrences, captures, and hibernacula for each of the Indiana bat, northern long-eared bat, Virginia big-eared bat, and tricolored bat. Data provided include and differentiate between the inner- and outer-tiers of capture, roost and hibernacula records, respectively, and identify

**WEST VIRGINIA DIVISION OF NATURAL RESOURCES | ELKINS OPERATION CENTER**

P.O. Box 67 | 738 Ward Road | Elkins, WV 26241 | ph (304) 637-0245 | fax (304) 637-0250 | [WVDnr.gov](http://WVDnr.gov)

anthropogenic sites such as bridges and culverts. All buffer types and distances are consistent with U.S. Fish and Wildlife Service values as of December 13th, 2024. Please note that due to changes in the U.S. Fish and Wildlife Service guidance, and concurrent updates to the WVDNR records database, new records request responses may differ from past requests. In particular, the current U.S. Fish and Wildlife Service guidance reduces northern long-eared bat and tricolored bat buffers at culverts, bridges, and at all tricolored bat hibernacula. The information provided above is the product of a database search and retrieval. This information does not satisfy other consultation or permitting requirements for disturbances to the natural resources of the state, and further consultation may be required.

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Thank you for your inquiry, and should you have any questions please feel free to contact me at the number below, or [Anne.M.Wakeford@wv.gov](mailto:Anne.M.Wakeford@wv.gov).

Sincerely,

*Anne M. Wakeford*

Anne M. Wakeford  
Wildlife Biologist  
Environmental Coordination  
Operations Unit

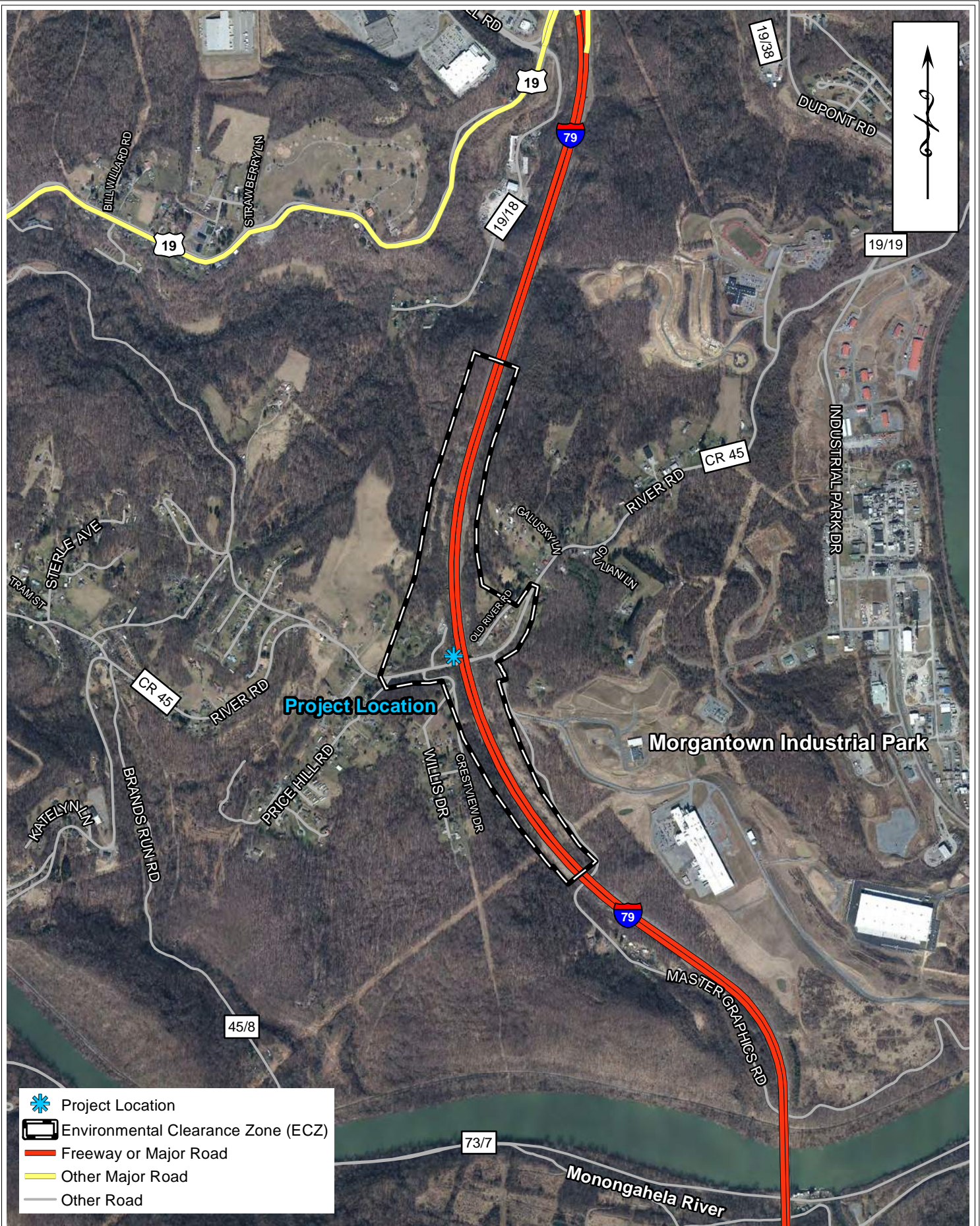




Figure A-6: Project Environmental Clearance Zone (ECZ)  
Monongalia County - West Virginia



-  Project Location
-  Environmental Clearance Zone (ECZ)





## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
West Virginia Ecological Services Field Office  
6263 Appalachian Highway  
Davis, WV 26260-8061  
Phone: (304) 866-3858 Fax: (304) 866-3852

In Reply Refer To:

03/03/2026 16:41:03 UTC

Project Code: 2025-0079197

Project Name: Harmony Grove Interchange

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). If you determine that other federally protected species not listed in this Official Species List are present in your action area, you are still responsible to analyze your potential effects to those species and consult with the U.S. Fish and Wildlife Service if consultation is required.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of

this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

## **OFFICIAL SPECIES LIST**

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**West Virginia Ecological Services Field Office**

6263 Appalachian Highway

Davis, WV 26260-8061

(304) 866-3858

## PROJECT SUMMARY

Project Code: 2025-0079197  
Project Name: Harmony Grove Interchange  
Project Type: Railroad - Maintenance/Modification  
Project Description: Enrout Properties, LLC (Enrout), in coordination with the West Virginia Division of Highways (WVDOH), is developing the subject project at the location shown on the attached vicinity maps. The project is proposing to build a new interchange off of Interstate 79 at approximate mile marker 151. This project is being privately funded by Enrout but still requires approval from the WVDOH. The project location is shown on the attached USGS Morgantown South quadrangle map. The approximate center coordinates of the project location are 39.604993, -79.993329.

### Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.603892200000004,-79.99250569610692,14z>



Counties: Monongalia County, West Virginia

## ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>All activities in this location should consider potential effects to this species. This project is not within a known-use area, but potentially occupied habitat may exist. Please contact the WVFO for further coordination.</li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/10515">https://ecos.fws.gov/ecp/species/10515</a>	Proposed Endangered

## INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Proposed Threatened

## CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

## USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

# BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act <sup>2</sup> and the Migratory Bird Treaty Act (MBTA) <sup>1</sup>. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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1. The [Bald and Golden Eagle Protection Act](#) of 1940.
2. The [Migratory Birds Treaty Act](#) of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

## Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

## Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<b>Bald Eagle <i>Haliaeetus leucocephalus</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Sep 1 to Aug 31
<b>Golden Eagle <i>Aquila chrysaetos</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1680">https://ecos.fws.gov/ecp/species/1680</a>	Breeds elsewhere

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

### Breeding Season (■)

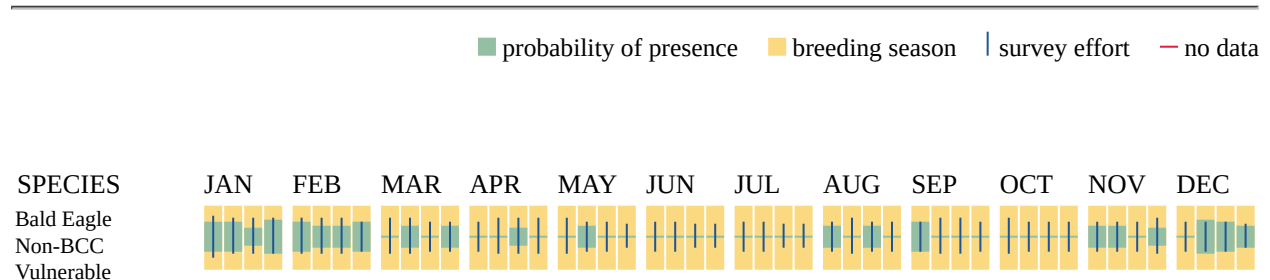
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

### Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

### No Data (-)

A week is marked as having no data if there were no survey events for that week.



Golden Eagle  
 Non-BCC  
 Vulnerable



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) <sup>1</sup> prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

- 
1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Sep 1 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9399">https://ecos.fws.gov/ecp/species/9399</a>	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
<p><b>Black-capped Chickadee</b> <i>Poecile atricapillus praticus</i>  This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA  <a href="https://ecos.fws.gov/ecp/species/10645">https://ecos.fws.gov/ecp/species/10645</a></p>	Breeds Apr 10 to Jul 31
<p><b>Bobolink</b> <i>Dolichonyx oryzivorus</i>  This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9454">https://ecos.fws.gov/ecp/species/9454</a></p>	Breeds May 20 to Jul 31
<p><b>Canada Warbler</b> <i>Cardellina canadensis</i>  This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9643">https://ecos.fws.gov/ecp/species/9643</a></p>	Breeds May 20 to Aug 10
<p><b>Cerulean Warbler</b> <i>Setophaga cerulea</i>  This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/2974">https://ecos.fws.gov/ecp/species/2974</a></p>	Breeds Apr 27 to Jul 20
<p><b>Chimney Swift</b> <i>Chaetura pelagica</i>  This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9406">https://ecos.fws.gov/ecp/species/9406</a></p>	Breeds Mar 15 to Aug 25
<p><b>Golden Eagle</b> <i>Aquila chrysaetos</i>  This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.  <a href="https://ecos.fws.gov/ecp/species/1680">https://ecos.fws.gov/ecp/species/1680</a></p>	Breeds elsewhere
<p><b>Henslow's Sparrow</b> <i>Centronyx henslowii</i>  This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/3941">https://ecos.fws.gov/ecp/species/3941</a></p>	Breeds May 1 to Aug 31
<p><b>Kentucky Warbler</b> <i>Geothlypis formosa</i>  This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9443">https://ecos.fws.gov/ecp/species/9443</a></p>	Breeds Apr 20 to Aug 20
<p><b>Prairie Warbler</b> <i>Setophaga discolor</i>  This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9513">https://ecos.fws.gov/ecp/species/9513</a></p>	Breeds May 1 to Jul 31
<p><b>Prothonotary Warbler</b> <i>Protonotaria citrea</i>  This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.  <a href="https://ecos.fws.gov/ecp/species/9439">https://ecos.fws.gov/ecp/species/9439</a></p>	Breeds Apr 1 to Jul 31

NAME	BREEDING SEASON
<b>Red-headed Woodpecker</b> <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9398">https://ecos.fws.gov/ecp/species/9398</a>	Breeds May 10 to Sep 10
<b>Rusty Blackbird</b> <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9478">https://ecos.fws.gov/ecp/species/9478</a>	Breeds elsewhere
<b>Wood Thrush</b> <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9431">https://ecos.fws.gov/ecp/species/9431</a>	Breeds May 10 to Aug 31

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

### Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

### Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

### No Data (—)

A week is marked as having no data if there were no survey events for that week.

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■ probability of presence   ■ breeding season   | survey effort   — no data

SPECIES    JAN    FEB    MAR    APR    MAY    JUN    JUL    AUG    SEP    OCT    NOV    DEC



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

## **IPAC USER CONTACT INFORMATION**

Agency: West Virginia Division of Highways

Name: Ashley Gauntt

Address: 1334 Smith St

City: Charleston

State: WV

Zip: 25303

Email: ashley.v.gauntt@wv.gov

Phone: 3044146401

## **LEAD AGENCY CONTACT INFORMATION**

Lead Agency: Federal Highway Administration

## WVDOH Bald Eagle guidance CY2025 final

Richard Bailey; State Ornithologist; Richard.S.Bailey@wv.gov

Below are criteria that would render an activity categorically exempt from a WVDNR recommendation to survey for bald eagle nest(s):

### 1. Time-of-year

- Regardless of assessed risk, any project, statewide, where work will only occur between July 16 and December 14, within a single year or across multiple years, *and* where work *will not* include removal of large ( $\geq 12''$  dbh) trees or snags.

### 2. Assessed risk (eagle abundance-risk map)

- Any project where work will occur between December 15 and July 15, within a single year or across multiple years, but the project is not within an area of assessed risk (eagle risk map; greater than 1 mile from the Kanawha, Ohio, Potomac, or Shenandoah rivers).

### 3. Landscapes and habitats

- Any project, statewide, where #1 or #2 don't apply, but where the entirety of a 200m (660ft) project buffer lacks large ( $\geq 12''$  dbh) trees or snags.
- Any project, statewide, where #1 or #2 don't apply, but where the entirety of a 200m (660ft) project buffer lacks significant water features (impoundments  $\geq 1$ ac, HUC12 or larger streams).
- Any project, statewide, where #1 or #2 don't apply, but where the entirety of a 200m (660ft) project buffer is characterized by dense residential and/or urban development.

### 4. Type of activity

- Any project, statewide, where #1-#3 don't apply, where the activity will not include impact devices, blasting, or large ( $\geq 12''$  dbh) tree removal, and will occur for  $\leq 2$  consecutive weeks.
- The below activities are categorically exempt from a recommendation to survey, regardless of all above considerations:
  - a. Non-motorized recreational trail construction and maintenance (hiking, biking, etc.) where large ( $\geq 12''$  dbh) trees will not be removed and impact devices/blasting will not be used
  - b. Bridge construction, replacement, or maintenance for sub-HUC12 streams
  - c. Road overpass or ramp construction, replacement, or maintenance, where overpass or ramp overlaps a built environment (other roads, rail corridors, structures, etc.)
  - d. Sidewalk construction, replacement, or maintenance
  - e. ADA ramp construction, replacement, or maintenance
  - f. Traffic signal construction, replacement, or maintenance
  - g. Traffic signage construction, replacement, or maintenance
  - h. Road paving, surface patching, or repair
  - i. Culvert and pipe construction, replacement, or maintenance

- j. Drainage structure construction, replacement, or maintenance
- k. Bank and shoulder stabilization where impact devices, blasting, or removal of large trees ( $\geq 12''$  dbh) will not be required
- l. Tree trimming, herbicide application, and other roadside vegetation management
- m. Removal of all hazard trees or snags at roadside regardless of size
- n. Sediment and debris removal

**5. Examples of activities, not subject to exceptions #1–3 above, likely to receive a recommendation to survey**

- a. Bridge construction, replacement, or major repair for HUC12 or larger streams and rivers, and where the riparian corridor has large ( $\geq 12''$  dbh) trees and/or forested slopes
- b. New road construction in a landscape suitable for eagle nesting (see above), that requires use of impact devices, blasting, or large ( $\geq 12''$  dbh) tree removal
- c. Projects that will produce sustained noise  $\geq 90$ db for a period  $\geq 2$  consecutive weeks
- d. Projects that will require extensive ( $\geq 1$ ac) tree removal

**6. Stipulations**

- 1. Regardless of activity, staff or contractors should always be alert and scan for possible nests or agitated birds.
- 2. If a suspected nest is found or inferred from eagle behavior, pause work and contact Richard Bailey ([Richard.S.Bailey@wv.gov](mailto:Richard.S.Bailey@wv.gov); 304-642-6998) to consult.



Gauntt, Ashley V &lt;ashley.v.gauntt@wv.gov&gt;

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**WVDOH Harmony Grove Interchange, Monongalia County (39.604993, -79.99332):  
Bald Eagle Buffer Review**

3 messages

**Gauntt, Ashley V** <ashley.v.gauntt@wv.gov>

Mon, Apr 7, 2025 at 11:32 AM

To: Richard S Bailey &lt;richard.s.bailey@wv.gov&gt;

Cc: Sondra L Mullins &lt;sondra.l.mullins@wv.gov&gt;, Nathan Mullins &lt;nathan.w.mullins@wv.gov&gt;

Good morning Richard,

I hope you have been doing well.

Attached are the shapefiles, buffer map and boundary map for the above mentioned project. This project spreads out lengthwise along the highway enough to extend beyond one 660ft buffer circle. I added two more to show how far it would extend past the boundary. I can easily add more circles to encompass the whole boundary if necessary.

Do you feel a Bald Eagle Nest assessment is necessary here? If so, would it be the whole boundary or part of it?

When you get a chance, please let us know.

Thank you,

Ashley gauntt

--



**Ashley Gauntt**  
**Highway Environmental Resource Specialist**  
**WVDOH – Division of Highways**  
**Technical Support Division**  
**NEPA Compliance and Permitting Section**  
**Building 5**  
**1900 Kanawha Boulevard East**  
**Charleston, WV 25305**  
**Office (304) 414-6401 | Email**  
**[ashley.v.gauntt@wv.gov](mailto:ashley.v.gauntt@wv.gov)**

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**3 attachments**

 **2022-1-6\_LOD\_Enrout Prop-Harmony Grove.zip**  
3K

 **03112025\_USGSSiteLocation\_Harmony.pdf**  
2614K

 **Harmony Grove Interchange Bald Eagle Assessment Area.docx**  
5145K

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**Bailey, Richard S** <richard.s.bailey@wv.gov>  
To: "Gauntt, Ashley V" <ashley.v.gauntt@wv.gov>  
Cc: Sondra L Mullins <sondra.l.mullins@wv.gov>, Nathan Mullins <nathan.w.mullins@wv.gov>

Mon, Apr 7, 2025 at 11:57 AM

Hi Ashley, no concerns wrt eagles for this project.

Thanks!

Richard Bailey  
State Ornithologist; Wildlife Resources Section  
Office (304) 630-0213 | Cell (304) 642-6998 | Fax (304) 637-0250  
Richard.S.Bailey@wv.gov  
Elkins Operations Center  
P.O Box 67 | [738 Ward Road](#) | [Elkins, WV 26241](#)



[Quoted text hidden]

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**Gauntt, Ashley V** <ashley.v.gauntt@wv.gov>  
To: "Bailey, Richard S" <richard.s.bailey@wv.gov>

Mon, Apr 7, 2025 at 11:57 AM

Thank you!  
[Quoted text hidden]