



243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

MPO Transportation Technical Advisory Committee Meeting
Conference Room
MPO Offices
243 High Street Room 110
Morgantown WV
October 9, 2018

1:30 PM

1. Call To Order
2. Approval of Minutes
3. Public Involvement Policy Amendment
4. Bicycle and Pedestrian Plan UPWP Amendment
5. Morgantown Industrial Park Access Study Transportation Plan Amendment
6. Transportation Equity Project Presentation
7. Other Business
8. Meeting Adjournment



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Memorandum

Date: October 4, 2018
To: Transportation Technical Advisory Committee Members
From: Bill Austin, AICP
Subject: October 9, 2018 TTAC Meeting Agenda Items

This memorandum is to inform you of the action items for the October 9th TTAC Meeting.

-Public Involvement Policy Amendment- The MPO's Public Involvement Policy was reviewed as part of Mountain Line Transits triennial review by the Federal Transit Administration. During the conduct of the review it was recommended that the MPO add three items to the Public Involvement Policy. Those items were:

- Specify that public meetings will be held in convenient locations and at convenient times for the public.
- Specify that the public involvement activities would include the use of graphic presentations.
- Specify that the MPO will periodically review the policy to ensure that the policy is adequate.

Please find attached a draft of the revised policy for your review. If you find it acceptable staff would appreciate the TTAC recommending that the Policy Board adopt the revised policy.

-Bicycle and Pedestrian Plan UPWP Amendment-The Bicycle and Pedestrian Plan consultant selection committee has recommended that Alta Consulting in partnership with Stantec be selected to prepare the MPO's Bicycle and Pedestrian Plan. Some of the major items the plan will include:

- A comprehensive inventory of and plan for the area's bicycle and pedestrian facilities
- An evaluation of the needs of transportation disadvantaged communities
- The development of a comprehensive model of the demand for bicycle and pedestrian facilities
- A capital improvement program for each of the area's jurisdictions for facilities to fill the gaps identified in the network
- A comprehensive public involvement program.
- Preliminary designs for important facilities
- A review of the current regulations related to sidewalks
- Participation in the WVDOH Peer Review process scheduled for December 5-7.

The City of Morgantown, WVU, Monongalia County, and Westover participated in the consultant selection process and have agreed to fund the Study. Each entity has had an opportunity to review the Scope of Work for the project. The consulting team initially proposed to perform the Study for \$290,000. MPO Staff worked to cut the price to \$265,606. The work for the project will be conducted over two fiscal years.

It is respectfully requested that the TTAC recommend amending the FY 2018-19 UPWP to include \$265,606 for the Bicycle and Pedestrian Study. A full scope of work for the project is included in the agenda packet..

-Morgantown Industrial Park Access Study- The Monongalia County Commission and the Morgantown Industrial Park requested that the MPO Staff perform a Study of the need for additional access to the Industrial Park. These agencies identified three issues to be looked at as part of the Study;

- Planned growth at the Park
- The closure of River Road and the subsequent elimination of secondary emergency services access to the site.
- The impact of truck traffic on Westover.

The purpose of the Study was to determine if there was significant transportation need to enhance access to the site. Please find enclosed a draft report evaluating the need for additional access to the site as well as providing a preliminary estimate of future traffic for the area. The Study recommends that the Urban Area Transportation Plan be amended to include additional access to the Industrial Park with additional study being needed to identify a preferred alternative. Please find a copy of the report for your information included in the agenda packet. It is respectfully requested that the TTAC recommend adoption of the reports recommendation, that the Metropolitan Transportation Plan be amended to include additional access to the Morgantown Industrial Park.

-Transportation Equity Project Presentation-The MPO's Unified Planning Work Program includes an item to develop a guide for how the public can work within the MPO process. This work has led MPO Staff to work with the WVU School of Health Policy to develop tools to enhance transportation disadvantaged community participation in the transportation planning process.

Dr. Lauri Andress, the project director, is Assistant Professor in WVU's Department of Health Policy, Management & Leadership. Sandra Fallon is an instructional designer and adult education expert.

Dr. Andress and Ms. Fallon would like to conduct a few brainstorming and questioning activities with TTAC members to gather their input about (1) current transportation planning and citizen input processes, (2) challenges in working with underserved populations, (3) topics to include in a transportation equity curriculum, and (4) using new strategies such as Photo Voice and Story Map in their work with underserved populations.



243 High St. Room 110
Morgantown WV, 26505
www.plantgether.org

MINUTES

MPO Transportation Technical Advisory Committee
MMMPO Conference Room
243 High St. Room 110, Morgantown, WV
August 7, 2018, 1:30 PM

Members Present

Bill Austin, Rich Wood, Brian Carr, Bob Edwards, Chris Fletcher, Chris Kinsey

Others Present

John Whitmore, Jing Zhang-MMMPO

1. Call to Order

With a quorum present, Mr. Austin called the meeting of the TTAC to order at 1:30 PM.

2. Approval of the Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda packet. Mr. Fletcher noted that the minutes for discussion of item five was not complete. It should add his suggestion that the Study should include a CIP for pedestrian and bicycle infrastructure improvements for Westover, Granville, and Star City. Mr. Fletcher then moved to approve the minutes as corrected, seconded by Mr. Wood. With no discussion, the motion was unanimously approved.

3. TIP Amendments

Mr. Austin noted that West Virginia Department of Transportation-Division of Highways, has requested TIP Amendments. The amendments both are bridge inspection projects for the Morgan Run Bridge on WV 43 at Milepost 2.06. Mr. Fletcher moved to recommend approval of the TIP Amendments to the Policy Board as presented, seconded by Mr. Wood. With no discussion, the motion was unanimously approved.

4. Pedestrian Plan RFP-Update

Mr. Austin noted that the MPO had received five proposes for the pedestrian and bicycle study. The Selection Committee completed evaluation of the firms and selected three firms with best qualifications for an interview. The interview will take place in later August. The MPO will negotiate with the selected consulting firm to refine the final scope of work for this project before entering into a formal contract.

5. Ongoing Project Update-MMMPO

Mr. Austin noted that the MPO will conduct an access study for the Morgantown Industrial Park to identify and evaluate alternative access to I-79 from the park. The study will be the primary task for the MPO this fall. The MPO will also conduct an operational study at the intersection of Willey St and Richwood Ave. The data collection for this project will begin at early September. Mr. Austin asked Mr. Fletcher about re-scheduling the Richwood intersection study to early next year. Mr. Fletcher noted that since the data will be collected in the fall, he agrees that the analysis and public involvement for the study could be performed early next year.

Mr. Austin noted that MPO staff will be attending the TRB conference for small and medium sized MPOs the week of 21st, and Jing will attend a national walking/cycling/places conference in the middle of September.

6. Other Business

No other business.

9. Meeting Adjournment

The meeting adjourned at 3:20 PM.



Public Involvement Policy

Adopted: November 19, 2015

Amended:

Policy Purpose

As a public agency the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is required to maintain "...continuous, comprehensive and cooperative planning process." (23 U. S. Code 134 (c) (3)) This means the MMMPO is committed to providing a proactive, open and transparent public involvement process that actively seeks engagement from stakeholders and the public at large.

All public involvement activities should strive to engage underrepresented communities and stakeholders as well as the public at large. In particular any public meetings held under this Policy will be held at convenient locations and times.

The MMMPO's public involvement process must also meet the requirements of State and Federal laws and regulations for an open decision making process that is accessible to the public. The MMMPO will also develop a separate policy to address the requirements of Title VI which will be incorporated into this document when adopted. A list of applicable laws and regulations is included in Appendix 1.

This Policy is subject to the review by the following agencies:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- West Virginia Department of Transportation (WVDOT)
- Other agencies as may be required by law

As possible all public involvement activities should be coordinated with ongoing State and Federal activities, particularly for statewide transportation planning public involvement and the associated consultation processes.



3C PLANNING PROCESS

The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

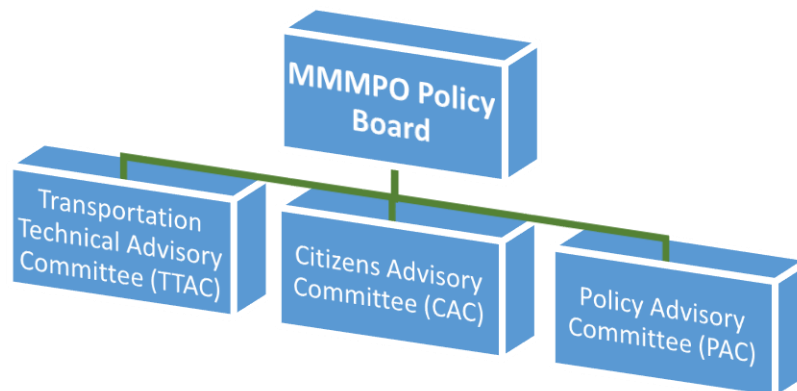
– 23 U.S. Code 134 (c) (3)

Relationship to the MMMPO Structure

The MMMPO Bylaws establishes three (3) advisory Committees for the consideration of the documents the MPO produces and the policies the MPO adopts for the development of the MPO's products, services and positions. These Committees are

- Transportation Technical Advisory Committee (TTAC)
- Citizens Advisory Committee (CAC)
- Policy Advisory Committee (PAC)

These Committees act in an advisory capacity to the MMMPO's Policy Board, the MPO's decision making body.



The TTAC and CAC meet prior to each Policy Board meeting to review items for the Policy Board's consideration. Unless there are extenuating circumstances, consideration of these items by these two Committee's is considered one of the primary outreach strategies of this Policy. The meetings of these Committee's and the related meeting agenda's for these Committees will be advertised on the MPO's website at least three (3) days prior to a regularly scheduled meeting.

Unless specifically mentioned below, all of the items considered by the Policy Board will be publicly reviewed by these Committees as part of this Public Involvement Process.

How a transportation project get approved at the MMMPO



All notices publicized on the MMMPO’s website will also be forwarded to a list of public outlets and stakeholders established in a list of media agencies to be kept by MMMPO staff. A preliminary list of these agencies is included as Appendix 2 of this document.

The MPO’s Policy Advisory Committee will meet at least twice a year to discuss ongoing policy initiatives and the activities of the MPO. These meetings will be conducted in an open public forum format.

As the decision making body for the MMMPO, the Policy Board will adhere to the following guidelines:

- Regularly scheduled Policy Board meetings will be broadcast on the City of Morgantown’s public access channel unless technical difficulties do not allow this.
- The agenda for the Policy Board will be publicized on the MPO Website six (6) days prior to the Policy Board meeting.
- Special meetings may be called where it may not be possible for the meeting to be broadcast. In this instance adequate notice as stipulated by applicable law will be given to the public outlets and stakeholders established on the MMMPO Media/Stakeholder list.
- The Policy Board will open the floor for public comment at the beginning of each meeting. At the discretion of the Chairman, comments made to the Policy Board may be limited to four (4) minutes.

Applicability of the Public Involvement Policy

This Policy is applicable to consideration of all action items and recommendations made to and by the MMMPO Policy Board by the MMMPO’s committees with the exception of the consideration of personnel issues and similar matters that are exempted from open meetings laws under State code. The Policy also provides guidance in the development of planning documents and planning studies. In addition to meeting the requirements of the MMMPO, the Policy is meant to address the public involvement requirements for the adoption of the Transportation Improvement Program (TIP) and TIP Amendments for the Mountain Line Transit Authority.



Specific requirements for individual items considered by the MMMPO, particularly this Public Involvement Policy, the Long Range Transportation Plan (LRTP or MTP) and amendments, the

Transportation Improvement Program (TIP) and amendments, the Unified Planning Work Program (UPWP) and planning studies, and general public involvement activities are described below.



Public Involvement Policy

The initial review of this Policy will be conducted by an ad-hoc review committee established with representation from the TTAC, CAC, and Policy Board. The ad-hoc Committee will recommend the release of the Policy for a minimum of a forty five (45) day review period prior to adoption of the Policy by the Policy Board. Notice of the release of the Policy for comment will be made on the MMMPO website, provided to established media outlets and an advertisement notifying the public of the availability of the Policy will be placed in the local newspaper.

During the forty five (45) day comment period, the Policy will be reviewed prior the next Policy Board meeting by the TTAC and CAC as part of the established review process. Written comments from the public on the Policy will be forwarded to the Policy Board. Verbal comments will be summarized by Staff and forwarded to the Policy Board for their consideration during the adoption process. Staff will periodically review the effectiveness of this Policy to ensure that the procedures and strategies contained in the Policy provide a full and open process.

Long Range Transportation Plan/Metropolitan Transportation Plan Adoption and Amendment

The Long Range Transportation Plan/Metropolitan Transportation Plan is one of the two primary documents the MMMPO produces. It is crucial that the LRTP/MTP have a strong public outreach component to ensure that the plan has public support as the MPO seeks funding to implement the projects identified in the Plan.

Adoption of an Updated LRTP/MTP

Adoption of an Updated LRTP/MTP-The update of the Long Range/Metropolitan Transportation Plan requires these additional steps:

- 1) The public should be notified of the intent to update/develop the LRTP/MTP. This process may occur as part of the public involvement for the development and consideration of the Unified Planning Work Program as part of the MPO's Committee review process identified above.
 - 2** The development of the LRTP will include **at least two (2)** walk through public forums, as well as **at least two (2)** Steering Committee meetings where public comments may be received.
 - 45** Unless the draft Plan is found to need major revisions, the Steering Committee will release the draft LRTP/MTP for a **forty five (45) day** final comment period before consideration by the MPO Policy Board.
- 2) Establishment of a Steering Committee including Policy Board Members, members of the MPO's Committee's, and representatives of the general public.
- 3) The development of the Plan will include _____ at a minimum two walk through public forums, as well as at least two (2) Steering Committee meetings where public comments may be received. The first public forum will present an examination of the existing conditions in the area, and the public will be encouraged to express their concerns with transportation in the area. The second public forum will be to review the recommendations for the LRTP/MTP. The Steering

- Committee meetings will be to review the results of the public forums and to receive public comment. It is anticipated that unless the draft Plan is found to need major revisions, the Steering Committee will release the draft LRTP/MTP for a forty five (45) day final comment period before consideration by the MPO Policy Board. In addition to advertisements published a minimum of one (1) week in advance of required meetings, all public outreach activities will include the use of non-traditional media including but not limited to social media such as Facebook and Twitter and similar websites to solicit input and to advertise public involvement activities including meetings.
- 4) All public comments received during the comment period will be summarized and presented to the MPO's Committee's and the Policy Board for consideration prior to adoption of the Plan. The summarized comments will be included in an appendix to the Plan.

Amendments to the LRTP/MTP

Amendments to the LRTP/MTP will require a thirty (30) day public notification for any potential significant change to the LRTP/MTP. Minor amendments, meaning those that do not substantially impact the purpose and/or need of a project, require the same notification as a TIP Amendment. This notification will be made to the MMMPO's media and stakeholders list.

The Transportation Improvement Program (TIP) is the primary document for identifying the projects to be implemented over the next six (6) years.

Transportation Improvement Program Adoption and Amendment

The Transportation Improvement Program (TIP) is the primary document for identifying the projects to be implemented over the next six (6) years. Funding in the TIP is primarily for the first two years with the remaining years being illustrative. The MMMPO is required to prepare and update the TIP approximately every two to three year. The preparation of the TIP and amendments to the TIP will be in accord with the requirements of the applicable Federal legislation and regulations and will include adequate descriptive information including mapping as well as identification of implementing agencies, project phases, project costs, identification of Federal funds. All notices for the adoption of the TIP and amendments to the TIP will inform the

public that the MPO's Public Involvement activities also serve as public involvement for Mountain Line Transit.



*Public
Meeting
Notice*

- Post yearly calendar on the MPO's website
- Post policy board meeting agenda 6 days prior to meeting
- Post committee meeting agenda 3 days prior to meeting
- Broadcast policy board meetings on public access channel

Adoption of the TIP

Thirty (30) days prior to the preparation of the TIP a notice will be advertised in the local newspaper and provided to the Media/Stakeholders List, posted on the MMMPO's website and in social media, informing the public that the TIP will be developed and soliciting input into projects that should be recommended for inclusion in the TIP. All comments received will be documented and provided to the MPO's committees for consideration of inclusion in the draft TIP. Upon completion of the notification period the draft TIP will be included in the MPO committee process as part of the regular agenda for review by the MPO Policy Board. Upon satisfactory review by the MPO Policy Board, the Board will release the draft TIP for public comment and consideration by the Policy Board at the next regularly scheduled meeting.

Amendment of the TIP and Administrative Adjustment of the TIP

The TIP may be amended at the request of the West Virginia Department of Transportation, the MMMPO, Mountain Line Transit, West Virginia University and the MMMPO's member jurisdictions. Any proposed amendment of the TIP must be advertised fifteen (15) working days in advance of consideration by the MPO Policy Board. Proposed Amendments of the TIP will be subject to the MPO's established Committee process unless it is an emergency. Administrative Adjustments to the TIP will be in accord with the MPO's Administrative Adjustment Policy adopted August 21st 2014 see Appendix 3.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is the annual funding document for the MPO's Planning Activities. In addition to review utilizing the MMMPO's standing committee structure the development of the UPWP requires the following activities.

- 1) Notification at the November MPO Committee meetings and Policy Board meeting soliciting input for the development of the UPWP. Notification requesting input from the public, the MPO's member jurisdictions and agencies will be sought through information released to the MPO Media/Stakeholder List.
- 2) The Executive Director will prepare a draft UPWP with the aid of the MPO Executive Committee to be presented for consideration at the regularly scheduled January Policy Board meeting. Upon review the Board may recommend changes to the UPWP and recommend its release for public review for adoption at the Policy Board's regularly scheduled March meeting. All public comments received will be summarized and presented to the MPO's committees and the MPO Policy Board as part of the committee process at the March meeting.

Public Involvement for the Development of General Planning Documents

In addition to LRTP/MTP, the MMMPO prepares various planning studies and documents. Planning studies meant to further develop or modify the recommendations of the LRTP/MTP or to be adopted by the MPO's Policy Board as opposed to studies meant to document existing conditions such as the MMMPO's Traffic Count Program, must have a proactive public involvement element. The minimum elements to be included in the development of these plans include:

- 1) An ad hoc steering committee made up of stakeholders
- 2) A well-defined public involvement plan including non-traditional outreach strategies for the identification of underserved populations and how they will be addressed.
- 3) A minimum of two (2) public meetings to gather public input and to seek comments on the proposed plan.
- 4) Inclusion in the MPO's regular committee review process.

In addition to these minimum requirements, the development of these planning studies may include additional public involvement techniques including but not limited to charrettes, focus groups, newsletters, web blogs, the use of QR codes to publicize informational websites and other innovative techniques as may be found appropriate for the study being conducted. These techniques should be identified in the public involvement plan.

Ongoing Public Involvement Activities

As a public agency, the MMMPO must engage the area's residents to keep them informed of the agency's activities and potential changes that may occur to the area's transportation network. To accomplish this task the MMMPO's Staff and Officers should be engaged in an ongoing dialogue with the public through the media and public outreach.

The MPO should at a minimum, prepare and distribute a newsletter twice a calendar year and publicize the MPO's efforts through non-traditional social media on an ongoing basis. MPO Staff should also periodically make presentations to neighborhood and regional groups on the MPO's efforts that may affect the area's residents, particularly in underrepresented communities.

The MMMPO Staff should also maintain ongoing relationships with transportation-oriented groups including but not limited to the Morgantown Bike Board, the Morgantown Pedestrian Board, the Monongahela River Trails Conservancy as well as statewide organizations oriented to transportation. The Executive Director and/or Chairman of the MPO Policy Board should also regularly seek to speak to civic groups including traditional groups such as the Chamber of Commerce, Rotary and student associations, and non-traditional groups about the MPO's activities.



MPO Website



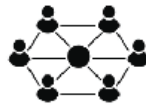
MPO Facebook



Presentations



Group Meetings



Coordination



Newsletters

This Public Involvement Policy was duly adopted by the Morgantown Monongalia Metropolitan Organization Policy Board at a regularly scheduled and duly advertised meeting. November 19, 2015.

Michael L. Kelly ~~Wesley B. Nugent~~

Chairman

J. William B. Austin, AICP

Secretary to the Board

APPENDIX 1

The Federal laws and processes covering public participation in transportation planning include the following:

- MAP-21: Moving Ahead for Progress in the 21st Century
- Title VI of the Civil Rights Act of 1964;
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000);
- The Americans with Disabilities Act of 1990, the rehabilitation Act of 1973(Section 504), and the Rehabilitation Act Amendments of 1998(Section 508); and,
- The Clean Air Act Amendments of 1990.

Appendix 2 Initial Media Stakeholders List for Distribution of Information

The Dominion Post newsroom@dominionpost.org

WAJR Radio Morgantown-

WBOY TV Clarksburg

The Daily Athenaeum WVU Student Newspaper

WMMN Radio Morgantown

Appendix 3 TIP Adjustment Policy



RESOLUTION 20014 R-2

MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION PUBLIC PARTICIPATION POLICY AMENDMENT

WHEREAS, the Morgantown Monongalia Metropolitan Planning Organization (MPO) has been requested to adopt a Policy for Administrative Adjustments to the Transit Section of the MPO's Transportation Improvement Program by Mountain Line Transit in conjunction with the Federal Transit Administration; and

Whereas, such a revision to the MPO's Policy will allow for the speedy implementation of Transit Projects while not materially impacting the project being amended in a substantive fashion; and

WHEREAS it is in the best interest of the public that projects and expenditure of project funds be made expeditiously so that the public might more quickly benefit from such investment,

NOW THEREFORE BE IT RESOLVED by the Policy Board of the Morgantown Monongalia Metropolitan Planning Organization that the MPO hereby Authorizes the Executive Director to expedite proposed changes to the Transportation Improvement Program as an Administrative Adjustment when such changes meet any one of the following criteria without violating any other one criteria:

- 1) Are less than 5% of the total project cost or \$50,000 dollars, whichever amount might be less;
- 2) Shorten the implementation and project completion timeframe of the originally approved project resulting in project delivery more quickly;
- 3) Lengthen the implementation time if such time extension does not result in a project extension of more than an additional 60 days;
- 4) Make any changes, including categorizing or reclassifying any project, timeline or funding classification or funding program source where such changes do not result in changes to the scope, expenditure or final project delivery of the originally proposed project, except as provided for in items 1), 2) and 3) above.

AND BE IT FURTHER RESOLVED that such actions meeting the stated criteria shall carry the full force of the Policy Board as if such Action had been voted upon during a regular meeting of the Board, and

BE IT FINALLY RESOLVED that such action must be reported by the Executive Director to the Policy Board electronically at the time of the action and the Public on the MPO's website and at the Board's next regularly scheduled public meeting.

ADOPTED, this 21st day of August 2014, at a regular meeting of the Morgantown Monongalia Metropolitan Planning Organization.

ATTEST:

Anthony Ciambrone

William B. Austin



Morgantown Monongalia MPO
Morgantown Industrial Park Access Study

Draft Report

October, 2018

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Appendix A: Public Participation Documentation

Appendix B: Travel Demand Model Traffic Impact Analysis Memo

Appendix C: Synchro Intersection Operational Analysis Memo

Appendix D: Study Area Traffic Count Data

Recommendations

This study identified and evaluated seven alternative ways to access the Morgantown Industrial Park. Upon reviewing the findings from the study process, the MPO staff recommends amending the MPO's Metropolitan Transportation Plan to include a project to enhance accessibility to the Morgantown Industrial Park. The MPO staff further recommends that all alternatives identified in the study should be considered in future access studies. The MPO staff does not recommend a preferred alternative in this study.

A project to enhance access to the Morgantown Industrial Park should address the following issues:

Project Name	Morgantown Industrial Park Access Improvements
Project Purpose	<ul style="list-style-type: none"> • Reducing the impact of truck traffic on Fairmont Rd and DuPont Rd in Westover. • Supporting future expansion of the Morgantown Industrial Park. • Improving the accessibility to communities along River Rd in the west side of I-79. • Providing alternative access to the Morgantown Industrial Park in event of an emergency.
Project Location	<p>Option A1- uses existing overpass to create a full diamond interchange at River Rd on I-79 and use River Rd as the access to the Industrial Park.</p> <p>Option A2- uses existing overpass to create a full diamond interchange at River Rd on I-79 and use River Rd as the access to the Industrial Park. Uses new access road in the park to provide a direct access to I-79.</p> <p>Option B- construct a new connecting road between River Rd and S Dents Run Rd, using an existing under-pass under I-79. Specific roadway alignment requires future investigation for this option.</p> <p>Option C- construct a new connecting road between River Rd and S Dents Run Rd on the west side of I-79 between the Price Hill Rd intersection and S Dents Run Rd.</p> <p>Option D- construct a bridge across the Mon River connecting the DuPont Rd and the Don Knotts Blvd near the BFS gas station.</p> <p>Option E- construct a bridge across the Mon River connecting connecting the Industrial Park to the Greenbag Rd/Don Knotts Blvd intersection.</p> <p>Option F- Repair and improve the capacity of River Rd between DuPont Rd and the Westover Bridge</p>
First Implementation Action	Conduct a study to identify the preferable alternative. If new interchange on I-79 is proposed, the study should fulfill the requirement of an Interchange Justification Report (IJR) required by the Federal Highway Administration.
L RTP Goals Directly Supported	1, 2, 3, 4, 5, 6, 8
FHWA Planning Factors Supported	a, b, c, d, e, f, g
Estimated Cost	15 million to 40 million, depending on the Option.

Introduction

Background

The Morgantown Industrial Park approached the Monongalia County Commission and the City of Westover to discuss the need for better access to the Industrial Park. The Industrial Parks concerns are based on the Industrial Parks plans to expand and the problems the Division of Highways has been having with maintaining River Road. The current closure of River Road has led to increased industrial traffic on DuPont Road in Westover. The closure also raises concerns about emergency services access to the industrial park in the event of an emergency.

The County Commission and the City of Westover asked MPO staff to study ways to improve access to the Industrial Park. The MPO staff proposed to identify possible ways to access the industrial park to ensure that as many cost effective means for addressing the concerns above are provided to future decision makers.

Purpose

The purpose of the MPO Industrial Park Access Study is to identify and evaluate alternative ways to access the Morgantown Industrial Park. It is a planning level study focusing on assessing the viability of adding a Morgantown Industrial Park Access Project to the MPO's Metropolitan Transportation Plan.

The alternative access intends to address the following three issues:

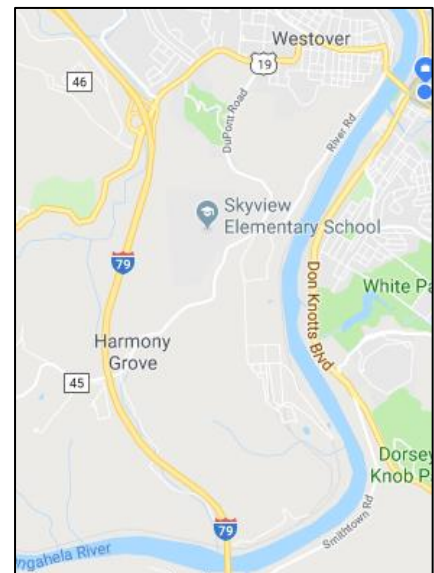
- The negative impact to Westover caused by increasing truck traffic using DuPont Rd and Fairmont Rd to access I-79.
- DuPont Road is currently the only effective access to the park due to the closure of River Road between DuPont Rd and Holland Rd. Limited access raises concerns about accessibility to the park in event of an emergency.
- The future expansion of the park may require enhanced access from the park to I-79.

Study Area

The study area includes the City of Westover, the Morgantown Industrial Park, and the west side of I-79 between the Exit 152 and Exit 148. The major street network consists of the following streets:

- River Rd from Price Hill Rd to Holland Ave
- Fairmont Rd from River Rd to the east of Mall Rd
- DuPont Rd
- S Dents Run Rd
- Westover Bridge

The study area is shown in the map on the right.



Study Process

Study Components

The study consists of three components: 1) providing a venue for coordination and discussion among stakeholders relating to Morgantown Industrial Park accessibility issues. 2) using the MPO’s Travel Demand Model to conduct an operational evaluation on the transportation network impact of proposed alternatives; and 3) conducting a planning level analysis on the impact of proposed alternatives on land use, socioeconomics, and natural environment.

Timeline

The study follows the timeline as shown below:

	July	August	September	October
Scope of Work	X			
Data Collection	X	X		
Travel Demand Model Development		X	X	X
Alternative Development and Evaluation		X	X	X
Steering Committee Meeting		X		X
Public Meeting			X	X
Draft Report				X

Steering Committee

A steering committee was established to provide guidance and oversight of study process. The committee consists of representatives from the following entities:

- The City of Westover
- Monongalia County Commission
- Monongalia County Planning Commission
- Monongalia County Development Authority
- Morgantown Industrial Park
- Mountain Line Transit Authority
- WV DOT-Division of Highways

Public Meeting

The MPO held two public meeting for this study. The first meeting was held at the Westover City Hall at September 20th, 4 PM-7 PM. About 30 residents attended this meeting. The second meeting was held at the conference room of the MPO’s office. The second meeting was held jointly with the MPO’s Citizens Advisory Committee meeting on October 11, 2018.

During the public meeting, participants were asked to indicate their preferred alternatives on a displaying board by putting a dot near the preferred alternatives.

A significant majority of participants indicated the Alternative A1 and A2 as their favorable alternatives. Detailed documentations of the public meetings are included in Appendix A.



Council Chambers

**Morgantown Monongalia MPO
Morgantown Industrial Park Access Study | Alternative Evaluation**

Alternative	Description	Location	Access	Construction	Operation	Maintenance	Safety	Aesthetics	Noise	Air Quality	Water Quality	Soil	Cultural Resources	Historic Resources	Wildlife	Cumulative Impacts	Implementation Costs		Funding Source	Key Stakeholders	
																	Construction	Operation			
A-1
A-2
B-1
B-2
C-1
C-2
D-1
D-2

Note: Red dots on the table indicate preferred alternatives.

Data Collection and Analysis

Traffic Volume

As part of the MPO’s annual vehicle traffic count on Aug 29 and Aug 30. MPO staff added several new count locations to better understand the traffic pattern in the study area. Traffic volume and locations are shown in the table below:

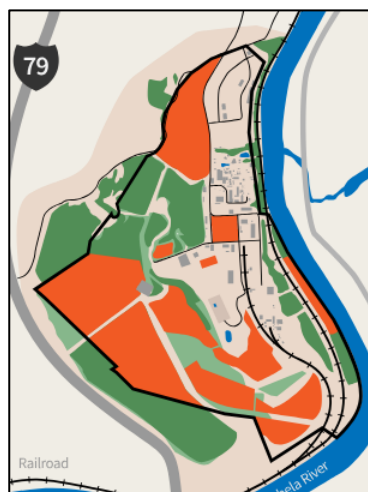
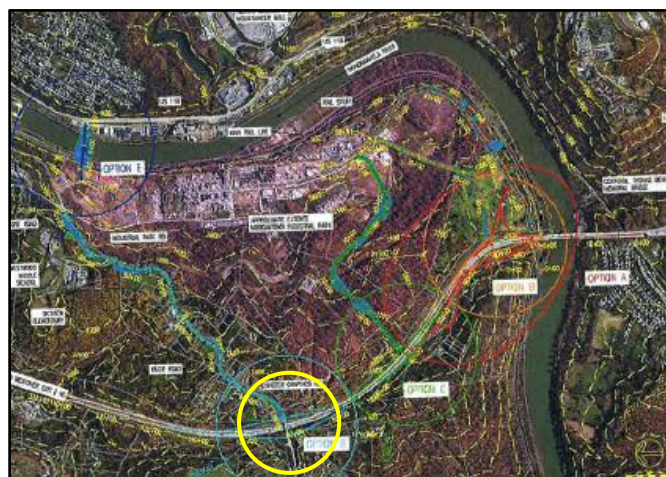
Station #	Location	Total Daily Volume	Northbound or Eastbound (Truck Traffic)	Southbound or Westbound (Truck Traffic)
69	DuPont Rd South of Fairmont Rd	7,455	3,961 (483)	3,886 (426)
89*	DuPont Rd North of River Rd	5,729	2,950 (413)	3,125 (429)
86*	River Rd, West of DuPont Rd	3,635	1,956 (110)	1,871 (78)
84*	Industrial Park Rd, South of DuPont Rd	2,050	1,065 (307)	1,093 (310)
83	Fairmont Rd, West of Commercial Dr	16,946	8754 (605)	9,084 (784)
74	Fairmont Rd, East of Mall Rd	15,702	8,396	8,133
87*	River Rd, East of River Rd Bridge over I-79	1,999	1,684	420

Newly added traffic count locations to the MPO’s regular annual traffic count.

It was noted that River Rd was closed during the traffic count period, and it was estimated that DuPont Rd was carrying the traffic that otherwise could be on River Rd. More information about traffic volume are provided in the Appendix D.

Document Review

The MPO staff reviewed the Morgantown Industrial Park Preliminary Access Study prepared by the DOH in 2016. The study identified five alternatives to provide additional access the Morgantown Industrial Park. Among the these five alternatives, Option D-I 79 River Road Full Diamond Overpass & Road Rehabilitation was identified as the most preferable alternative.



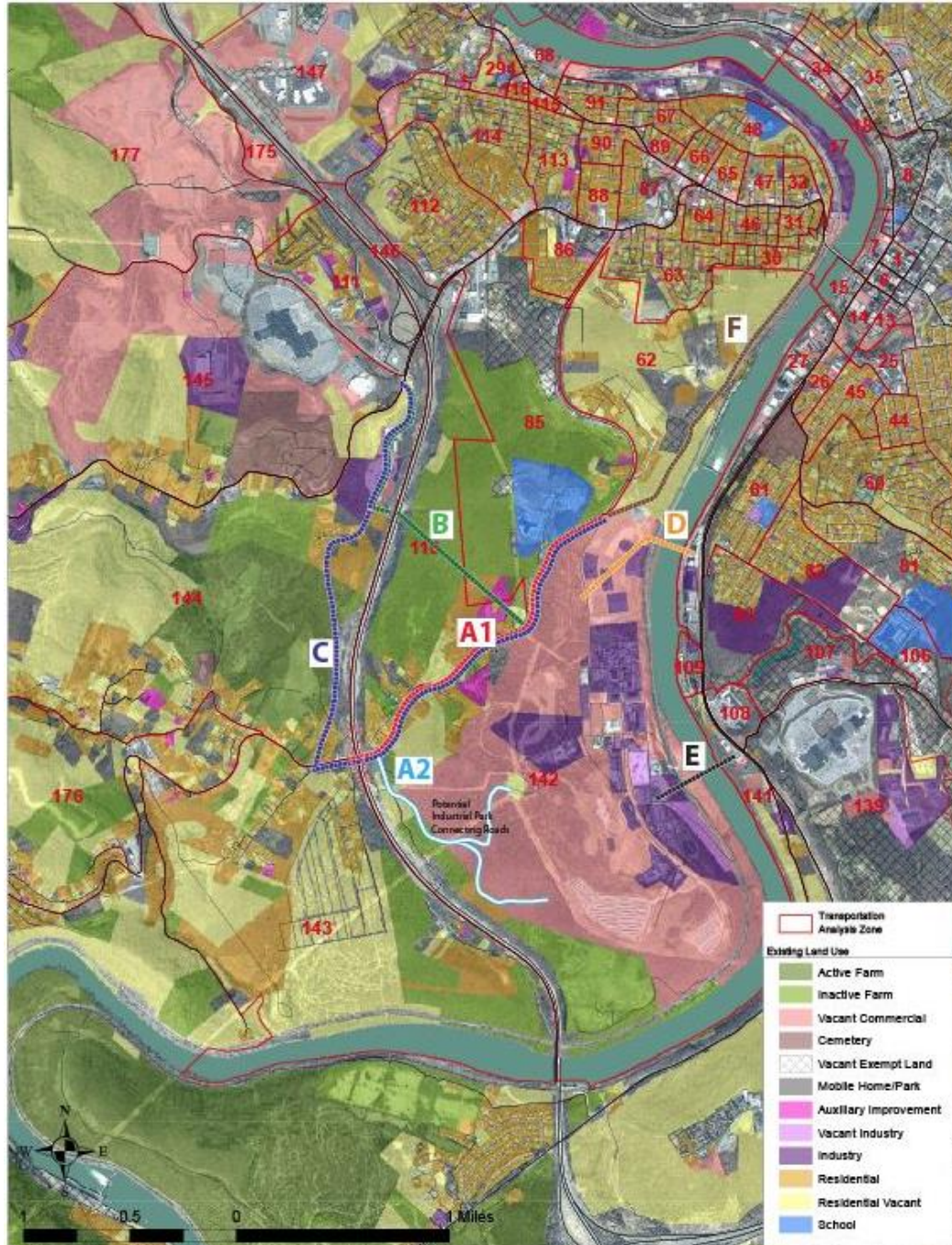
The Industrial Park provided an estimated trip generation from the expected development of the park. The MPO staff also reviewed the Land Use section of Westover’s Comprehensive Plan adopted in 2013, and the available properties and sites information on the Morgantown Industrial Park website. Land use information provide key input to modify the MPO’s travel demand model for the purpose of this study.

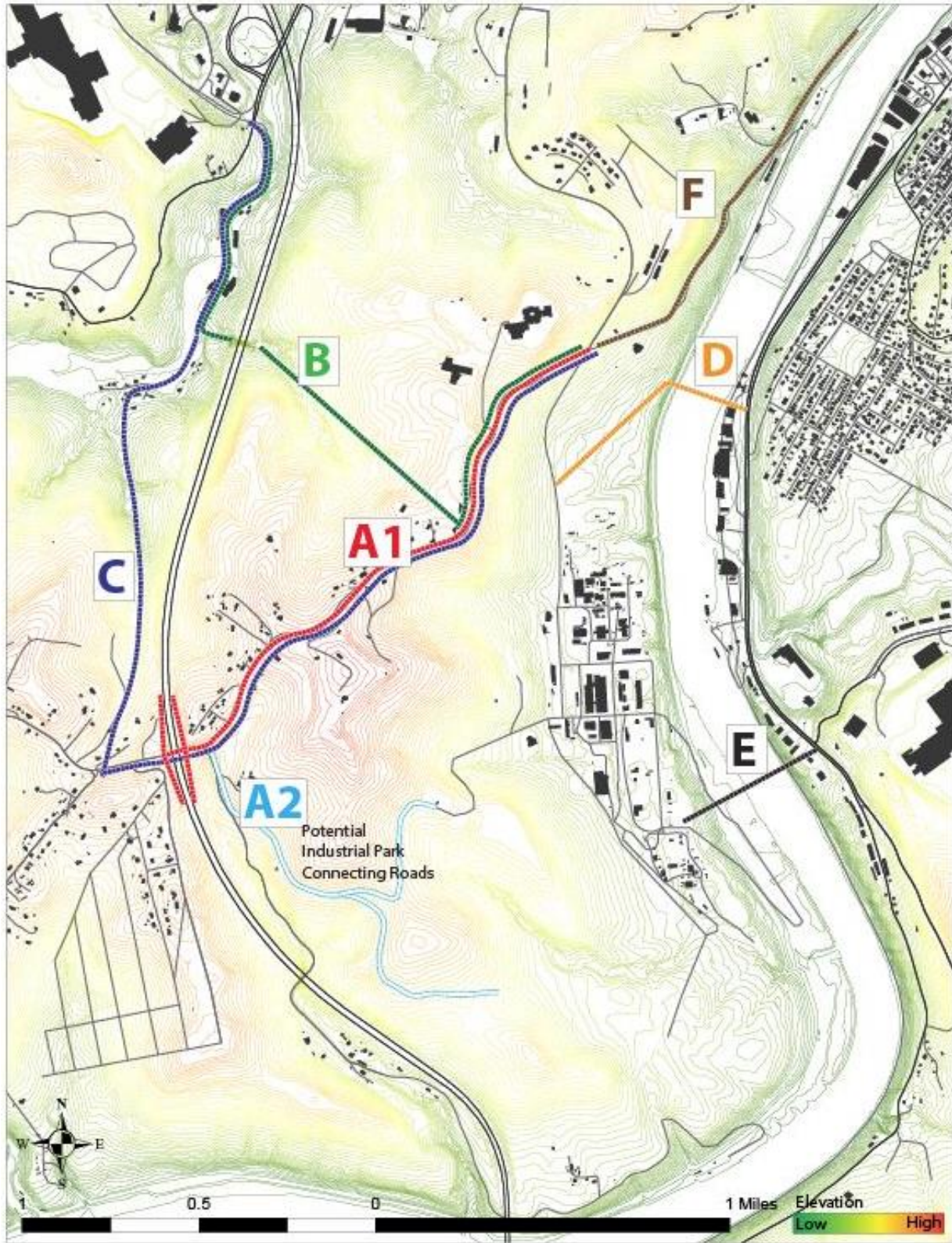
The map on the right shows the preferred location for the industrial park access, as identified in the DOH's study (in yellow circle). The map on the left shows the current available sites (shown in orange)

Current Land Use and Topography

The Monongalia County GIS database provides parcel level land use information and 10 feet contour information in the study area. The MPO used the information as basis to understanding basic condition surrounding the Morgantown Industrial Park.

The maps below show the current land use and topographic information in the study area. Identified alternatives are illustrated in the map. Information of alternative are provided in the next section of the report.





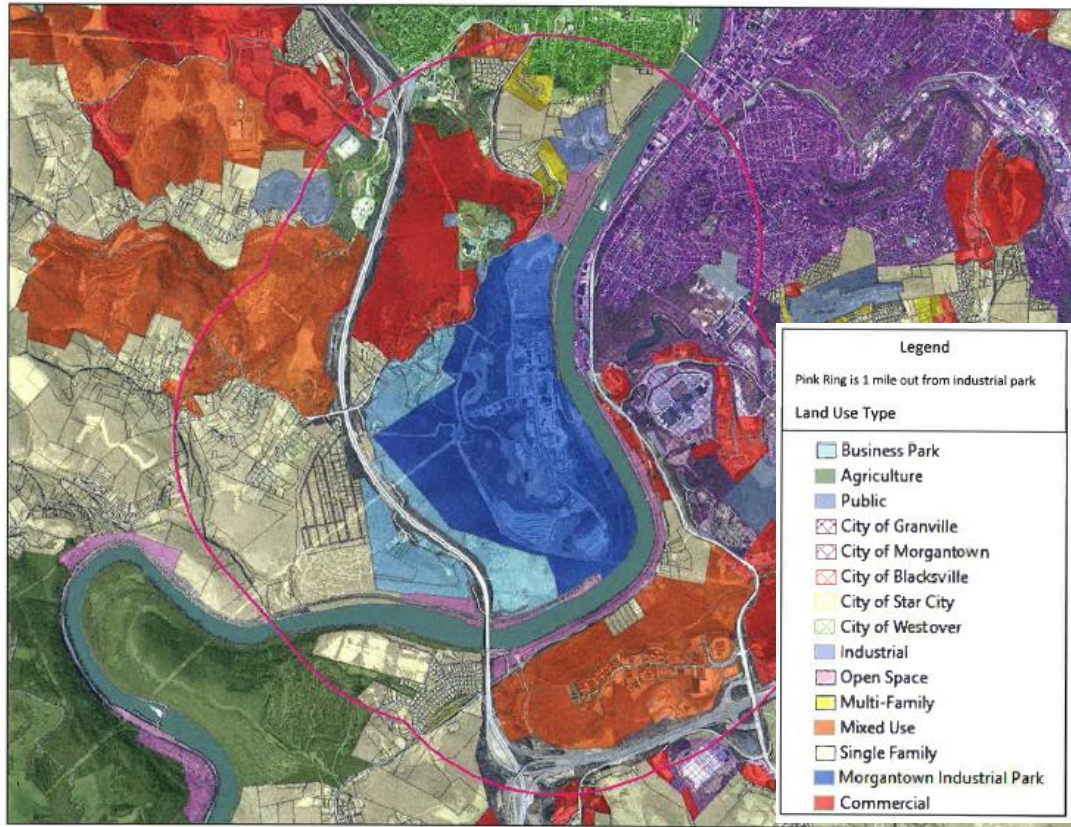
Trip Generation and Future Land Use

In order to estimate the travel demand in the area staff received an estimate of the Morgantown Industrial Parks future trip generation as developed by their consultant. The subject area also includes a portion of Monongalia County. Monongalia County planning staff prepared a rough estimate of the future land use that may develop in this area. MPO Staff developed trip generation estimates of these potential land uses to assist in estimating the demand for enhanced transportation facilities in the area. The following tables summarizes the estimated trip generation for the Industrial Park and undeveloped portions of the County upon build out.

	Area (Acre)	Developable Area (Acre)	Weekday		AM Peak		PM Peak	
			In	Out	In	Out	In	Out
Residential	645	194	2560	2560	124	275	350	180
Business Park	281	84	6300	6300	1336	254	327	1093
Mixed Use	706	212	4958	4958	152	540	569	306
Morgantown Industrial park*	Weekday AM Peak (vph)		Weekday PM Peak (vph)					
	In	Out	In	Out				
Total Trips	281	42	115		188			

*Source: MIP-Thrasher Engineering

Potential future Land Use



Map created by Patricia Booth, AICP, Monongalia County Planning Commission

Alternative Development and Evaluation

The MPO identified and evaluated seven alternatives. The maps on page 6 and 5 illustrate the location of these alternatives. The seven alternatives and their major advantages and disadvantages are:

Alt. A1-this option was identified in DOH's Morgantown Industrial Park Preliminary Access Study, conducted in 2016. Option A1 uses existing overpass to create a full diamond interchange at River Rd on I-79 and use River Rd as the access to the Industrial Park.

Major advantages of this option are:

1. Utilizing existing overpass as part of the proposed interchange on I-79.
2. Opening up development potential for the west side of I-79 on River Rd.

Major disadvantages or concerns of this option are:

1. The proposed ramps to the interchange are feasible (5-6% grade), but require substantial earthwork and ROW acquisition. It may also require potential relocation of an existing gas pipeline.
2. Interchange is located in rural area as defined in 2010 US Census map. The spacing is below the minimum interchange spacing requirement for a rural area, according to FHWA's highway design standard. It is expected that the interchange location will be classified as in the urban area in 2020, and the spacing will then meet the FHWA interchange spacing requirement.
3. Widening River Rd could be costly due to the topography and proximity of residences in River Rd the corridor.

Alt. A2-this option was identified based on the Industrial Park Master Plan developed by the Industrial Park. This option is similar to A1, except that it uses a new access road in the park to provide a direct access to I-79. River Rd improvement is not relevant to this alternative.

This option has all the advantages of Option A1. In addition, it

1. Provides the most direct access to the industrial park.
2. Requires no existing road upgrade except for the River Rd Bridge over I-79.

Major disadvantages or concerns of this option are:

1. The proposed ramps to the interchange are feasible (5-6% grade), but require substantial earthwork and ROW acquisition. It may also require potential relocation of an existing gas pipeline.
2. Interchange is located in rural area as defined in 2010 US Census map. The spacing is below the minimum interchange spacing requirement for a rural area, according to FHWA's highway design standard. It is expected that the interchange location will be classified as in the urban area in 2020, and the spacing will then meet the FHWA interchange spacing requirement.
3. Require substantial new road construction within the industrial park.

Alt. B-this option is to construct a new connecting road between River Rd and S Dents Run Rd, using an existing under-pass under I-79. The specific roadway alignment requires future investigation for this option.

Major advantages of this option are:

1. Improving system connectivity without a new interchange on I-79. Avoiding any complications associated with modifying the interstate system.
2. Opening up S Dents Run to development, which has been identified in the Westover Comprehensive Plan as an area for commercial development.

Major disadvantages or concerns of this option are:

1. Indirect access to I-79. Dubious benefits for route efficiency over current route on Fairmont Rd.
2. Requiring significant earthwork for the connecting road.

Alt. C- this option is similar to Option B, except that it proposes a connecting on the west side of I-79 between the Price Hill Rd intersection and S Dents Run Rd.

1. Major advantages of this option are similar to Option B. Compared with Option B, Option C has better road alignment flexibility and uses existing bridge as an overpass on I-79.
2. Major disadvantages or concerns of this option are similar to Option B. In addition, it requires widening River Rd, same as Alt. A1.

Alt. D- this option was identified in DOH's Morgantown Industrial Park Preliminary Access Study, conducted in 2016. It proposes a bridge across the Mon River.

Major advantages of this option are:

1. Improving system connectivity without a new interchange on I-79. Avoiding any complications associated with modifying the interstate system.

Major disadvantages or concerns of this option are:

2. Low feasibility due to steep grade of the proposed bridge location.
3. Indirect access to I-79. Dubious benefits for route efficiency over current route on Fairmont Rd.
4. Active commercial structure acquisition and demolition.

Alt. E- this option proposes a bridge across the Mon River, connecting the Industrial Park to the Greenbag Rd/Don Knotts Blvd intersection.

Major advantages of this option are:

1. Improving system connectivity without a new interchange on I-79. Avoiding any complications associated with modifying the interstate system.

Major disadvantages or concerns of this option are:

2. Indirect access to I-79. Dubious benefits for route efficiency over current route on Fairmont Rd.
3. Active commercial structure acquisition and demolition.

Alt. F- non build scenario. This scenario includes upgrading River Road to preclude recurring problems with slides.

The table on the following page shows the estimated impact of each alternative. Detailed travel demand model analysis are included in the Appendix B.








Alternatives	Construction Feasibility					Land Use Impact		
	Alignment/Ramp Feasibility and Flexibility	Earthwork	ROW Impact	Utility Relocation	Structure Acquisition and Demolition	Development Opportunity	Construction Land Consumption	Existing Residential Impact
A1 River Rd	Feasible with limited flexibility. Ramp ≈ 5-6% grade. 1.6 mile to Exit 152 and 1.8 mile to I-68	Moderate	Moderate - High impact	Substantial utility relocation on River Rd. Potential pipeline relocation at interchange.	Low impact	Connect to West side of I-79 along River Rd.	Low	Low impact
A2. Connecting Road	Feasible. Limited flexibility. Ramp ≈ 5-6% grade.	Moderate	Low impact	Low impact. Potential pipeline relocation at interchange	Low impact	Connect to future development area in the Park	High (considering industrial park area)	Low impact
B. Dents Run Tunnel	Further evaluation required	Significant	Moderate-high impact	Low impact	Moderate impact	Connect to S. Dents Run development area	High	Low impact
C. S Dents Run Road	Further evaluation required	Significant	High impact	Substantial utility relocation	Moderate impact	Connect to S. Dents Run development area	High	Low impact
D. Bridge-Plaza	Low feasibility Bridge ≈ 17% Grade	Significant	Moderate impact	Moderate impact	Significant impact	Low	Low	Low impact
E. Bridge-Greenbag Rd	Bridge ≈ 5 % Grade, Further evaluation required	Significant	Moderate impact	Moderate impact	Moderate impact	Low	Low	Low impact
F. River Rd Improvements	Keep current alignment	Moderate (repairing River Rd)	Low impact	Low impact	Low impact	Low	Low	Low impact







































































Alternatives	Transportation System Impact						
	Major Transportation Network Impact (comparing with non-built option, future year daily total traffic volume, except Alt. F)	System Connectivity	Industrial Park Access to Interstate	Spacing*	New Road Construction	Existing Road Upgrade.	Key Intersection Upgrade
A1 River Rd	<ul style="list-style-type: none"> Significantly Increase the traffic on River Rd on the west side of I-79. Increase the traffic on I-79 between the new interchange and I-68 Significantly decrease the traffic on DuPont Rd, and River Rd between DuPont Rd and Westover Bridge Decrease the traffic on Fairmont Rd in Westover Significantly decrease the traffic on Fairmont Rd, west of the Mall Rd intersection. 	Better access along the River Rd Corridor	1.7 miles	1.6 to Exit 152 1.8 mile to I-68	N/A	River Rd	River Rd and DuPont Rd
A2. MIP Connecting Road	<ul style="list-style-type: none"> Similar impact as A1, except decreasing traffic on River Rd between DuPont Rd and the new interchange. 	Better access along the River Rd Corridor	Direct access	1.6 to Exit 152 1.8 mile to I-68	Required as a part of Industrial Park Master Plan	Low impact	River Rd and Master Graphics Rd
B. Dents Run Tunnel	<ul style="list-style-type: none"> Decrease traffic on River Rd between DuPont Rd and River Rd Bridge over I-79. Significantly decrease the traffic on River Rd between DuPont Rd and Westover Bridge Significantly decrease the traffic on DuPont Rd New connecting road to S Dents Run road could carry 3,600 vehicle 	Connect River Rd to Fairmont Rd. No additional interstate access	2.8 miles	N/A	Connect to S Dents Road and Fairmont Rd	S Dents Run Rd, a portion of River Rd	S Dents Run Rd and Fairmont Rd
C. S Dents Run Road	<ul style="list-style-type: none"> Similar impact as Alt. B, except no decrease of traffic River Rd on the west side of I-79. New connecting road to S Dents Run road could carry 4,200 vehicle volume per day. 	Connect River Rd to Fairmont Rd. No additional interstate access	3.8 miles	N/A	Connect to S Dents Road and Fairmont Rd	S Dents Run Rd	S Dents Run Rd and Fairmont Rd
D. Bridge-Plaza	<ul style="list-style-type: none"> Decreasing the traffic on Westover Bridge Significantly decrease of the traffic on River Rd between Westover Bridge and DuPont Rd Significantly increase of the traffic on DuPont Rd New bridge could carry 21, 300 vehicle volume per day. Increase the traffic on Don Knotts Blvd (across the river) 	Connect DuPont Rd to Don Knotts Blvd	4 miles	N/A	New bridge construction (1500 Feet span). Connecting Rd between bridge and DuPont Rd	Low impact	New Bridge and Don Knott Blvd
E. Bridge-Greenbag Rd	<ul style="list-style-type: none"> Similar impact as Alt E, except less impact on Don Knotts Blvd New bridge could carry 14, 500 vehicle volume per day 	Connect to Greenbag Rd	2.5 miles	N/A	New bridge construction (2200 Feet span).	Low impact	New Bridge and Don Knott Blvd and Greenbag Rd
F. No Build	<p>Comparing with based year volume:</p> <ul style="list-style-type: none"> Significant increase of the traffic on River Rd and Fairmont Rd. 	Strengthen the connectivity between Westover Bridge to the industrial park	2.1 miles (current route)	N/A	N/A	River Rd from DuPont Rd to Westover Bridge	River Rd and Westover Bridge intersection

*The minimum spacing for urban interchanges specified in the AASHTO Interstate Access Guide is 1 mile (3 miles in rural areas). The proposed interchange of A1 and A2 are not in the urbanized area according to the 2010 Census Map. It is in the Metropolitan Statistical Area.

The table below is a summary of alternative impact in the study area, compared with no-built option, future year daily total traffic volume. Actual traffic volumes are provided in the following pages.

Traffic Impact Key:

 = significant increase
  = moderate increase
  = slight increase
  = no major impact
  = slight decrease
  = moderate decrease
  = significant decrease

	River Rd, west of I-79	River Rd between DuPont Rd and River Rd Bridge over I-79	River Rd between DuPont Rd and the Westover Bridge	DuPont Rd	Fairmont Rd in between DuPont Rd and the I-79 interchange	Fairmont Rd, west of Mall Rd.	Fairmont Rd, between Westover Bridge and DuPont Rd	Westover Bridge	I-79, north of the exit at Fairmont Rd	I-79, south of the exit at Fairmont Rd, north of River Rd Bridge over I-79	I-79, south of River Rd Bridge over I-79	New Construction
Alt. A1-River Rd												
Alt. A2-MIP Connecting Rd												
Alt. B-Dents Run Tunnel												
Alt. C-S Dents Run Rd												
									Don Knotts Blvd, north of the proposed bridge	Don Knotts Blvd, south of the proposed bridge		
Alt. D-Bridge to Plaza												
Alt. E-Bridge to Greenbag Rd												

It is estimated that

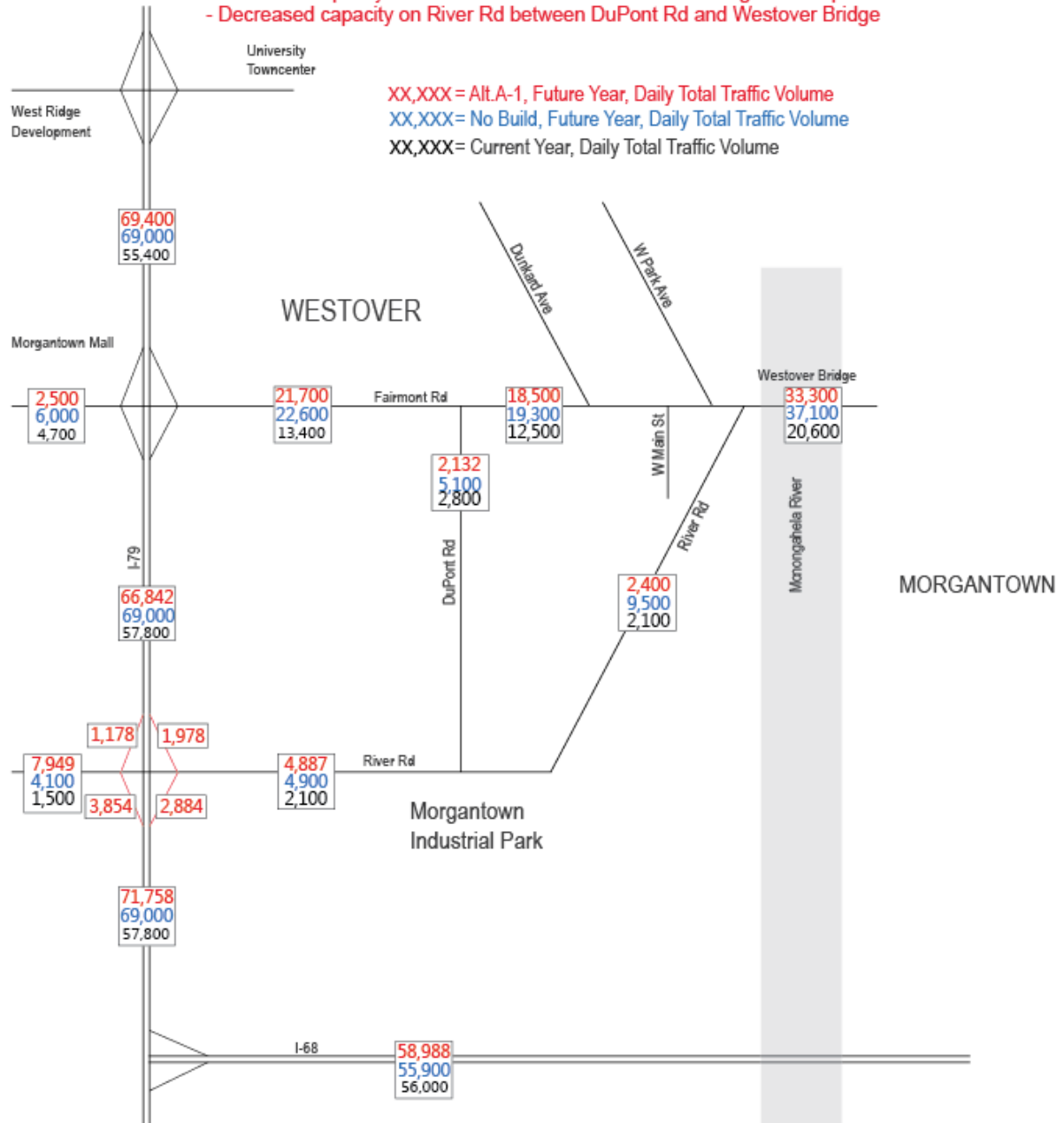
- Alt. A1 and A2 will significantly the traffic on River Rd, west of I-79 and I-79, south of the River Rd Bridge, while decreasing or making no major impact on the traffic on other roads in the study area.
- Alt. B and C will generally decrease or making no major impact on the traffic on the roads in the study area.
- Alt. D will significantly increase the traffic on River Rd and DuPont Rd.
- Alt. E has less impact than Alt D, while will significantly increase traffic on DuPont Rd.
- In general, Fairmont Rd in Westover will not be significantly impact by the alternatives identified in the study.



Alternative A-1 Traffic Impact Evaluation

Alt. A-1 Future Year Network Modification:

- New I-79 interchange at River Rd
- Increased capacity on River Rd between the new interchange and Dupont Rd
- Decreased capacity on River Rd between DuPont Rd and Westover Bridge



Notes: Traffic Model is developed based on the MPO's Travel Demand Model, West Ridge Model-Scenario Widened Mall Road, 2017. Diagram is not to scale

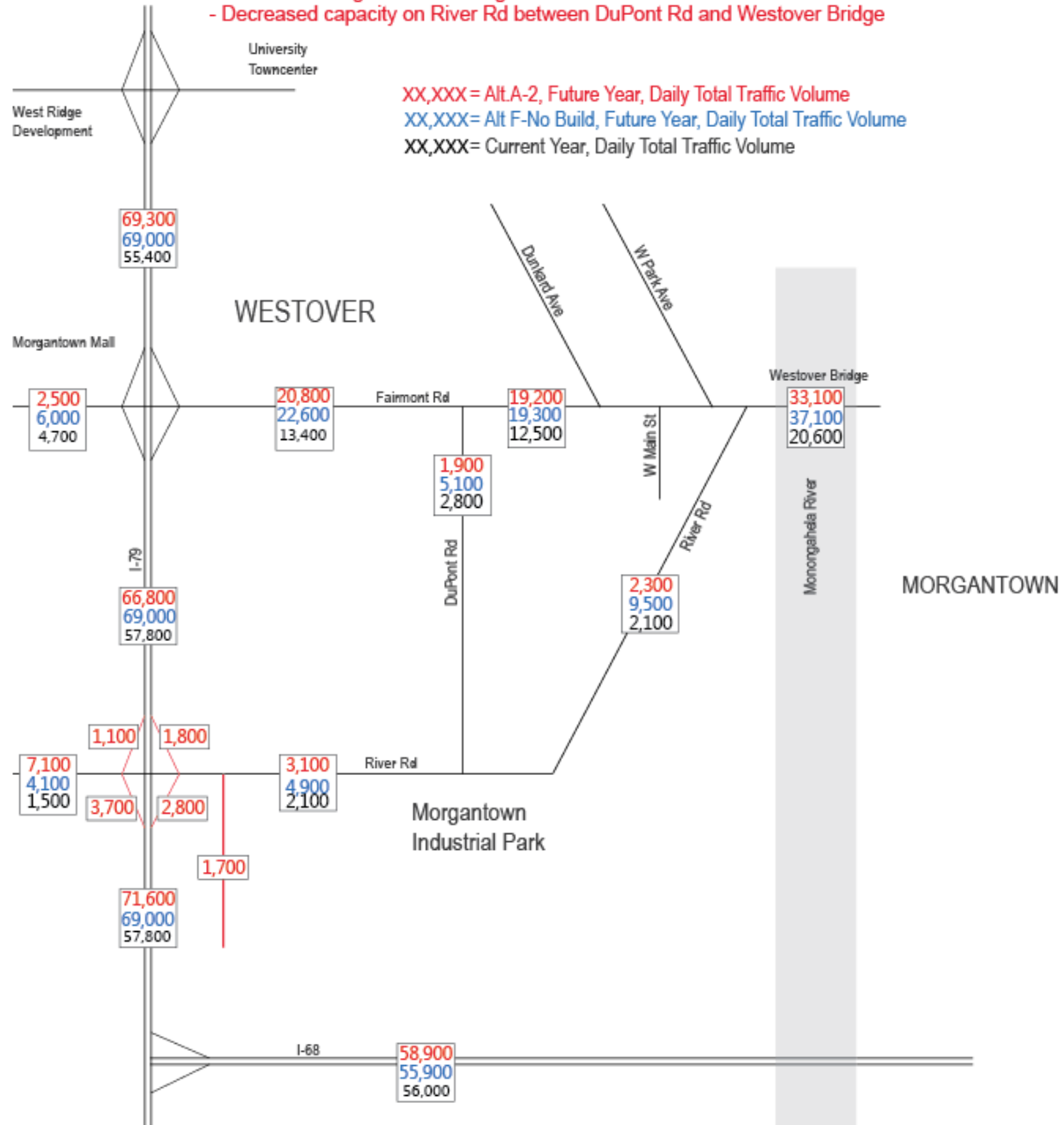


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Morgantown Industrial Park Access Study | Alternative Evaluation-Traffic Impact

Alternative A-2 Traffic Impact Evaluation

Alt. A-2 Future Year Network Modification:

- New I-79 interchange at River Rd
- New connecting road from Morgantown Industrial Park
- Decreased capacity on River Rd between DuPont Rd and Westover Bridge



Notes: Traffic Model is developed based on the MPO's Travel Demand Model, West Ridge Model-Senario Widened Mall Road, 2017. Diagram is not to scale

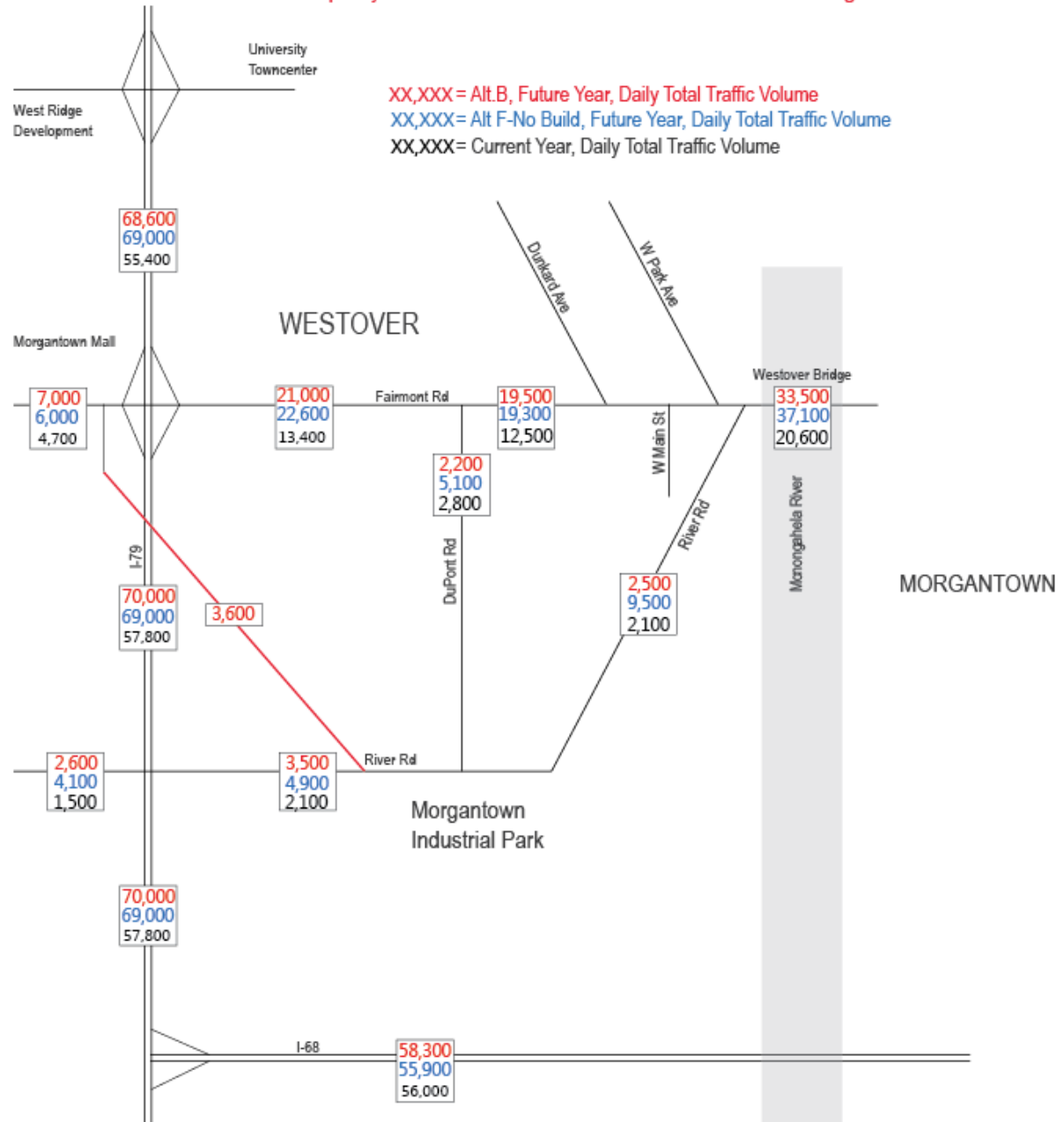


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Morgantown Industrial Park Access Study | Alternative Evaluation-Traffic Impact

Alternative B Traffic Impact Evaluation

Alt. B Future Year Network Modification:

- New connecting road from River Rd to S Dents Run Rd across I-79
- Decreased capacity on River Rd between DuPont Rd and Westover Bridge



Notes: Traffic Model is developed based on the MPO's Travel Demand Model, West Ridge Model-Senario Widened Mall Road, 2017. Diagram is not to scale

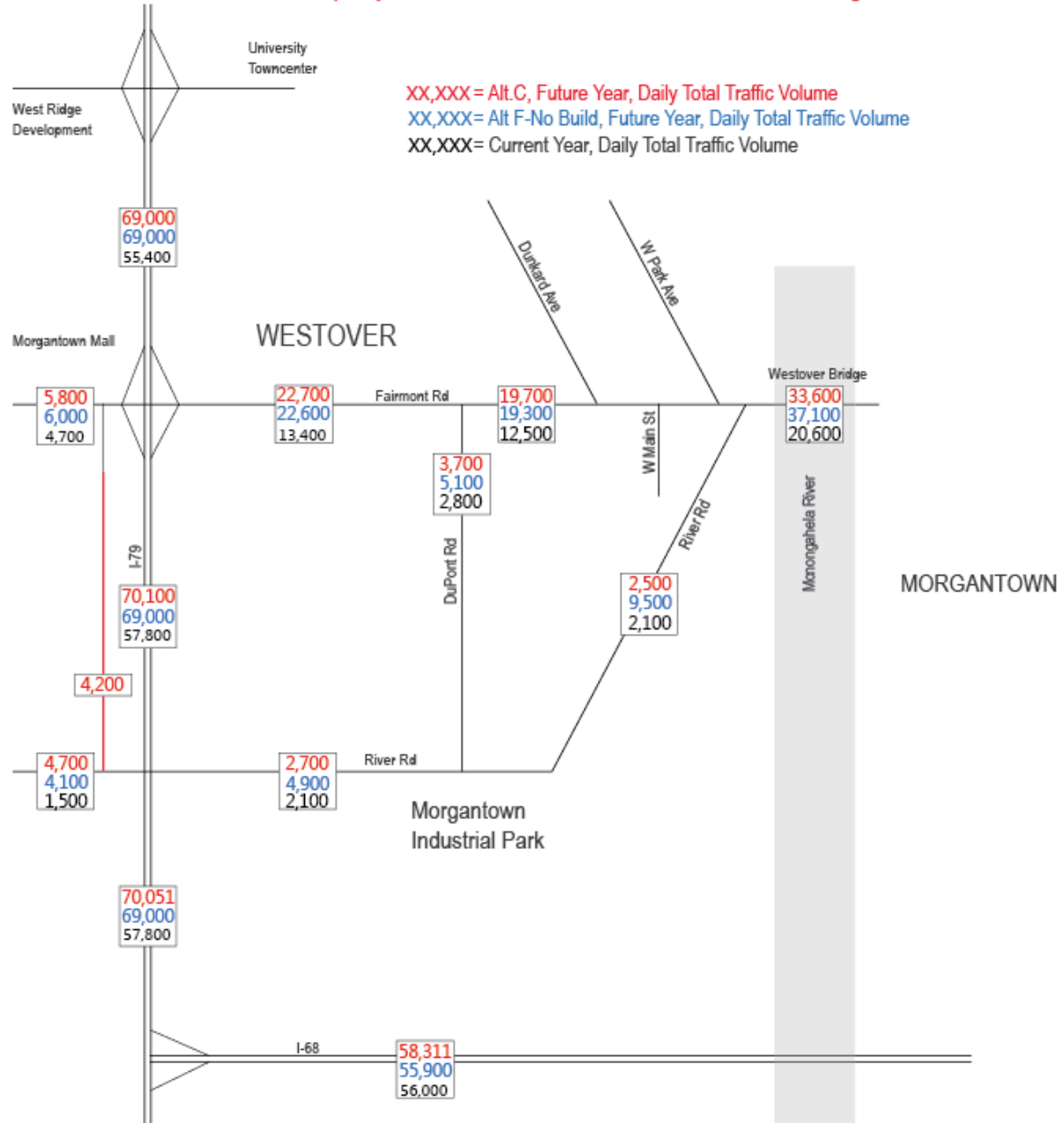


Morgantown Monongalia MPO
Morgantown Industrial Park Access Study | Alternative Evaluation-Traffic Impact

Alternative C Traffic Impact Evaluation

Alt. C Future Year Network Modification:

- New connecting road from River Rd to S Dents Run Rd across I-79
- Decreased capacity on River Rd between DuPont Rd and Westover Bridge



Notes: Traffic Model is developed based on the MPO's Travel Demand Model, West Ridge Model-Scenario Widened Mall Road, 2017. Diagram is not to scale

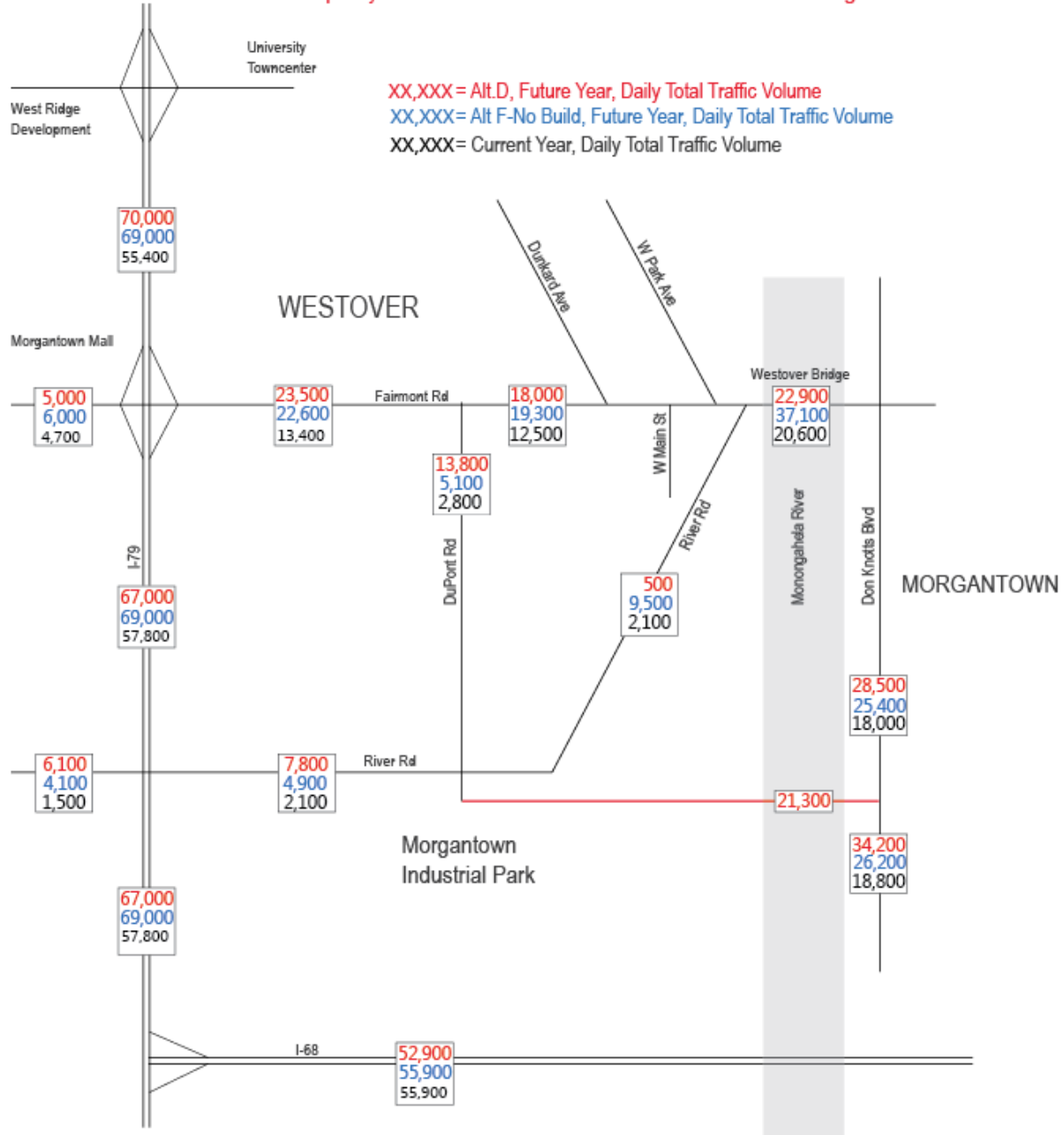


Morgantown Monongalia MPO
Morgantown Industrial Park Access Study | Alternative Evaluation-Traffic Impact

Alternative D Traffic Impact Evaluation

Alt. D Future Year Network Modification:

- New bridge connecting DuPont Rd to US 119 near the BFS gas station
- Decreased capacity on River Rd between DuPont Rd and Westover Bridge



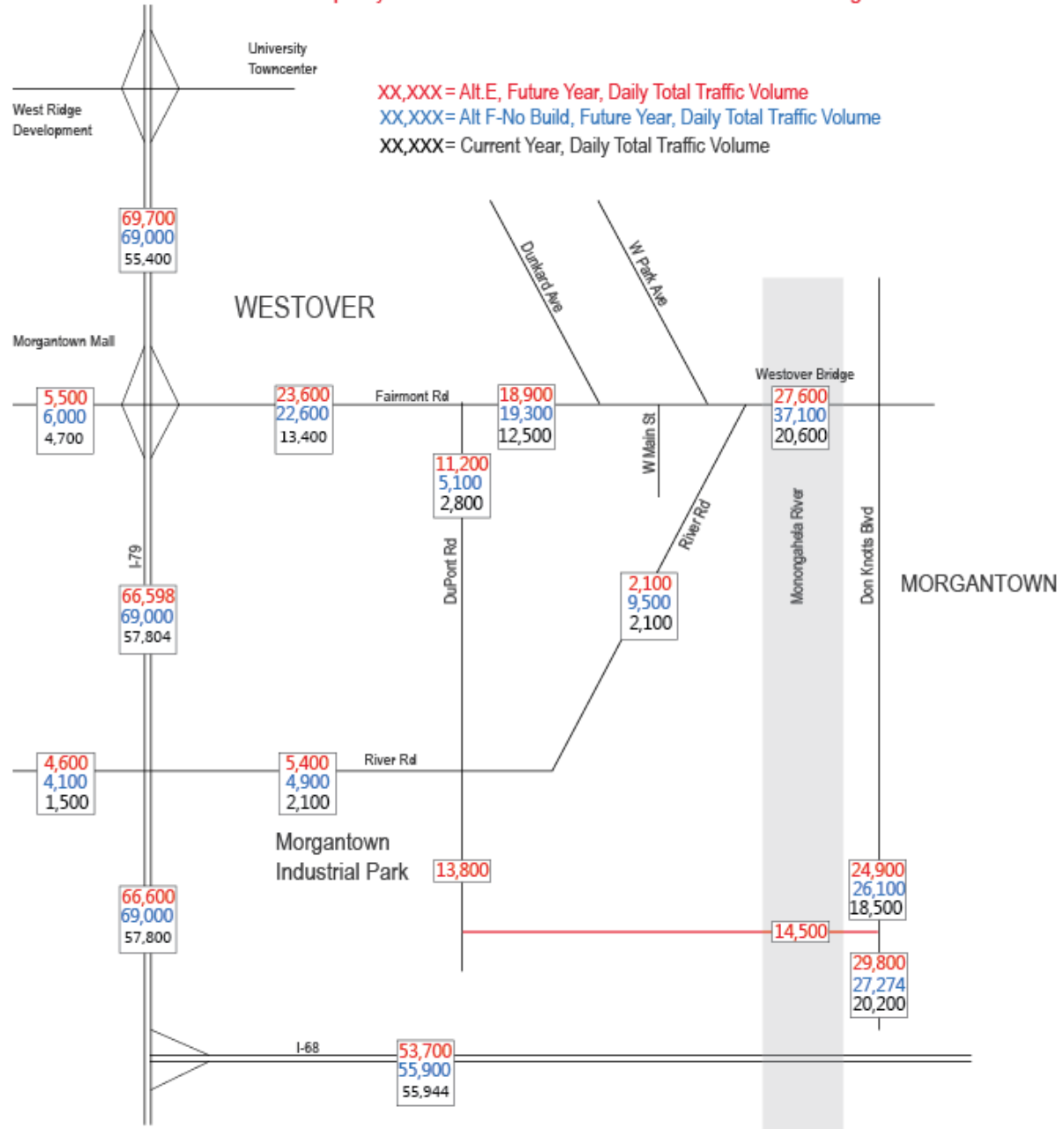
Notes: Traffic Model is developed based on the MPO's Travel Demand Model, West Ridge Model-Scenario Widened Mall Road, 2017. Diagram is not to scale



Morgantown Monongalia MPO
Morgantown Industrial Park Access Study | Alternative Evaluation-Traffic Impact

Alternative E Traffic Impact Evaluation

- Alt. E Future Year Network Modification:**
- New bridge connecting DuPont Rd to US 119 at the Greenbag Rd intersection
 - Decreased capacity on River Rd between DuPont Rd and Westover Bridge



Notes: Traffic Model is developed based on the MPO's Travel Demand Model, West Ridge Model-Scenario Widened Mall Road, 2017. Diagram is not to scale

Traffic Operations Analysis

The regional travel demand modeling conducted for the study shows a significant increase in the traffic on River Rd between DuPont Rd and the Westover under the no build scenario. The model projects that the daily average daily traffic on River Road will increase from 2,100 ADT to 9,500 ADT. In reviewing this finding, MPO staff determined that there should be an operational analysis at the intersection of River Rd and Fairmont Road at the Westover Bridge. The operational study was based on the projected future year AM and PM peak hour volumes at the intersection.

Synchro 9 was used in the traffic operation analysis.

Data Input

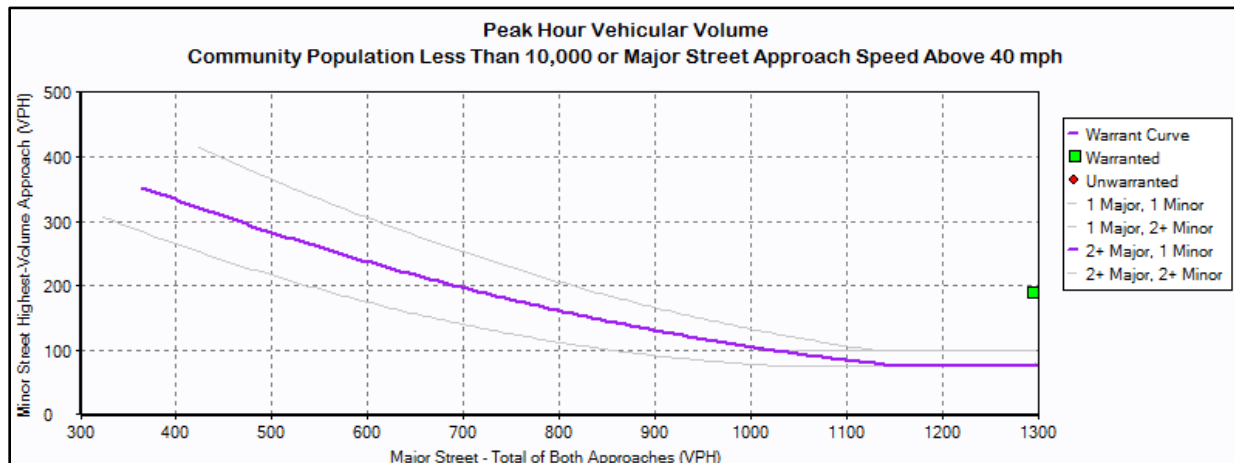
Turning movement volume at the intersection was estimated based on the directional volumes during AM and PM peak hours, projected by the MPO’s regional travel demand model.

	Holland Ave (EB)			Westover Bridge (WB)			River Rd (NB)		
	L	T	R	L	T	R	L	T	R
AM Peak Hour Volume		2,233	46	120	1,874		11		180
PM Peak Hour Volume		3,539	130	200	2,748		20		282

Analysis outcome

- Both AM and PM peak hour traffic conditions at the intersection meet Federal 2009 Traffic Signal Warrant: Warrant 3-Peak Hour
- Both AM and PM peak hour traffic conditions at the intersection meet Federal 2009 Traffic Signal Warrant: Warrant 8-Roadway Network

The following diagram illustrates the relationship of warrant curve (purple line) to the projected traffic conditions at the intersection (green square):



Conclusion

This study was conducted to determine the need for an amendment of the Morgantown Monongalia Metropolitan Planning Organizations Transportation Plan to include additional access to the Morgantown Industrial Park. The Study examined seven alternatives including the “no build” option of upgrading River Road to eliminate slides that have limited access to the Morgantown Industrial Park and forced all traffic including heavy truck traffic and emergency services vehicles to exclusively use DuPont Road.

The results of the Study show that there is a significant need to provide reliable access to the Industrial Park. This result is due to the need for reliable emergency services access from at least two different roads and to diffuse truck traffic in Westover proper as well as to accommodate future growth at Morgantown Industrial Park. Any of the “build alternatives” examined in this study could accommodate the future traffic projected for the area and either of the new bridges proposed over the Monongahela River could reduce projected traffic on the existing Westover Bridge. However all of the build alternatives also face concerns about the benefit provided in relation to the potentially high cost of construction. The cost benefit ratios for the new bridge alternatives are of particular concern. Similarly, the alternatives proposing a new interchange with I-79 have concerns with the spacing of the interchanges in the network- if the study area is not reclassified as urban in the next Census a proposed interchange will not meet AASHTO standards, there are also concerns with the potential grades of the ramps on the proposed interchanges.

The no-build alternative could also be made to work with future traffic. However, if the no-build alternative is determined to be the preferred alternative there is a very real concern that the intersection of River Road and Fairmont Road which is in very close proximity to the Monongahela River Bridge could become a serious choke point on the network because the intersection will most likely need to be signalized. This choke point could potentially impact the transportation network on both sides of the river including downtown Morgantown and traffic well into downtown Fairmont.

For the reasons noted above this study is recommending that the Metropolitan Transportation Plan be amended to include additional access to the Morgantown Industrial Park. The study does not recommend any particular alternative because all of the alternatives under consideration have significant concerns that can be addressed, but that are beyond the scope of this study to address. Therefore, this study recommends that a more detailed engineering study addressing these issues be performed to determine a preferred alternative.