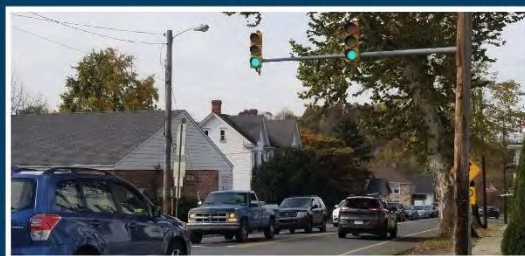




# **WV 9: Berkeley Springs to Martinsburg, WV Planning and Environmental Linkages Appendices**

in Morgan and Berkeley Counties, WV

August 2021



**Michael Baker**  
INTERNATIONAL



## Table of Contents

Appendix A: Upgrade Existing WV 9 Cost Estimate .....	A-1
Appendix B: Synchro Analysis Report.....	B-1
Appendix C: Agency Coordination .....	C-1
Appendix D Stakeholder and Public Coordination.....	D-1
Appendix E: Historic Resources Summary .....	E-1



# Appendix A

## Upgrade Existing WV9 Cost Estimate

## Upgrade Existing WV 9 Proposed Improvements Conceptual Cost Estimate Summary

Map ID	Proposed Improvements	Mid-Term Cost	Long-Term Cost	Total Cost*
1	<b>Mid-term:</b> Realign roadway with increased radius	\$830,300	\$0	\$830,300
2	<b>Mid-term:</b> Realign roadway with increased radius	\$783,800	\$0	\$783,800
3	<b>Mid-term:</b> Realign roadway	\$794,100	\$0	\$794,100
4	<b>Mid-term:</b> Realign roadway	\$671,800	\$0	\$671,800
5	<b>Mid-term:</b> Realign roadway with a single horizontal curve	\$1,783,400	\$0	\$1,783,400
6	<b>Long-term:</b> Topography would require substantial excavation and realignment of Spohrs Road and Potomac Road intersections	\$0	\$2,436,000	\$2,436,000
7	<b>Long-term:</b> Not recommended because roadway realignment would require substantial excavation due to topography	\$0	\$0	\$0
8	<b>Long-term:</b> Eastbound truck climbing lane	\$0	\$1,094,800	\$1,094,800
9	<b>Long-term:</b> Realign roadway with increased radius	\$0	\$880,700	\$880,700
10	<b>Long-term:</b> Realign roadway with increased radius	\$0	\$1,280,800	\$1,280,800
11	<b>Long-term:</b> Realign roadway with increased radius	\$0	\$1,301,400	\$1,301,400
12A	<b>Mid-term:</b> Conduct speed study to lower speed limit and add left turn lanes to Baxter/Cherry Run Roads <b>Long-term:</b> Relocate Cherry Run Road intersection approximately 1000' to the west	\$1,127,100	\$2,549,900	\$2,549,900
12B	<b>Mid-term:</b> Add left turn lane to Travers Store and channelize Travers store driveway to be one-way (north to south) with narrower entrance and exit <b>Long-term:</b> Straighten horizontal alignment	\$1,046,600	\$2,285,600	\$2,285,600
13	<b>Long-term:</b> Relocate school exit to Leisure Way	\$0	\$1,024,800	\$1,024,800
14	<b>Long-term:</b> Realign roadway with increased radius	\$0	\$1,402,500	\$1,402,500
15	<b>Long-term:</b> Not recommended because roadway realignment would require substantial excavation due to topography	\$0	\$0	\$0
16	<b>Long-term:</b> Realign roadway and slight realignment of intersections of Town Spring Road and Potato Hill Street	\$0	\$1,620,800	\$1,620,800
17	<b>Mid-term:</b> Realign Ben Speck Road to intersect WV 9 perpendicular to curve <b>Long-term:</b> Realign roadway and connecting neighborhood streets	\$273,800	\$3,120,400	\$3,120,400
18	<b>Long-term:</b> Vertically realign roadway	\$0	\$824,900	\$824,900



Map ID	Proposed Improvements	Mid-Term Cost	Long-Term Cost	Total Cost*
19	<b>Mid-term:</b> Remove retaining wall and regrade slope to improve sight distance <b>Long-term:</b> Realign intersection to be perpendicular	\$89,100	\$423,400	\$423,400
20	<b>Mid-term:</b> Replace pedestrian crossing pavement markings with MUTCD compliant application, install detection system and rectangular rapid flashing beacons, and upgrade to ADA compliant pedestrian crossing <b>Long-term:</b> Add left and right turn lanes into Eagle Plaza and add right turn decel lanes for Ridge Road	\$38,300	\$2,186,100	\$2,186,100
21	<b>Long-term:</b> Realign western leg of Ridge Road to intersect Cumbo Road, realign eastern leg of Ridge Road to a signalized intersection at existing Cumbo Road, and realign WV 9 to improve intersection sight distance	\$88,600	\$3,111,800	\$3,200,400
22	<b>Long-term:</b> Add an additional left-turn lane on the north side of GM Access Road to EB WV 9	\$77,300	\$921,000	\$998,300
<b>TOTAL</b>		<b>\$7,604,200</b>	<b>\$26,464,900</b>	<b>\$31,494,200</b>

\*Mid-term and Long-term solutions at the same location are mutually exclusive alternate solutions and are not combined for the Total Cost.

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 1**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	850	LF	\$10	\$8,500
Excavation	6186	CY	\$17	\$105,162
Pavement Reconstruction	2550	SY	\$140	\$357,000
Pavement Resurfacing	283	SY	\$20	\$5,660
Guardrail	500	LF	\$23	\$11,500
Guardrail End Treatments	4	EA	\$1,250	\$5,000
Striping	2550	LF	\$3	\$7,650
Rumble Strips	850	LF	\$0.50	\$425
Signs	50	SF	\$60	\$3,000
Temporary Traffic Control	1	LS	\$20,200	\$20,200
Erosion and Sedimentation Pollution Control	1	LS	\$12,600	\$12,600
Drainage	1	LS	\$17,700	\$17,700
Mobilization	1	LS	\$12,597	\$12,597
<b>Construction Item Subtotal (A)</b>				<b>\$566,994</b>
Construction Oversight				12% of (A)
<b>Total Construction Cost (B)</b>				<b>\$68,100</b>
<b>Total Construction Cost (B)</b>				<b>\$635,094</b>
Preliminary Engineering				4% of (A)
Final Design Engineering				6% of (A)
<b>Total Engineering Cost (C)</b>				<b>\$22,700</b>
<b>Total Engineering Cost (C)</b>				<b>\$34,100</b>
<b>Total Engineering Cost (C)</b>				<b>\$56,800</b>
<b>Contingency (D)</b>				20% of (B + C)
<b>Total Cost (B + C + D)</b>				<b>\$138,400</b>
<b>Total Cost (B + C + D)</b>				<b>\$830,300</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 2**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	875	LF	\$10	\$8,750
Excavation	5558	CY	\$17	\$94,486
Pavement Reconstruction	2625	SY	\$140	\$367,500
Pavement Resurfacing	292	SY	\$20	\$5,840
Striping	2625	LF	\$3	\$7,875
Rumble Strips	875	LF	\$0.50	\$438
Signs	40	SF	\$60	\$2,400
Driveway Adjustment	44	SY	\$80	\$3,520
Temporary Traffic Control	1	LS	\$19,700	\$19,700
Erosion and Sedimentation Pollution Control	1	LS	\$12,300	\$12,300
Mobilization	1	LS	\$12,270	\$12,270
<b>Construction Item Subtotal (A)</b>				<b>\$535,079</b>
Construction Oversight			12% of (A)	\$64,300
<b>Total Construction Cost (B)</b>				<b>\$599,379</b>
Preliminary Engineering			4% of (A)	\$21,500
Final Design Engineering			6% of (A)	\$32,200
<b>Total Engineering Cost (C)</b>				<b>\$53,700</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$130,700</b>
<b>Total Cost (B + C + D)</b>				<b>\$783,800</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 3**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	700	LF	\$10	\$7,000
Excavation	8685	CY	\$17	\$147,645
Pavement Reconstruction	2333	SY	\$140	\$326,620
Striping	2100	LF	\$3	\$6,300
Rumble Strips	700	LF	\$0.50	\$350
Signs	40	SF	\$60	\$2,400
Driveway Adjustment	89	SY	\$80	\$7,120
Temporary Traffic Control	1	LS	\$19,900	\$19,900
Erosion and Sedimentation Pollution Control	1	LS	\$12,500	\$12,500
Mobilization	1	LS	\$12,436	\$12,436
<b>Construction Item Subtotal (A)</b>				<b>\$542,271</b>
Construction Oversight			12% of (A)	\$65,100
<b>Total Construction Cost (B)</b>				<b>\$607,371</b>
Preliminary Engineering			4% of (A)	\$21,700
Final Design Engineering			6% of (A)	\$32,600
<b>Total Engineering Cost (C)</b>				<b>\$54,300</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$132,400</b>
<b>Total Cost (B + C + D)</b>				<b>\$794,100</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 4**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	600	LF	\$10	\$6,000
Excavation	7444	CY	\$17	\$126,548
Pavement Reconstruction	2000	SY	\$140	\$280,000
Striping	1800	LF	\$3	\$5,400
Rumble Strips	600	LF	\$0.50	\$300
Signs	40	SF	\$60	\$2,400
Temporary Traffic Control	1	LS	\$16,900	\$16,900
Erosion and Sedimentation Pollution Control	1	LS	\$10,600	\$10,600
Mobilization	1	LS	\$10,516	\$10,516
<b>Construction Item Subtotal (A)</b>				<b>\$458,664</b>
Construction Oversight			12% of (A)	\$55,100
<b>Total Construction Cost (B)</b>				<b>\$513,764</b>
Preliminary Engineering			4% of (A)	\$18,400
Final Design Engineering			6% of (A)	\$27,600
<b>Total Engineering Cost (C)</b>				<b>\$46,000</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$112,000</b>
<b>Total Cost (B + C + D)</b>				<b>\$671,800</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total



**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 5**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1700	LF	\$10	\$17,000
Excavation	16056	CY	\$17	\$272,952
Pavement Reconstruction	5667	SY	\$140	\$793,380
Striping	5100	LF	\$3	\$15,300
Rumble Strips	1700	LF	\$0.50	\$850
Signs	120	SF	\$60	\$7,200
Driveway Adjustment	133	SY	\$80	\$10,640
Temporary Traffic Control	1	LS	\$44,700	\$44,700
Erosion and Sedimentation Pollution Control	1	LS	\$28,000	\$28,000
Mobilization	1	LS	\$27,933	\$27,933
<b>Construction Item Subtotal (A)</b>				<b>\$1,217,955</b>
Construction Oversight			12% of (A)	\$146,200
<b>Total Construction Cost (B)</b>				<b>\$1,364,155</b>
Preliminary Engineering			4% of (A)	\$48,800
Final Design Engineering			6% of (A)	\$73,100
<b>Total Engineering Cost (C)</b>				<b>\$121,900</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$297,300</b>
<b>Total Cost (B + C + D)</b>				<b>\$1,783,400</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 6**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	2540	LF	\$10	\$25,400
Excavation	18956	CY	\$17	\$322,252
Pavement Reconstruction	7620	SY	\$140	\$1,066,800
Pavement Resurfacing	847	SY	\$20	\$16,940
Striping	7620	LF	\$3	\$22,860
Rumble Strips	2540	LF	\$0.50	\$1,270
Signs	150	SF	\$60	\$9,000
Driveway Adjustment	178	SY	\$80	\$14,240
Temporary Traffic Control	1	LS	\$59,200	\$59,200
Erosion and Sedimentation Pollution Control	1	LS	\$37,000	\$37,000
Drainage	1	LS	\$51,800	\$51,800
Mobilization	1	LS	\$36,969	\$36,969
<b>Construction Item Subtotal (A)</b>				<b>\$1,663,731</b>
Construction Oversight			12% of (A)	\$199,700
<b>Total Construction Cost (B)</b>				<b>\$1,863,431</b>
Preliminary Engineering			4% of (A)	\$66,600
Final Design Engineering			6% of (A)	\$99,900
<b>Total Engineering Cost (C)</b>				<b>\$166,500</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$406,000</b>
<b>Total Cost (B + C + D)</b>				<b>\$2,436,000</b>

**Notes:**

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 8**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	2000	LF	\$10	\$20,000
Excavation	11407	CY	\$17	\$193,919
Pavement Reconstruction	2667	SY	\$140	\$373,380
Pavement Resurfacing	4000	SY	\$20	\$80,000
Striping	4000	LF	\$3	\$12,000
Rumble Strips	2000	LF	\$0.50	\$1,000
Signs	90	SF	\$60	\$5,400
Temporary Traffic Control	1	LS	\$27,500	\$27,500
Erosion and Sedimentation Pollution Control	1	LS	\$17,200	\$17,200
Mobilization	1	LS	\$17,142	\$17,142
<b>Construction Item Subtotal (A)</b>				<b>\$747,541</b>
Construction Oversight			12% of (A)	\$89,800
<b>Total Construction Cost (B)</b>				<b>\$837,341</b>
Preliminary Engineering			4% of (A)	\$30,000
Final Design Engineering			6% of (A)	\$44,900
<b>Total Engineering Cost (C)</b>				<b>\$74,900</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$182,500</b>
<b>Total Cost (B + C + D)</b>				<b>\$1,094,800</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 9**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1050	LF	\$10	\$10,500
Excavation	4725	CY	\$17	\$80,325
Pavement Reconstruction	3150	SY	\$140	\$441,000
Pavement Resurfacing	350	SY	\$20	\$7,000
Striping	3150	LF	\$3	\$9,450
Rumble Strips	1050	LF	\$0.50	\$525
Signs	50	SF	\$60	\$3,000
Temporary Traffic Control	1	LS	\$22,100	\$22,100
Erosion and Sedimentation Pollution Control	1	LS	\$13,800	\$13,800
Mobilization	1	LS	\$13,795	\$13,795
<b>Construction Item Subtotal (A)</b>				<b>\$601,495</b>
Construction Oversight			12% of (A)	<u>\$72,200</u>
<b>Total Construction Cost (B)</b>				<b>\$673,695</b>
Preliminary Engineering			4% of (A)	\$24,100
Final Design Engineering			6% of (A)	<u>\$36,100</u>
<b>Total Engineering Cost (C)</b>				<b>\$60,200</b>
<b>Contingency (D)</b>			20% of (B + C)	<u><u>\$146,800</u></u>
<b>Total Cost (B + C + D)</b>				<b>\$880,700</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 10**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1350	LF	\$10	\$13,500
Excavation	11075	CY	\$17	\$188,275
Pavement Reconstruction	4050	SY	\$140	\$567,000
Pavement Resurfacing	450	SY	\$20	\$9,000
Striping	4050	LF	\$3	\$12,150
Rumble Strips	1350	LF	\$0.50	\$675
Signs	50	SF	\$60	\$3,000
Driveway Adjustment	111	SY	\$80	\$8,880
Temporary Traffic Control	1	LS	\$32,100	\$32,100
Erosion and Sedimentation Pollution Control	1	LS	\$20,100	\$20,100
Mobilization	1	LS	\$20,062	\$20,062
<b>Construction Item Subtotal (A)</b>				<b>\$874,742</b>
Construction Oversight			12% of (A)	\$105,000
<b>Total Construction Cost (B)</b>				<b>\$979,742</b>
Preliminary Engineering			4% of (A)	\$35,000
Final Design Engineering			6% of (A)	\$52,500
<b>Total Engineering Cost (C)</b>				<b>\$87,500</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$213,500</b>
<b>Total Cost (B + C + D)</b>				<b>\$1,280,800</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total



**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 11**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1000	LF	\$10	\$10,000
Excavation	10594	CY	\$17	\$180,098
Pavement Reconstruction	4100	SY	\$140	\$574,000
Pavement Resurfacing	456	SY	\$20	\$9,120
Striping	4000	LF	\$3	\$12,000
Rumble Strips	1000	LF	\$0.50	\$500
Signs	70	SF	\$60	\$4,200
Temporary Traffic Control	1	LS	\$31,600	\$31,600
Erosion and Sedimentation Pollution Control	1	LS	\$19,800	\$19,800
Drainage	1	LS	\$27,700	\$27,700
Mobilization	1	LS	\$19,748	\$19,748
<b>Construction Item Subtotal (A)</b>				<b>\$888,766</b>
Construction Oversight			12% of (A)	\$106,700
<b>Total Construction Cost (B)</b>				<b>\$995,466</b>
Preliminary Engineering			4% of (A)	\$35,600
Final Design Engineering			6% of (A)	\$53,400
<b>Total Engineering Cost (C)</b>				<b>\$89,000</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$216,900</b>
<b>Total Cost (B + C + D)</b>				<b>\$1,301,400</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 12A**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1800	LF	\$10	\$18,000
Excavation	7893	CY	\$17	\$134,181
Pavement Reconstruction	3040	SY	\$140	\$425,600
Pavement Resurfacing	760	SY	\$20	\$15,200
Guardrail	1500	LF	\$23	\$34,500
Guardrail End Treatments	4	EA	\$1,250	\$5,000
Striping	7200	LF	\$3	\$21,600
Rumble Strips	1800	LF	\$0.50	\$900
Signs	70	SF	\$60	\$4,200
Driveway Adjustment	89	SY	\$80	\$7,120
Temporary Traffic Control	1	LS	\$46,700	\$46,700
Erosion and Sedimentation Pollution Control	1	LS	\$16,700	\$16,700
Drainage	1	LS	\$23,400	\$23,400
Mobilization	1	LS	\$16,658	\$16,658
<b>Construction Item Subtotal (A)</b>				<b>\$769,759</b>
Construction Oversight			12% of (A)	\$92,400
<b>Total Construction Cost (B)</b>				<b>\$862,159</b>
Preliminary Engineering			4% of (A)	\$30,800
Final Design Engineering			6% of (A)	\$46,200
<b>Total Engineering Cost (C)</b>				<b>\$77,000</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$187,900</b>
<b>Total Cost (B + C + D)</b>				<b>\$1,127,100</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 12A**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	2300	LF	\$15	\$34,500
Excavation	20019	CY	\$17	\$340,323
Pavement Reconstruction	7667	SY	\$140	\$1,073,380
Guardrail	500	LF	\$23	\$11,500
Guardrail End Treatments	2	EA	\$1,250	\$2,500
Striping	6900	LF	\$3	\$20,700
Rumble Strips	2300	LF	\$0.50	\$1,150
Signs	100	SF	\$60	\$6,000
Driveway Adjustment	222	SY	\$80	\$17,760
Temporary Traffic Control	1	LS	\$105,600	\$105,600
Erosion and Sedimentation Pollution Control	1	LS	\$37,700	\$37,700
Drainage	1	LS	\$52,800	\$52,800
Mobilization	1	LS	\$37,695	\$37,695
<b>Construction Item Subtotal (A)</b>				<b>\$1,741,608</b>
Construction Oversight				12% of (A)
<b>Total Construction Cost (B)</b>				<b>\$209,000</b>
<b>Total Construction Cost (B)</b>				<b>\$1,950,608</b>
Preliminary Engineering				4% of (A)
Final Design Engineering				6% of (A)
<b>Total Engineering Cost (C)</b>				<b>\$69,700</b>
<b>Total Engineering Cost (C)</b>				<b>\$104,500</b>
<b>Total Engineering Cost (C)</b>				<b>\$174,200</b>
<b>Contingency (D)</b>				20% of (B + C)
<b>Total Cost (B + C + D)</b>				<b>\$425,000</b>
<b>Total Cost (B + C + D)</b>				<b>\$2,549,900</b>

**Notes:**

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 12B**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1250	LF	\$10	\$12,500
Excavation	5602	CY	\$17	\$95,234
Pavement Reconstruction	2500	SY	\$140	\$350,000
Pavement Resurfacing	1667	SY	\$20	\$33,340
Curb	250	LF	\$60	\$15,000
Guardrail	400	LF	\$23	\$9,200
Guardrail End Treatments	2	EA	\$1,250	\$2,500
Striping	3750	LF	\$3	\$11,250
Rumble Strips	1250	LF	\$0.50	\$625
Signs	60	SF	\$60	\$3,600
Driveway Adjustment	1311	SY	\$80	\$104,880
Temporary Traffic Control	1	LS	\$44,700	\$44,700
Erosion and Sedimentation Pollution Control	1	LS	\$16,000	\$16,000
Mobilization	1	LS	\$15,953	\$15,953
<b>Construction Item Subtotal (A)</b>				<b>\$714,782</b>
Construction Oversight			12% of (A)	\$85,800
<b>Total Construction Cost (B)</b>				<b>\$800,582</b>
Preliminary Engineering			4% of (A)	\$28,600
Final Design Engineering			6% of (A)	\$42,900
<b>Total Engineering Cost (C)</b>				<b>\$71,500</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$174,500</b>
<b>Total Cost (B + C + D)</b>				<b>\$1,046,600</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 12B**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	2000	LF	\$10	\$20,000
Excavation	15926	CY	\$17	\$270,742
Pavement Reconstruction	6667	SY	\$140	\$933,380
Curb	250	LF	\$60	\$15,000
Guardrail	800	LF	\$23	\$18,400
Guardrail End Treatments	4	EA	\$1,250	\$5,000
Striping	6000	LF	\$3	\$18,000
Rumble Strips	2000	LF	\$0.50	\$1,000
Signs	120	SF	\$60	\$7,200
Driveway Adjustment	1311	SY	\$80	\$104,880
Temporary Traffic Control	1	LS	\$97,600	\$97,600
Erosion and Sedimentation Pollution Control	1	LS	\$34,900	\$34,900
Mobilization	1	LS	\$34,840	\$34,840
<b>Construction Item Subtotal (A)</b>				<b>\$1,560,942</b>
Construction Oversight				12% of (A)
<b>Total Construction Cost (B)</b>				<b>\$1,748,342</b>
Preliminary Engineering				4% of (A)
Final Design Engineering				6% of (A)
<b>Total Engineering Cost (C)</b>				<b>\$156,200</b>
<b>Contingency (D)</b>				20% of (B + C)
<b>Total Cost (B + C + D)</b>				<b>\$2,285,600</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total



**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 13**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	900	LF	\$10	\$9,000
Excavation	7833	CY	\$17	\$133,161
Pavement Reconstruction	3000	SY	\$140	\$420,000
Striping	2700	LF	\$3	\$8,100
Rumble Strips	900	LF	\$0.50	\$450
Signs	100	SF	\$60	\$6,000
Driveway Adjustment	817	SY	\$80	\$65,360
Temporary Traffic Control	1	LS	\$25,700	\$25,700
Erosion and Sedimentation Pollution Control	1	LS	\$16,100	\$16,100
Mobilization	1	LS	\$16,052	\$16,052
<b>Construction Item Subtotal (A)</b>				<b>\$699,923</b>
Construction Oversight			12% of (A)	\$84,000
<b>Total Construction Cost (B)</b>				<b>\$783,923</b>
Preliminary Engineering			4% of (A)	\$28,000
Final Design Engineering			6% of (A)	\$42,000
<b>Total Engineering Cost (C)</b>				<b>\$70,000</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$170,800</b>
<b>Total Cost (B + C + D)</b>				<b>\$1,024,800</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 14**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1100	LF	\$15	\$16,500
Excavation	13648	CY	\$17	\$232,016
Pavement Reconstruction	3667	SY	\$140	\$513,380
Guardrail	1100	LF	\$23	\$25,300
Guardrail End Treatments	6	EA	\$1,250	\$7,500
Striping	3300	LF	\$3	\$9,900
Rumble Strips	1100	LF	\$0.50	\$550
Signs	250	SF	\$60	\$15,000
Driveway Adjustment	111	SY	\$80	\$8,880
Temporary Traffic Control	1	LS	\$58,100	\$58,100
Erosion and Sedimentation Pollution Control	1	LS	\$20,800	\$20,800
Mobilization	1	LS	\$20,726	\$20,726
<b>Construction Item Subtotal (A)</b>				<b>\$957,752</b>
Construction Oversight				12% of (A)
<b>Total Construction Cost (B)</b>				<b>\$1,072,752</b>
Preliminary Engineering				4% of (A)
Final Design Engineering				6% of (A)
<b>Total Engineering Cost (C)</b>				<b>\$95,900</b>
<b>Contingency (D)</b>				20% of (B + C)
<b>Total Cost (B + C + D)</b>				<b>\$1,402,500</b>

**Notes:**

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 16**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1750	LF	\$10	\$17,500
Excavation	12185	CY	\$17	\$207,145
Pavement Reconstruction	4667	SY	\$140	\$653,380
Pavement Resurfacing	1167	SY	\$20	\$23,340
Striping	5250	LF	\$3	\$15,750
Rumble Strips	1750	LF	\$0.50	\$875
Signs	300	SF	\$60	\$18,000
Driveway Adjustment	278	SY	\$80	\$22,240
Temporary Traffic Control	1	LS	\$67,100	\$67,100
Erosion and Sedimentation Pollution Control	1	LS	\$24,000	\$24,000
Mobilization	1	LS	\$23,956	\$23,956
<b>Construction Item Subtotal (A)</b>				<b>\$1,106,886</b>
Construction Oversight			12% of (A)	\$132,900
<b>Total Construction Cost (B)</b>				<b>\$1,239,786</b>
Preliminary Engineering			4% of (A)	\$44,300
Final Design Engineering			6% of (A)	\$66,500
<b>Total Engineering Cost (C)</b>				<b>\$110,800</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$270,200</b>
<b>Total Cost (B + C + D)</b>				<b>\$1,620,800</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 17**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	250	LF	\$10	\$2,500
Excavation	1796	CY	\$17	\$30,532
Pavement Reconstruction	889	SY	\$140	\$124,460
Pavement Resurfacing	222	SY	\$20	\$4,440
Striping	1000	LF	\$3	\$3,000
Signs	100	SF	\$60	\$6,000
Driveway Adjustment	44	SY	\$80	\$3,520
Temporary Traffic Control	1	LS	\$3,500	\$3,500
Erosion and Sedimentation Pollution Control	1	LS	\$4,400	\$4,400
Mobilization	1	LS	\$4,361	\$4,361
<b>Construction Item Subtotal (A)</b>				<b>\$186,713</b>
Construction Oversight			12% of (A)	\$22,500
<b>Total Construction Cost (B)</b>				<b>\$209,213</b>
Preliminary Engineering			4% of (A)	\$7,500
Final Design Engineering			6% of (A)	\$11,300
<b>Total Engineering Cost (C)</b>				<b>\$18,800</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$45,700</b>
<b>Total Cost (B + C + D)</b>				<b>\$273,800</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 17**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	3000	LF	\$10	\$30,000
Excavation	24611	CY	\$17	\$418,387
Pavement Reconstruction	9000	SY	\$140	\$1,260,000
Pavement Resurfacing	1000	SY	\$20	\$20,000
Guardrail	1200	LF	\$23	\$27,600
Guardrail End Treatments	2	EA	\$1,250	\$2,500
Striping	12000	LF	\$3	\$36,000
Rumble Strips	3000	LF	\$0.50	\$1,500
Signs	300	SF	\$60	\$18,000
Driveway Adjustment	389	SY	\$80	\$31,120
Temporary Traffic Control	1	LS	\$129,200	\$129,200
Erosion and Sedimentation Pollution Control	1	LS	\$46,200	\$46,200
Mobilization	1	LS	\$46,128	\$46,128
<b>Construction Item Subtotal (A)</b>				<b>\$2,131,235</b>
Construction Oversight			12% of (A)	\$255,800
<b>Total Construction Cost (B)</b>				<b>\$2,387,035</b>
Preliminary Engineering			4% of (A)	\$85,300
Final Design Engineering			6% of (A)	\$127,900
<b>Total Engineering Cost (C)</b>				<b>\$213,200</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$520,100</b>
<b>Total Cost (B + C + D)</b>				<b>\$3,120,400</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total



**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 18**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	650	LF	\$10	\$6,500
Excavation	10472	CY	\$17	\$178,024
Pavement Reconstruction	2167	SY	\$140	\$303,380
Striping	1950	LF	\$3	\$5,850
Rumble Strips	650	LF	\$0.50	\$325
Signs	40	SF	\$60	\$2,400
Driveway Adjustment	89	SY	\$80	\$7,120
Temporary Traffic Control	1	LS	\$34,800	\$34,800
Erosion and Sedimentation Pollution Control	1	LS	\$12,500	\$12,500
Mobilization	1	LS	\$12,412	\$12,412
<b>Construction Item Subtotal (A)</b>				<b>\$563,311</b>
Construction Oversight			12% of (A)	\$67,600
<b>Total Construction Cost (B)</b>				<b>\$630,911</b>
Preliminary Engineering			4% of (A)	\$22,600
Final Design Engineering			6% of (A)	\$33,800
<b>Total Engineering Cost (C)</b>				<b>\$56,400</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$137,500</b>
<b>Total Cost (B + C + D)</b>				<b>\$824,900</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 19**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	500	LF	\$15	\$7,500
Excavation	2222	CY	\$17	\$37,774
Tree Removal	1	LS	\$5,000	\$5,000
Signs	50	SF	\$60	\$3,000
TEMPORARY TRAFFIC CONTROL	1	LS	\$3,800	\$3,800
EROSION AND SEDIMENTATION CONTROL	1	LS	\$1,400	\$1,400
MOBILIZATION	1	LS	\$2,131	\$2,131
<b>Construction Item Subtotal (A)</b>				<b>\$60,605</b>
Construction Oversight				12% of (A)
<b>Total Construction Cost (B)</b>				<b>\$7,300</b>
<b>Total Construction Cost (B)</b>				<b>\$67,905</b>
Preliminary Engineering				4% of (A)
Final Design Engineering				6% of (A)
<b>Total Engineering Cost (C)</b>				<b>\$2,500</b>
<b>Total Engineering Cost (C)</b>				<b>\$3,700</b>
<b>Total Engineering Cost (C)</b>				<b>\$6,200</b>
<b>Contingency (D)</b>				20% of (B + C)
<b>Total Cost (B + C + D)</b>				<b>\$14,900</b>
<b>Total Cost (B + C + D)</b>				<b>\$89,100</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 19**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	400	LF	\$10	\$4,000
Excavation	2741	CY	\$17	\$46,597
Pavement Reconstruction	1333	SY	\$140	\$186,620
Striping	1200	LF	\$3	\$3,600
Signs	100	SF	\$60	\$6,000
Driveway Adjustment	111	SY	\$80	\$8,880
Temporary Traffic Control	1	LS	\$17,300	\$17,300
Erosion and Sedimentation Pollution Control	1	LS	\$6,200	\$6,200
Mobilization	1	LS	\$9,873	\$9,873
<b>Construction Item Subtotal (A)</b>				<b>\$289,070</b>
Construction Oversight			12% of (A)	\$34,700
<b>Total Construction Cost (B)</b>				<b>\$323,770</b>
Preliminary Engineering			4% of (A)	\$11,600
Final Design Engineering			6% of (A)	\$17,400
<b>Total Engineering Cost (C)</b>				<b>\$29,000</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$70,600</b>
<b>Total Cost (B + C + D)</b>				<b>\$423,400</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 20**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	100	LF	\$10	\$1,000
Excavation	8	CY	\$17	\$136
Striping	200	LF	\$3	\$600
Signs	40	SF	\$60	\$2,400
ADA Compliant Curb Ramps	2	EACH	\$2,500	\$5,000
Active Crosswalk Warning Device	1	LS	\$15,000	\$15,000
Temporary Traffic Control	1	LS	\$500	\$500
Erosion and Sedimentation Pollution Control	1	LS	\$700	\$700
Mobilization	1	LS	\$603	\$603
<b>Construction Item Subtotal (A)</b>				<b>\$25,939</b>
Construction Oversight			12% of (A)	\$3,200
<b>Total Construction Cost (B)</b>				<b>\$29,139</b>
Preliminary Engineering			4% of (A)	\$1,100
Final Design Engineering			6% of (A)	\$1,600
<b>Total Engineering Cost (C)</b>				<b>\$2,700</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$6,400</b>
<b>Total Cost (B + C + D)</b>				<b>\$38,300</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 20**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	1225	LF	\$10	\$12,250
Excavation	8185	CY	\$17	\$139,145
Pavement Reconstruction	4247	SY	\$140	\$594,580
Pavement Resurfacing	2831	SY	\$20	\$56,620
Guardrail	500	LF	\$23	\$11,500
Guardrail End Treatments	4	EA	\$1,250	\$5,000
Striping	4900	LF	\$3	\$14,700
Signs	70	SF	\$60	\$4,200
Driveway Adjustment	400	SY	\$80	\$32,000
Culvert Replacement	1300	SF	\$325	\$422,500
Temporary Traffic Control	1	LS	\$90,500	\$90,500
Erosion and Sedimentation Pollution Control	1	LS	\$32,400	\$32,400
Drainage	1	LS	\$45,300	\$45,300
Mobilization	1	LS	\$32,312	\$32,312
<b>Construction Item Subtotal (A)</b>				<b>\$1,493,007</b>
Construction Oversight			12% of (A)	\$179,200
<b>Total Construction Cost (B)</b>				<b>\$1,672,207</b>
Preliminary Engineering			4% of (A)	\$59,800
Final Design Engineering			6% of (A)	\$89,600
<b>Total Engineering Cost (C)</b>				<b>\$149,400</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$364,400</b>
<b>Total Cost (B + C + D)</b>				<b>\$2,186,100</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 21**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Signs	300	SF	\$60	\$18,000
Signal Timing Revisions	3000	DOLLA	\$1	\$3,000
Reposition Signal Heads	1	LS	\$8,000	\$8,000
Dynamic Signal Warning Flasher	1	EACH	\$5,500	\$5,500
Traffic Signal Support, Mast arm	2	EACH	\$12,000	\$24,000
Temporary Traffic Control	1	LS	\$1,200	\$1,200
Erosion and Sedimentation Pollution Control		LS		
Mobilization	1	LS	\$585	\$585
<b>Construction Item Subtotal (A)</b>				<b>\$60,285</b>
Construction Oversight				12% of (A)
<b>Total Construction Cost (B)</b>				<b>\$7,300</b>
				<b>\$67,585</b>
Preliminary Engineering				4% of (A)
Final Design Engineering				6% of (A)
<b>Total Engineering Cost (C)</b>				<b>\$2,500</b>
				<b>\$3,700</b>
				<b>\$6,200</b>
<b>Contingency (D)</b>				20% of (B + C)
<b>Total Cost (B + C + D)</b>				<b>\$14,800</b>
				<b>\$88,600</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 21**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	3565	LF	\$10	\$35,650
Excavation	25562	CY	\$17	\$434,554
Pavement Reconstruction	8239	SY	\$140	\$1,153,460
Pavement Resurfacing	2060	SY	\$20	\$41,200
Striping	14260	LF	\$3	\$42,780
Rumble Strips	3565	LF	\$0.50	\$1,783
Signs	300	SF	\$60	\$18,000
Traffic Signal	1	EA	\$200,000	\$200,000
Driveway Adjustment	278	SY	\$80	\$22,240
Temporary Traffic Control	1	LS	\$78,000	\$78,000
Erosion and Sedimentation Pollution Control	1	LS	\$48,800	\$48,800
Mobilization	1	LS	\$48,742	\$48,742
<b>Construction Item Subtotal (A)</b>				<b>\$2,125,208</b>
Construction Oversight			12% of (A)	\$255,100
<b>Total Construction Cost (B)</b>				<b>\$2,380,308</b>
Preliminary Engineering			4% of (A)	\$85,100
Final Design Engineering			6% of (A)	\$127,600
<b>Total Engineering Cost (C)</b>				<b>\$212,700</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$518,700</b>
<b>Total Cost (B + C + D)</b>				<b>\$3,111,800</b>

**Notes:**

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total

**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 22**  
**Mid-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	200	LF	\$10	\$2,000
Excavation	474	CY	\$17	\$8,058
Pavement Reconstruction	267	SY	\$140	\$37,380
Striping	200	LF	\$3	\$600
Temporary Traffic Control	1	LS	\$2,000	\$2,000
Erosion and Sedimentation Pollution Control	1	LS	\$1,300	\$1,300
Mobilization	1	LS	\$1,201	\$1,201
<b>Construction Item Subtotal (A)</b>				<b>\$52,539</b>
Construction Oversight				12% of (A)
<b>Total Construction Cost (B)</b>				<b>\$6,400</b>
<b>Total Construction Cost (B)</b>				<b>\$58,939</b>
Preliminary Engineering				4% of (A)
Final Design Engineering				6% of (A)
<b>Total Engineering Cost (C)</b>				<b>\$2,200</b>
<b>Total Engineering Cost (C)</b>				<b>\$3,200</b>
<b>Total Engineering Cost (C)</b>				<b>\$5,400</b>
<b>Contingency (D)</b>				20% of (B + C)
<b>Total Cost (B + C + D)</b>				<b>\$12,900</b>
<b>Total Cost (B + C + D)</b>				<b>\$77,300</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total



**WV 9 Planning and Environmental Linkages Study**  
**Upgrade Existing WV 9 Proposed Improvements**  
**Conceptual Cost Estimate**  
**Location 22**  
**Long-Term Solution**

<i>Item Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Item Cost</i>
Clearing and Grubbing	600	LF	\$10	\$6,000
Excavation	4822	CY	\$17	\$81,974
Pavement Reconstruction	1733	SY	\$140	\$242,620
Pavement Resurfacing	2667	SY	\$20	\$53,340
Striping	2400	LF	\$3	\$7,200
Signs	300	SF	\$60	\$18,000
Traffic Signal Modification	1	EA	\$125,000	\$125,000
Intersection Lighting	2	EA	\$10,000	\$20,000
Temporary Traffic Control	1	LS	\$38,800	\$38,800
Erosion and Sedimentation Pollution Control	1	LS	\$13,900	\$13,900
Mobilization	1	LS	\$22,165	\$22,165
<b>Construction Item Subtotal (A)</b>				<b>\$628,999</b>
Construction Oversight			12% of (A)	\$75,500
<b>Total Construction Cost (B)</b>				<b>\$704,499</b>
Preliminary Engineering			4% of (A)	\$25,200
Final Design Engineering			6% of (A)	\$37,800
<b>Total Engineering Cost (C)</b>				<b>\$63,000</b>
<b>Contingency (D)</b>			20% of (B + C)	<b>\$153,500</b>
<b>Total Cost (B + C + D)</b>				<b>\$921,000</b>

Notes:

Cost estimate is based on 2021 unit prices and does not include escalation.

Cost estimate does not include Right-of-Way acquisition or Utility Relocation costs.

If Erosion and Sediment Control is required, assumed to be 3% of Item Sub-Total

If Drainage is required, assumed to be 2.5% of Item Sub-Total

Temporary Traffic Control: Complex = 5% of Item Sub-Total, Moderate = 4% of Item Sub-Total, Simple = 3% of Item Sub-Total

Mobilization: Complex = 7% of Item Sub-Total, Moderate = 5% of Item Sub-Total, Simple = 2% of Item Sub-Total



















# Appendix B

## Synchro Analysis Reports

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

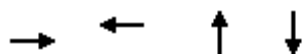
05/03/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	5	32	76	30	235	14	652	23	65	459	11
Future Volume (vph)	11	5	32	76	30	235	14	652	23	65	459	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		5.0			5.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.91			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1618			1616			1791			1785	
Flt Permitted		0.88			0.91			0.99			0.84	
Satd. Flow (perm)		1445			1487			1767			1509	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	5	35	83	33	255	15	709	25	71	499	12
RTOR Reduction (vph)	0	26	0	0	61	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	26	0	0	310	0	0	748	0	0	582	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		27.0			27.0			71.4			71.4	
Effective Green, g (s)		27.0			27.0			71.4			71.4	
Actuated g/C Ratio		0.25			0.25			0.65			0.65	
Clearance Time (s)		5.0			5.0			6.0			6.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		356			366			1153			984	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.21			c0.42			0.39	
v/c Ratio		0.07			0.85			0.65			0.59	
Uniform Delay, d1		31.6			39.2			11.4			10.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			17.0			1.1			0.8	
Delay (s)		31.7			56.2			12.6			11.5	
Level of Service		C			E			B			B	
Approach Delay (s)		31.7			56.2			12.6			11.5	
Approach LOS		C			E			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		22.0			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		109.4			Sum of lost time (s)			16.0				
Intersection Capacity Utilization		96.4%			ICU Level of Service			F				
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

### 3: WV 9 & S. Mary St/WV 901

05/03/2021



















Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	52	371	749	582
v/c Ratio	0.14	0.87	0.65	0.59
Control Delay	14.8	51.0	16.6	15.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.8	51.0	16.6	15.6
Queue Length 50th (ft)	9	199	286	209
Queue Length 95th (ft)	38	316	568	430
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	566	611	1153	984
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.61	0.65	0.59
Intersection Summary				

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

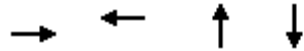
05/03/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Future Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		7.0			7.0			8.0			8.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1609			1615			1791			1785	
Flt Permitted		0.87			0.92			0.98			0.81	
Satd. Flow (perm)		1413			1502			1763			1462	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	8	160	63	496	17	817	29	76	535	13
RTOR Reduction (vph)	0	6	0	0	55	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	5	0	0	664	0	0	862	0	0	623	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0			78.0			78.0	
Effective Green, g (s)		23.0			23.0			78.0			78.0	
Actuated g/C Ratio		0.20			0.20			0.67			0.67	
Clearance Time (s)		7.0			7.0			8.0			8.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		280			297			1185			983	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.44			c0.49			0.43	
v/c Ratio		0.02			2.23			0.73			0.63	
Uniform Delay, d1		37.4			46.5			12.2			10.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			566.3			2.1			1.2	
Delay (s)		37.4			612.8			14.3			12.0	
Level of Service		D			F			B			B	
Approach Delay (s)		37.4			612.8			14.3			12.0	
Approach LOS		D			F			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		207.9			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.15										
Actuated Cycle Length (s)		116.0			Sum of lost time (s)			22.0				
Intersection Capacity Utilization		123.5%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

### 3: WV 9 & S. Mary St/WV 901

05/03/2021



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	11	719	863	624
v/c Ratio	0.04	2.04	0.73	0.63
Control Delay	24.2	500.4	16.7	14.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.2	500.4	16.7	14.5
Queue Length 50th (ft)	2	-809	375	242
Queue Length 95th (ft)	18	#1047	536	359
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	286	353	1185	983
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	2.04	0.73	0.63

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

















# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

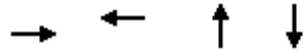
03/15/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Future Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		7.0			7.0			8.0			8.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1609			1615			1791			1785	
Flt Permitted		0.93			0.92			0.98			0.67	
Satd. Flow (perm)		1510			1502			1760			1211	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	8	160	63	496	17	817	29	76	535	13
RTOR Reduction (vph)	0	5	0	0	49	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	6	0	0	670	0	0	862	0	0	623	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		56.0			56.0			62.0			62.0	
Effective Green, g (s)		56.0			56.0			62.0			62.0	
Actuated g/C Ratio		0.42			0.42			0.47			0.47	
Clearance Time (s)		7.0			7.0			8.0			8.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		635			632			820			564	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.45			0.49			c0.51	
v/c Ratio		0.01			1.06			1.05			1.11	
Uniform Delay, d1		22.4			38.5			35.5			35.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			52.7			45.7			70.1	
Delay (s)		22.4			91.2			81.2			105.6	
Level of Service		C			F			F			F	
Approach Delay (s)		22.4			91.2			81.2			105.6	
Approach LOS		C			F			F			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			91.0			HCM 2000 Level of Service					F	
HCM 2000 Volume to Capacity ratio			1.15									
Actuated Cycle Length (s)			133.0			Sum of lost time (s)			22.0			
Intersection Capacity Utilization			123.5%			ICU Level of Service			H			
Analysis Period (min)			15									
<b>c Critical Lane Group</b>												

## Queues

### 3: WV 9 & S. Mary St/WV 901

03/15/2021



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	11	719	863	624
v/c Ratio	0.02	1.05	1.05	1.11
Control Delay	13.7	83.0	80.6	104.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.7	83.0	80.6	104.6
Queue Length 50th (ft)	2	~633	~811	~614
Queue Length 95th (ft)	14	#877	#1066	#850
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	640	682	821	564
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.02	1.05	1.05	1.11

#### Intersection Summary

















- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

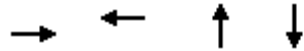
03/15/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Future Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		7.0			7.0			8.0			8.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1609			1615			1791			1785	
Flt Permitted		0.93			0.92			0.98			0.67	
Satd. Flow (perm)		1509			1502			1760			1209	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	8	160	63	496	17	817	29	76	535	13
RTOR Reduction (vph)	0	5	0	0	51	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	6	0	0	668	0	0	862	0	0	623	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		54.0			54.0			59.0			59.0	
Effective Green, g (s)		54.0			54.0			59.0			59.0	
Actuated g/C Ratio		0.42			0.42			0.46			0.46	
Clearance Time (s)		7.0			7.0			8.0			8.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		636			633			811			557	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.44			0.49			c0.52	
v/c Ratio		0.01			1.06			1.06			1.12	
Uniform Delay, d1		21.5			37.0			34.5			34.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			51.3			49.6			75.3	
Delay (s)		21.5			88.3			84.1			109.8	
Level of Service		C			F			F			F	
Approach Delay (s)		21.5			88.3			84.1			109.8	
Approach LOS		C			F			F			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		92.4			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.16										
Actuated Cycle Length (s)		128.0			Sum of lost time (s)			22.0				
Intersection Capacity Utilization		123.5%			ICU Level of Service			H				
Analysis Period (min)		15										
<b>c Critical Lane Group</b>												

## Queues

### 3: WV 9 & S. Mary St/WV 901

03/15/2021



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	11	719	863	624
v/c Ratio	0.02	1.05	1.06	1.12
Control Delay	13.3	80.8	84.0	108.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.3	80.8	84.0	108.2
Queue Length 50th (ft)	1	~604	~788	~596
Queue Length 95th (ft)	13	#848	#1040	#830
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	641	684	811	558
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.02	1.05	1.06	1.12

















#### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

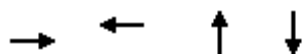
03/15/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	64	25	196	11	490	17	50	353	8
Future Volume (vph)	1	0	3	64	25	196	11	490	17	50	353	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		7.0			7.0			8.0			8.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1598			1615			1791			1785	
Flt Permitted		0.94			0.92			0.99			0.88	
Satd. Flow (perm)		1514			1504			1772			1579	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	3	70	27	213	12	533	18	54	384	9
RTOR Reduction (vph)	0	3	0	0	52	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	1	0	0	258	0	0	562	0	0	446	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.0			25.0			80.0			80.0	
Effective Green, g (s)		25.0			25.0			80.0			80.0	
Actuated g/C Ratio		0.21			0.21			0.67			0.67	
Clearance Time (s)		7.0			7.0			8.0			8.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		315			313			1181			1052	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.17			c0.32			0.28	
v/c Ratio		0.00			0.82			0.48			0.42	
Uniform Delay, d1		37.6			45.4			9.8			9.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			16.6			0.2			0.2	
Delay (s)		37.6			62.0			10.0			9.5	
Level of Service		D			E			A			A	
Approach Delay (s)		37.6			62.0			10.0			9.5	
Approach LOS		D			E			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		22.1				HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio		0.60										
Actuated Cycle Length (s)		120.0				Sum of lost time (s)		22.0				
Intersection Capacity Utilization		80.3%				ICU Level of Service				D		
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

### 3: WV 9 & S. Mary St/WV 901

03/15/2021



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	4	310	563	447
v/c Ratio	0.01	0.85	0.48	0.42
Control Delay	0.0	57.7	11.4	10.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.0	57.7	11.4	10.8
Queue Length 50th (ft)	0	187	194	147
Queue Length 95th (ft)	0	#344	272	212
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	386	365	1182	1052
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.85	0.48	0.42

















#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

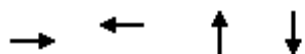
03/15/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	64	25	196	11	490	17	50	353	8
Future Volume (vph)	1	0	3	64	25	196	11	490	17	50	353	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		7.0			7.0			8.0			8.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1598			1615			1791			1785	
Flt Permitted		0.89			0.92			0.99			0.88	
Satd. Flow (perm)		1435			1504			1768			1578	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	3	70	27	213	12	533	18	54	384	9
RTOR Reduction (vph)	0	3	0	0	106	0	0	2	0	0	1	0
Lane Group Flow (vph)	0	1	0	0	204	0	0	561	0	0	446	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		12.4			12.4			25.0			25.0	
Effective Green, g (s)		12.4			12.4			25.0			25.0	
Actuated g/C Ratio		0.24			0.24			0.48			0.48	
Clearance Time (s)		7.0			7.0			8.0			8.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		339			355			843			752	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.14			c0.32			0.28	
v/c Ratio		0.00			0.57			0.67			0.59	
Uniform Delay, d1		15.3			17.7			10.5			10.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			2.7			1.8			1.1	
Delay (s)		15.3			20.4			12.3			11.0	
Level of Service		B			C			B			B	
Approach Delay (s)		15.3			20.4			12.3			11.0	
Approach LOS		B			C			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			13.8			HCM 2000 Level of Service					B	
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			52.4			Sum of lost time (s)			22.0			
Intersection Capacity Utilization			80.3%			ICU Level of Service					D	
Analysis Period (min)			15									
<b>c Critical Lane Group</b>												

## Queues

3: WV 9 & S. Mary St/WV 901

03/15/2021



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	4	310	563	447
v/c Ratio	0.01	0.67	0.67	0.59
Control Delay	0.0	18.6	15.4	14.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.0	18.6	15.4	14.2
Queue Length 50th (ft)	0	46	121	92
Queue Length 95th (ft)	0	#137	221	173
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	496	477	844	753
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.65	0.67	0.59

















### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

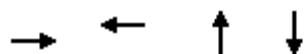
03/15/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	64	25	196	11	490	17	50	353	8
Future Volume (vph)	1	0	3	64	25	196	11	490	17	50	353	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		7.0			7.0			8.0			8.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1598			1615			1791			1785	
Flt Permitted		0.94			0.92			0.99			0.88	
Satd. Flow (perm)		1521			1504			1772			1582	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	3	70	27	213	12	533	18	54	384	9
RTOR Reduction (vph)	0	3	0	0	62	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	1	0	0	248	0	0	562	0	0	447	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		21.7			21.7			69.3			69.3	
Effective Green, g (s)		21.7			21.7			69.3			69.3	
Actuated g/C Ratio		0.20			0.20			0.65			0.65	
Clearance Time (s)		7.0			7.0			8.0			8.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		311			307			1158			1034	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.16			c0.32			0.28	
v/c Ratio		0.00			0.81			0.49			0.43	
Uniform Delay, d1		33.5			40.2			9.3			8.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			15.1			0.2			0.2	
Delay (s)		33.5			55.3			9.5			9.1	
Level of Service		C			E			A			A	
Approach Delay (s)		33.5			55.3			9.5			9.1	
Approach LOS		C			E			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		20.2			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		106.0			Sum of lost time (s)			22.0				
Intersection Capacity Utilization		80.3%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

### 3: WV 9 & S. Mary St/WV 901

03/15/2021



















Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	4	310	563	447
v/c Ratio	0.01	0.84	0.49	0.43
Control Delay	0.0	49.7	12.2	11.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.0	49.7	12.2	11.6
Queue Length 50th (ft)	0	154	174	132
Queue Length 95th (ft)	0	257	333	260
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	686	672	1158	1033
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.46	0.49	0.43
Intersection Summary				



# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

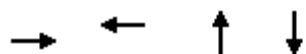
05/03/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	5	32	76	30	235	14	652	23	65	459	11
Future Volume (vph)	11	5	32	76	30	235	14	652	23	65	459	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		5.0			5.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.91			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1618			1616			1791			1785	
Flt Permitted		0.88			0.91			0.99			0.84	
Satd. Flow (perm)		1448			1488			1767			1510	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	5	35	83	33	255	15	709	25	71	499	12
RTOR Reduction (vph)	0	26	0	0	62	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	26	0	0	309	0	0	748	0	0	582	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		26.4			26.4			69.4			69.4	
Effective Green, g (s)		26.4			26.4			69.4			69.4	
Actuated g/C Ratio		0.25			0.25			0.65			0.65	
Clearance Time (s)		5.0			5.0			6.0			6.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		357			367			1148			981	
v/s Ratio Prot												
v/s Ratio Perm		0.02			c0.21			c0.42			0.39	
v/c Ratio		0.07			0.84			0.65			0.59	
Uniform Delay, d1		30.8			38.2			11.4			10.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			16.5			1.2			0.8	
Delay (s)		30.9			54.8			12.6			11.5	
Level of Service		C			D			B			B	
Approach Delay (s)		30.9			54.8			12.6			11.5	
Approach LOS		C			D			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		21.7			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		106.8			Sum of lost time (s)			20.5				
Intersection Capacity Utilization		96.4%			ICU Level of Service			F				
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

### 3: WV 9 & S. Mary St/WV 901

05/03/2021



















Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	52	371	749	582
v/c Ratio	0.14	0.86	0.65	0.59
Control Delay	14.6	49.7	16.5	15.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.6	49.7	16.5	15.5
Queue Length 50th (ft)	9	193	281	205
Queue Length 95th (ft)	38	309	561	425
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	494	650	1148	980
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.57	0.65	0.59
Intersection Summary				

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

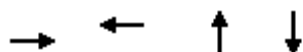
05/03/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Future Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		7.0			7.0			8.0			8.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1609			1615			1791			1785	
Flt Permitted		0.87			0.92			0.98			0.81	
Satd. Flow (perm)		1413			1502			1763			1462	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	8	160	63	496	17	817	29	76	535	13
RTOR Reduction (vph)	0	6	0	0	55	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	5	0	0	664	0	0	862	0	0	623	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0			78.0			78.0	
Effective Green, g (s)		23.0			23.0			78.0			78.0	
Actuated g/C Ratio		0.20			0.20			0.67			0.67	
Clearance Time (s)		7.0			7.0			8.0			8.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		280			297			1185			983	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.44			c0.49			0.43	
v/c Ratio		0.02			2.23			0.73			0.63	
Uniform Delay, d1		37.4			46.5			12.2			10.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			566.3			2.1			1.2	
Delay (s)		37.4			612.8			14.3			12.0	
Level of Service		D			F			B			B	
Approach Delay (s)		37.4			612.8			14.3			12.0	
Approach LOS		D			F			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		207.9			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.21										
Actuated Cycle Length (s)		116.0			Sum of lost time (s)			26.5				
Intersection Capacity Utilization		123.5%			ICU Level of Service			H				
Analysis Period (min)		15										
<b>c Critical Lane Group</b>												

# Queues

## 3: WV 9 & S. Mary St/WV 901

05/03/2021



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	11	719	863	624
v/c Ratio	0.04	2.04	0.73	0.63
Control Delay	24.2	500.4	16.7	14.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.2	500.4	16.7	14.5
Queue Length 50th (ft)	2	-809	375	242
Queue Length 95th (ft)	18	#1047	536	359
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	286	353	1185	983
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	2.04	0.73	0.63

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

















# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & S. Mary St/WV 901

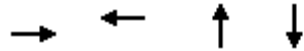
05/03/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Future Volume (vph)	2	1	7	147	58	456	16	752	27	70	492	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	11	12	12	11	12	12	11	12
Total Lost time (s)		7.0			7.0			8.0			8.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.90			0.91			1.00			1.00	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1609			1615			1791			1785	
Flt Permitted		0.93			0.92			0.98			0.67	
Satd. Flow (perm)		1509			1502			1760			1199	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1	8	160	63	496	17	817	29	76	535	13
RTOR Reduction (vph)	0	5	0	0	53	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	6	0	0	666	0	0	862	0	0	623	0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		52.0			52.0			55.0			55.0	
Effective Green, g (s)		52.0			52.0			55.0			55.0	
Actuated g/C Ratio		0.43			0.43			0.45			0.45	
Clearance Time (s)		7.0			7.0			8.0			8.0	
Vehicle Extension (s)		4.0			4.0			5.0			5.0	
Lane Grp Cap (vph)		643			640			793			540	
v/s Ratio Prot												
v/s Ratio Perm		0.00			c0.44			0.49			c0.52	
v/c Ratio		0.01			1.04			1.09			1.15	
Uniform Delay, d1		20.2			35.0			33.5			33.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.0			46.7			58.2			89.0	
Delay (s)		20.2			81.7			91.7			122.5	
Level of Service		C			F			F			F	
Approach Delay (s)		20.2			81.7			91.7			122.5	
Approach LOS		C			F			F			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			96.8			HCM 2000 Level of Service				F		
HCM 2000 Volume to Capacity ratio			1.23									
Actuated Cycle Length (s)			122.0			Sum of lost time (s)			26.5			
Intersection Capacity Utilization			123.5%			ICU Level of Service			H			
Analysis Period (min)			15									
<b>c Critical Lane Group</b>												

## Queues

### 3: WV 9 & S. Mary St/WV 901

05/03/2021



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	11	719	863	624
v/c Ratio	0.02	1.04	1.09	1.15
Control Delay	12.5	75.0	91.0	120.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.5	75.0	91.0	120.7
Queue Length 50th (ft)	1	~566	~765	~581
Queue Length 95th (ft)	13	#806	#1015	#811
Internal Link Dist (ft)	2570	4477	1606	1530
Turn Bay Length (ft)				
Base Capacity (vph)	647	693	794	541
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.02	1.04	1.09	1.15


#### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & Ridge Rd

03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖		↗	↖	
Traffic Volume (vph)	195	28	58	46	25	29	67	755	31	18	467	80
Future Volume (vph)	195	28	58	46	25	29	67	755	31	18	467	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			-2%			2%	
Total Lost time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.97			0.96		1.00	0.99		1.00	0.98	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1741			1740		1787	1870		1752	1804	
Flt Permitted		0.70			0.80		0.32	1.00		0.19	1.00	
Satd. Flow (perm)		1260			1424		599	1870		346	1804	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	212	30	63	50	27	32	73	821	34	20	508	87
RTOR Reduction (vph)	0	5	0	0	8	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	300	0	0	101	0	73	854	0	20	592	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		40.0			40.0		112.5	103.8		107.1	101.1	
Effective Green, g (s)		40.0			40.0		112.5	103.8		107.1	101.1	
Actuated g/C Ratio		0.25			0.25		0.69	0.64		0.66	0.62	
Clearance Time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Vehicle Extension (s)		5.0			5.0		4.0	7.0		4.0	7.0	
Lane Grp Cap (vph)		309			349		477	1192		279	1120	
v/s Ratio Prot							c0.01	c0.46		0.00	0.33	
v/s Ratio Perm		c0.24			0.07		0.10			0.04		
v/c Ratio		0.97			0.29		0.15	0.72		0.07	0.53	
Uniform Delay, d1		60.8			49.8		10.9	19.7		16.4	17.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		43.1			1.0		0.2	3.7		0.1	1.8	
Delay (s)		103.9			50.8		11.1	23.4		16.6	19.2	
Level of Service		F			D		B	C		B	B	
Approach Delay (s)		103.9			50.8			22.4			19.1	
Approach LOS		F			D			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		35.7										
HCM 2000 Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		162.8										
Intersection Capacity Utilization		83.3%										
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

## 3: WV 9 &amp; Ridge Rd

03/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	305	109	73	855	20	595
v/c Ratio	0.96	0.30	0.15	0.71	0.06	0.53
Control Delay	99.0	47.0	8.4	24.1	7.8	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.0	47.0	8.4	24.1	7.8	19.6
Queue Length 50th (ft)	316	85	23	622	6	338
Queue Length 95th (ft)	#518	146	40	804	15	455
Internal Link Dist (ft)	512	590		476		660
Turn Bay Length (ft)			93		129	
Base Capacity (vph)	318	361	639	1205	503	1115
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.30	0.11	0.71	0.04	0.53

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.



















Queue shown is maximum after two cycles.



# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & Ridge Rd

03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	14	29	26	14	17	66	746	31	19	500	86
Future Volume (vph)	97	14	29	26	14	17	66	746	31	19	500	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			-2%			2%	
Total Lost time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.97			0.96		1.00	0.99		1.00	0.98	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1740			1739		1787	1870		1752	1804	
Flt Permitted		0.75			0.84		0.34	1.00		0.25	1.00	
Satd. Flow (perm)		1358			1496		633	1870		464	1804	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	15	32	28	15	18	72	811	34	21	543	93
RTOR Reduction (vph)	0	6	0	0	9	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	146	0	0	52	0	72	844	0	21	634	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		21.2			21.2		112.7	104.3		107.5	101.7	
Effective Green, g (s)		21.2			21.2		112.7	104.3		107.5	101.7	
Actuated g/C Ratio		0.15			0.15		0.78	0.72		0.74	0.70	
Clearance Time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Vehicle Extension (s)		5.0			5.0		4.0	7.0		4.0	7.0	
Lane Grp Cap (vph)		199			219		561	1351		397	1271	
v/s Ratio Prot							c0.01	c0.45		0.00	0.35	
v/s Ratio Perm		c0.11			0.03		0.09			0.04		
v/c Ratio		0.73			0.24		0.13	0.63		0.05	0.50	
Uniform Delay, d1		58.9			54.4		5.3	10.1		7.6	9.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		15.7			1.2		0.1	2.2		0.1	1.4	
Delay (s)		74.5			55.6		5.5	12.3		7.7	11.1	
Level of Service		E			E		A	B		A	B	
Approach Delay (s)		74.5			55.6			11.8			11.0	
Approach LOS		E			E			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		18.3										
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		144.3										
Intersection Capacity Utilization		72.4%										
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

## 3: WV 9 &amp; Ridge Rd

03/11/2021




Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	152	61	72	845	21	636
v/c Ratio	0.73	0.26	0.13	0.62	0.05	0.50
Control Delay	75.8	46.5	4.5	14.1	4.3	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.8	46.5	4.5	14.1	4.3	12.2
Queue Length 50th (ft)	131	42	12	408	4	244
Queue Length 95th (ft)	211	87	31	655	12	413
Internal Link Dist (ft)	512	590		476		660
Turn Bay Length (ft)			93		129	
Base Capacity (vph)	386	428	745	1367	638	1267
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.14	0.10	0.62	0.03	0.50
Intersection Summary						

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & Ridge Rd

03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (vph)	97	14	29	26	14	17	66	746	31	19	500	86
Future Volume (vph)	97	14	29	26	14	17	66	746	31	19	500	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			-2%			2%	
Total Lost time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.97			0.96		1.00	0.99		1.00	0.98	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1740			1739		1787	1870		1752	1804	
Flt Permitted		0.76			0.85		0.28	1.00		0.21	1.00	
Satd. Flow (perm)		1361			1509		535	1870		389	1804	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	15	32	28	15	18	72	811	34	21	543	93
RTOR Reduction (vph)	0	13	0	0	15	0	0	2	0	0	8	0
Lane Group Flow (vph)	0	139	0	0	46	0	72	843	0	21	628	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		10.3			10.3		45.3	40.8		39.9	38.1	
Effective Green, g (s)		10.3			10.3		45.3	40.8		39.9	38.1	
Actuated g/C Ratio		0.16			0.16		0.69	0.62		0.61	0.58	
Clearance Time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Vehicle Extension (s)		5.0			5.0		4.0	7.0		4.0	7.0	
Lane Grp Cap (vph)		212			235		453	1157		272	1042	
v/s Ratio Prot							c0.01	c0.45		0.00	0.35	
v/s Ratio Perm		c0.10			0.03		0.10			0.04		
v/c Ratio		0.65			0.19		0.16	0.73		0.08	0.60	
Uniform Delay, d1		26.1			24.2		4.9	8.7		7.0	9.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.4			0.9		0.2	4.1		0.2	2.6	
Delay (s)		35.5			25.0		5.1	12.8		7.1	11.6	
Level of Service		D			C		A	B		A	B	
Approach Delay (s)		35.5			25.0			12.2			11.4	
Approach LOS		D			C			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		14.3										
HCM 2000 Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		65.9										
Intersection Capacity Utilization		72.4%										
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

## 3: WV 9 &amp; Ridge Rd

03/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	152	61	72	845	21	636
v/c Ratio	0.64	0.23	0.14	0.69	0.04	0.60
Control Delay	39.0	21.9	3.5	12.9	2.9	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	21.9	3.5	12.9	2.9	12.4
Queue Length 50th (ft)	53	16	7	142	2	167
Queue Length 95th (ft)	#140	49	15	#531	6	272
Internal Link Dist (ft)	512	590		476		660
Turn Bay Length (ft)			93		129	
Base Capacity (vph)	239	265	590	1218	499	1061
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.23	0.12	0.69	0.04	0.60



















## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & Ridge Rd

03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	14	29	26	14	17	66	746	31	19	500	86
Future Volume (vph)	97	14	29	26	14	17	66	746	31	19	500	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			-2%			2%	
Total Lost time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.97			0.96		1.00	0.99		1.00	0.98	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1740			1739		1787	1870		1752	1804	
Flt Permitted		0.74			0.84		0.35	1.00		0.26	1.00	
Satd. Flow (perm)		1331			1493		653	1870		483	1804	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	15	32	28	15	18	72	811	34	21	543	93
RTOR Reduction (vph)	0	6	0	0	9	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	146	0	0	52	0	72	844	0	21	633	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		24.0			24.0		135.2	126.8		130.0	124.2	
Effective Green, g (s)		24.0			24.0		135.2	126.8		130.0	124.2	
Actuated g/C Ratio		0.14			0.14		0.80	0.75		0.77	0.73	
Clearance Time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Vehicle Extension (s)		5.0			5.0		4.0	7.0		4.0	7.0	
Lane Grp Cap (vph)		188			211		576	1398		413	1321	
v/s Ratio Prot							c0.01	c0.45		0.00	0.35	
v/s Ratio Perm		c0.11			0.04		0.09			0.04		
v/c Ratio		0.78			0.25		0.12	0.60		0.05	0.48	
Uniform Delay, d1		70.2			64.8		5.3	9.8		7.6	9.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		20.7			1.3		0.1	1.9		0.1	1.2	
Delay (s)		90.9			66.1		5.5	11.8		7.6	10.6	
Level of Service		F			E		A	B		A	B	
Approach Delay (s)		90.9			66.1			11.3			10.5	
Approach LOS		F			E			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		19.7										
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		169.6										
Intersection Capacity Utilization		72.4%										
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

### 3: WV 9 & Ridge Rd

03/11/2021





















Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	152	61	72	845	21	636
v/c Ratio	0.78	0.28	0.13	0.60	0.05	0.48
Control Delay	91.8	55.9	4.6	13.5	4.4	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.8	55.9	4.6	13.5	4.4	11.6
Queue Length 50th (ft)	157	51	14	438	4	262
Queue Length 95th (ft)	244	100	34	693	13	436
Internal Link Dist (ft)	512	590		476		660
Turn Bay Length (ft)			93		129	
Base Capacity (vph)	295	332	594	1412	468	1319
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.18	0.12	0.60	0.04	0.48
Intersection Summary						

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & Ridge Rd

03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	7	14	0	0	0	21	242	10	7	186	32
Future Volume (vph)	46	7	14	0	0	0	21	242	10	7	186	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			-2%			2%	
Total Lost time (s)		4.5					4.0	4.5		4.0	4.5	
Lane Util. Factor		1.00					1.00	1.00		1.00	1.00	
Frt		0.97					1.00	0.99		1.00	0.98	
Flt Protected		0.97					0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1742					1787	1870		1752	1803	
Flt Permitted		0.79					0.59	1.00		0.59	1.00	
Satd. Flow (perm)		1432					1118	1870		1090	1803	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	8	15	0	0	0	23	263	11	8	202	35
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	67	0	0	0	0	23	274	0	8	235	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA					pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		12.4					108.7	104.1		103.1	101.3	
Effective Green, g (s)		12.4					108.7	104.1		103.1	101.3	
Actuated g/C Ratio		0.09					0.83	0.79		0.79	0.77	
Clearance Time (s)		4.5					4.0	4.5		4.0	4.5	
Vehicle Extension (s)		5.0					4.0	7.0		4.0	7.0	
Lane Grp Cap (vph)		135					949	1482		864	1391	
v/s Ratio Prot							c0.00	c0.15		0.00	0.13	
v/s Ratio Perm		c0.05					0.02			0.01		
v/c Ratio		0.49					0.02	0.18		0.01	0.17	
Uniform Delay, d1		56.5					2.0	3.3		3.0	3.9	
Progression Factor		1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.8					0.0	0.3		0.0	0.3	
Delay (s)		62.3					2.0	3.6		3.0	4.2	
Level of Service		E					A	A		A	A	
Approach Delay (s)		62.3			0.0			3.5			4.2	
Approach LOS		E			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		10.7										
HCM 2000 Volume to Capacity ratio		0.21										
Actuated Cycle Length (s)		131.3										
Intersection Capacity Utilization		33.3%										
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

## 3: WV 9 &amp; Ridge Rd

03/11/2021



Lane Group	EBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	73	23	274	8	237
v/c Ratio	0.51	0.02	0.18	0.01	0.17
Control Delay	63.4	2.1	3.7	2.1	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	2.1	3.7	2.1	4.6
Queue Length 50th (ft)	55	2	33	1	49
Queue Length 95th (ft)	110	8	108	4	86
Internal Link Dist (ft)	512		476		660
Turn Bay Length (ft)		93		129	
Base Capacity (vph)	454	1092	1519	1067	1407
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.02	0.18	0.01	0.17
Intersection Summary					



# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & Ridge Rd

03/11/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	46	7	14	0	0	0	21	242	10	7	186	32
Future Volume (vph)	46	7	14	0	0	0	21	242	10	7	186	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			-2%			2%	
Total Lost time (s)		4.5					4.0	4.5		4.0	4.5	
Lane Util. Factor		1.00					1.00	1.00		1.00	1.00	
Frt		0.97					1.00	0.99		1.00	0.98	
Flt Protected		0.97					0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1742					1787	1870		1752	1803	
Flt Permitted		0.81					0.61	1.00		0.58	1.00	
Satd. Flow (perm)		1460					1150	1870		1075	1803	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	8	15	0	0	0	23	263	11	8	202	35
RTOR Reduction (vph)	0	12	0	0	0	0	0	2	0	0	9	0
Lane Group Flow (vph)	0	61	0	0	0	0	23	272	0	8	228	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA					pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		10.1					23.1	21.8		23.7	22.1	
Effective Green, g (s)		10.1					23.1	21.8		23.7	22.1	
Actuated g/C Ratio		0.22					0.50	0.47		0.51	0.48	
Clearance Time (s)		4.5					4.0	4.5		4.0	4.5	
Vehicle Extension (s)		5.0					4.0	7.0		4.0	7.0	
Lane Grp Cap (vph)		317					589	876		571	856	
v/s Ratio Prot							c0.00	c0.15		0.00	0.13	
v/s Ratio Perm		c0.04					0.02			0.01		
v/c Ratio		0.19					0.04	0.31		0.01	0.27	
Uniform Delay, d1		14.9					6.0	7.7		5.6	7.3	
Progression Factor		1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6					0.0	0.9		0.0	0.8	
Delay (s)		15.5					6.0	8.6		5.6	8.1	
Level of Service		B					A	A		A	A	
Approach Delay (s)		15.5			0.0			8.4			8.0	
Approach LOS		B			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		9.1										
HCM 2000 Volume to Capacity ratio		0.26										
Actuated Cycle Length (s)		46.5										
Intersection Capacity Utilization		33.3%										
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

## 3: WV 9 &amp; Ridge Rd

03/11/2021





















Lane Group	EBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	73	23	274	8	237
v/c Ratio	0.21	0.03	0.29	0.01	0.25
Control Delay	14.7	4.0	8.5	3.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	4.0	8.5	3.7	7.4
Queue Length 50th (ft)	10	2	29	1	23
Queue Length 95th (ft)	46	7	109	4	84
Internal Link Dist (ft)	512		476		660
Turn Bay Length (ft)		93		129	
Base Capacity (vph)	353	802	943	769	930
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.03	0.29	0.01	0.25
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

## 3: WV 9 & Ridge Rd

03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	7	14	0	0	0	21	242	10	7	186	32
Future Volume (vph)	46	7	14	0	0	0	21	242	10	7	186	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			3%			-2%			2%	
Total Lost time (s)		4.5					4.0	4.5		4.0	4.5	
Lane Util. Factor		1.00					1.00	1.00		1.00	1.00	
Frt		0.97					1.00	0.99		1.00	0.98	
Flt Protected		0.97					0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1742					1787	1870		1752	1803	
Flt Permitted		0.79					0.60	1.00		0.59	1.00	
Satd. Flow (perm)		1432					1120	1870		1090	1803	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	8	15	0	0	0	23	263	11	8	202	35
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	67	0	0	0	0	23	274	0	8	235	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA					pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		12.6					113.8	109.2		108.2	106.4	
Effective Green, g (s)		12.6					113.8	109.2		108.2	106.4	
Actuated g/C Ratio		0.09					0.83	0.80		0.79	0.78	
Clearance Time (s)		4.5					4.0	4.5		4.0	4.5	
Vehicle Extension (s)		5.0					4.0	7.0		4.0	7.0	
Lane Grp Cap (vph)		132					955	1494		872	1404	
v/s Ratio Prot							c0.00	c0.15		0.00	0.13	
v/s Ratio Perm		c0.05					0.02			0.01		
v/c Ratio		0.50					0.02	0.18		0.01	0.17	
Uniform Delay, d1		59.0					2.0	3.2		3.0	3.8	
Progression Factor		1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.2					0.0	0.3		0.0	0.3	
Delay (s)		65.3					2.0	3.5		3.0	4.1	
Level of Service		E					A	A		A	A	
Approach Delay (s)		65.3			0.0			3.4			4.1	
Approach LOS		E			A			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		11.0										
HCM 2000 Volume to Capacity ratio		0.21										
Actuated Cycle Length (s)		136.6										
Intersection Capacity Utilization		33.3%										
Analysis Period (min)		15										
c Critical Lane Group												

## Queues

### 3: WV 9 & Ridge Rd

03/11/2021




Lane Group	EBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	73	23	274	8	237
v/c Ratio	0.52	0.02	0.18	0.01	0.17
Control Delay	66.5	2.1	3.6	2.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	2.1	3.6	2.1	4.5
Queue Length 50th (ft)	57	2	33	1	49
Queue Length 95th (ft)	113	8	109	4	87
Internal Link Dist (ft)	512		476		660
Turn Bay Length (ft)		93		129	
Base Capacity (vph)	527	1027	1531	997	1420
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.02	0.18	0.01	0.17
Intersection Summary					

# HCM Signalized Intersection Capacity Analysis

3:








03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	18	2	26	120	4	14	8	1001	59	0	693	35
Future Volume (vph)	18	2	26	120	4	14	8	1001	59	0	693	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00		0.95	
Frt		0.92		1.00	0.88		1.00	1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1688		1770	1642		1770	3539	1583		3514	
Flt Permitted		0.89		0.72	1.00		0.34	1.00	1.00		1.00	
Satd. Flow (perm)		1539		1349	1642		627	3539	1583		3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	2	28	130	4	15	9	1088	64	0	753	38
RTOR Reduction (vph)	0	22	0	0	12	0	0	0	25	0	5	0
Lane Group Flow (vph)	0	28	0	130	7	0	9	1088	39	0	786	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		11.6		12.1	12.1		33.1	33.1	33.1		33.1	
Effective Green, g (s)		11.6		12.1	12.1		33.1	33.1	33.1		33.1	
Actuated g/C Ratio		0.21		0.22	0.22		0.61	0.61	0.61		0.61	
Clearance Time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Vehicle Extension (s)		7.0		3.0	3.0		5.0	5.0	5.0		5.0	
Lane Grp Cap (vph)		326		298	363		379	2141	957		2126	
v/s Ratio Prot					0.00			c0.31			0.22	
v/s Ratio Perm		0.02		c0.10			0.01		0.02			
v/c Ratio		0.09		0.44	0.02		0.02	0.51	0.04		0.37	
Uniform Delay, d1		17.3		18.4	16.7		4.3	6.2	4.4		5.5	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		0.4		1.0	0.0		0.1	0.4	0.0		0.2	
Delay (s)		17.7		19.4	16.7		4.4	6.6	4.4		5.7	
Level of Service		B		B	B		A	A	A		A	
Approach Delay (s)		17.7			19.0			6.4			5.7	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			7.3									
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			54.7									
Intersection Capacity Utilization			48.9%									
Analysis Period (min)			15									
c Critical Lane Group												

## Queues

3:






















03/11/2021

							
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	50	130	19	9	1088	64	791
v/c Ratio	0.11	0.37	0.04	0.02	0.48	0.06	0.35
Control Delay	11.5	21.2	11.1	5.5	8.0	1.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	21.2	11.1	5.5	8.0	1.4	6.8
Queue Length 50th (ft)	5	31	1	1	108	0	69
Queue Length 95th (ft)	31	90	16	6	150	10	98
Internal Link Dist (ft)	56		551		504		437
Turn Bay Length (ft)							
Base Capacity (vph)	513	446	553	488	2752	1248	3438
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.29	0.03	0.02	0.40	0.05	0.23
Intersection Summary							

# HCM Signalized Intersection Capacity Analysis

3:








03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	18	85	3	10	7	923	54	0	491	25
Future Volume (vph)	13	1	18	85	3	10	7	923	54	0	491	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00		0.95	
Frt		0.92		1.00	0.88		1.00	1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1685		1770	1643		1770	3539	1583		3514	
Flt Permitted		0.88		0.73	1.00		0.44	1.00	1.00		1.00	
Satd. Flow (perm)		1513		1368	1643		823	3539	1583		3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	1	20	92	3	11	8	1003	59	0	534	27
RTOR Reduction (vph)	0	17	0	0	9	0	0	0	21	0	5	0
Lane Group Flow (vph)	0	18	0	92	5	0	8	1003	38	0	556	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		8.2		8.7	8.7		33.3	33.3	33.3		33.3	
Effective Green, g (s)		8.2		8.7	8.7		33.3	33.3	33.3		33.3	
Actuated g/C Ratio		0.16		0.17	0.17		0.65	0.65	0.65		0.65	
Clearance Time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Vehicle Extension (s)		7.0		3.0	3.0		5.0	5.0	5.0		5.0	
Lane Grp Cap (vph)		240		231	277		532	2288	1023		2272	
v/s Ratio Prot					0.00			c0.28			0.16	
v/s Ratio Perm		0.01		c0.07			0.01		0.02			
v/c Ratio		0.08		0.40	0.02		0.02	0.44	0.04		0.24	
Uniform Delay, d1		18.4		19.1	17.8		3.2	4.5	3.3		3.8	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		0.5		1.1	0.0		0.0	0.3	0.0		0.1	
Delay (s)		18.9		20.2	17.9		3.3	4.8	3.3		3.9	
Level of Service		B		C	B		A	A	A		A	
Approach Delay (s)		18.9			19.9			4.7			3.9	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			5.6									
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			51.5									
Intersection Capacity Utilization			46.3%									
Analysis Period (min)			15									
c Critical Lane Group												

## Queues

3:

03/11/2021


							
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	35	92	14	8	1003	59	561
v/c Ratio	0.07	0.27	0.03	0.01	0.39	0.05	0.22
Control Delay	11.0	18.0	10.5	5.7	6.4	1.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	18.0	10.5	5.7	6.4	1.4	5.2
Queue Length 50th (ft)	3	20	1	1	97	0	45
Queue Length 95th (ft)	23	61	12	6	136	9	67
Internal Link Dist (ft)	56		551		504		437
Turn Bay Length (ft)							
Base Capacity (vph)	549	498	606	692	2977	1343	3485
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.18	0.02	0.01	0.34	0.04	0.16
Intersection Summary							



# HCM Signalized Intersection Capacity Analysis

3:







03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	13	1	18	85	3	10	7	923	54	0	491	25
Future Volume (vph)	13	1	18	85	3	10	7	923	54	0	491	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00		0.95	
Frt		0.92		1.00	0.88		1.00	1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1685		1770	1643		1770	3539	1583		3514	
Flt Permitted		0.88		0.73	1.00		0.44	1.00	1.00		1.00	
Satd. Flow (perm)		1517		1368	1643		823	3539	1583		3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	1	20	92	3	11	8	1003	59	0	534	27
RTOR Reduction (vph)	0	17	0	0	9	0	0	0	21	0	5	0
Lane Group Flow (vph)	0	18	0	92	5	0	8	1003	38	0	556	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		8.4		8.9	8.9		32.2	32.2	32.2		32.2	
Effective Green, g (s)		8.4		8.9	8.9		32.2	32.2	32.2		32.2	
Actuated g/C Ratio		0.17		0.18	0.18		0.64	0.64	0.64		0.64	
Clearance Time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Vehicle Extension (s)		7.0		3.0	3.0		5.0	5.0	5.0		5.0	
Lane Grp Cap (vph)		251		240	288		523	2252	1007		2236	
v/s Ratio Prot					0.00			c0.28			0.16	
v/s Ratio Perm		0.01		c0.07			0.01		0.02			
v/c Ratio		0.07		0.38	0.02		0.02	0.45	0.04		0.25	
Uniform Delay, d1		17.8		18.4	17.2		3.4	4.7	3.4		4.0	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		0.4		1.0	0.0		0.0	0.3	0.0		0.1	
Delay (s)		18.3		19.4	17.3		3.4	5.0	3.5		4.1	
Level of Service		B		B	B		A	A	A		A	
Approach Delay (s)		18.3			19.2			4.9			4.1	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			5.7									
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			50.6									
Intersection Capacity Utilization			46.3%									
Analysis Period (min)			15									
c Critical Lane Group												

## Queues

3:


03/11/2021

							
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	35	92	14	8	1003	59	561
v/c Ratio	0.07	0.27	0.03	0.01	0.40	0.05	0.22
Control Delay	9.7	16.4	9.1	6.1	6.8	0.8	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	16.4	9.1	6.1	6.8	0.8	5.5
Queue Length 50th (ft)	3	20	1	1	97	0	45
Queue Length 95th (ft)	20	51	11	6	141	6	69
Internal Link Dist (ft)	56		551		504		437
Turn Bay Length (ft)							
Base Capacity (vph)	487	441	538	595	2559	1172	3012
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.21	0.03	0.01	0.39	0.05	0.19
Intersection Summary							

# HCM Signalized Intersection Capacity Analysis

3:








03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	13	1	18	85	3	10	7	923	54	0	491	25
Future Volume (vph)	13	1	18	85	3	10	7	923	54	0	491	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00		0.95	
Frt		0.92		1.00	0.88		1.00	1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1685		1770	1643		1770	3539	1583		3514	
Flt Permitted		0.88		0.73	1.00		0.44	1.00	1.00		1.00	
Satd. Flow (perm)		1513		1368	1643		823	3539	1583		3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	1	20	92	3	11	8	1003	59	0	534	27
RTOR Reduction (vph)	0	17	0	0	9	0	0	0	21	0	5	0
Lane Group Flow (vph)	0	18	0	92	5	0	8	1003	38	0	556	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		8.2		8.7	8.7		33.3	33.3	33.3		33.3	
Effective Green, g (s)		8.2		8.7	8.7		33.3	33.3	33.3		33.3	
Actuated g/C Ratio		0.16		0.17	0.17		0.65	0.65	0.65		0.65	
Clearance Time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Vehicle Extension (s)		7.0		3.0	3.0		5.0	5.0	5.0		5.0	
Lane Grp Cap (vph)		240		231	277		532	2288	1023		2272	
v/s Ratio Prot					0.00			c0.28			0.16	
v/s Ratio Perm		0.01		c0.07			0.01		0.02			
v/c Ratio		0.08		0.40	0.02		0.02	0.44	0.04		0.24	
Uniform Delay, d1		18.4		19.1	17.8		3.2	4.5	3.3		3.8	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		0.5		1.1	0.0		0.0	0.3	0.0		0.1	
Delay (s)		18.9		20.2	17.9		3.3	4.8	3.3		3.9	
Level of Service		B		C	B		A	A	A		A	
Approach Delay (s)		18.9			19.9			4.7			3.9	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			5.6									
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			51.5									
Intersection Capacity Utilization			46.3%									
Analysis Period (min)			15									
c Critical Lane Group												

## Queues

3:


03/11/2021

							
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	35	92	14	8	1003	59	561
v/c Ratio	0.07	0.27	0.03	0.01	0.39	0.05	0.22
Control Delay	11.0	18.0	10.5	5.7	6.4	1.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	18.0	10.5	5.7	6.4	1.4	5.2
Queue Length 50th (ft)	3	20	1	1	97	0	45
Queue Length 95th (ft)	23	61	12	6	136	9	67
Internal Link Dist (ft)	56		551		504		437
Turn Bay Length (ft)							
Base Capacity (vph)	549	498	606	746	3211	1443	3485
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.18	0.02	0.01	0.31	0.04	0.16
Intersection Summary							

# HCM Signalized Intersection Capacity Analysis

3:








03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	7	1	10	45	1	5	5	630	37	0	259	13
Future Volume (vph)	7	1	10	45	1	5	5	630	37	0	259	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00		0.95	
Frt		0.93		1.00	0.88		1.00	1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1691		1770	1630		1770	3539	1583		3514	
Flt Permitted		0.87		0.74	1.00		0.57	1.00	1.00		1.00	
Satd. Flow (perm)		1495		1386	1630		1064	3539	1583		3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	1	11	49	1	5	5	685	40	0	282	14
RTOR Reduction (vph)	0	10	0	0	4	0	0	0	13	0	4	0
Lane Group Flow (vph)	0	10	0	49	2	0	5	685	27	0	292	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		5.5		6.0	6.0		33.1	33.1	33.1		33.1	
Effective Green, g (s)		5.5		6.0	6.0		33.1	33.1	33.1		33.1	
Actuated g/C Ratio		0.11		0.12	0.12		0.68	0.68	0.68		0.68	
Clearance Time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Vehicle Extension (s)		7.0		3.0	3.0		5.0	5.0	5.0		5.0	
Lane Grp Cap (vph)		169		171	201		724	2410	1078		2393	
v/s Ratio Prot					0.00			c0.19			0.08	
v/s Ratio Perm		0.01		c0.04			0.00		0.02			
v/c Ratio		0.06		0.29	0.01		0.01	0.28	0.03		0.12	
Uniform Delay, d1		19.2		19.4	18.7		2.5	3.1	2.5		2.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		0.5		0.9	0.0		0.0	0.1	0.0		0.0	
Delay (s)		19.8		20.3	18.7		2.5	3.2	2.5		2.7	
Level of Service		B		C	B		A	A	A		A	
Approach Delay (s)		19.8			20.1			3.2			2.7	
Approach LOS		B			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			4.2									
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			48.6									
Intersection Capacity Utilization			41.7%									
Analysis Period (min)			15									
c Critical Lane Group												

## Queues

3:






















03/11/2021

							
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	20	49	6	5	685	40	296
v/c Ratio	0.04	0.15	0.02	0.01	0.24	0.03	0.11
Control Delay	9.1	13.8	8.8	5.8	4.6	0.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	13.8	8.8	5.8	4.6	0.9	4.1
Queue Length 50th (ft)	1	8	0	0	0	0	0
Queue Length 95th (ft)	13	29	6	4	89	5	37
Internal Link Dist (ft)	56		551		504		437
Turn Bay Length (ft)							
Base Capacity (vph)	572	540	637	979	3256	1462	3514
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.09	0.01	0.01	0.21	0.03	0.08
Intersection Summary							

# HCM Signalized Intersection Capacity Analysis

3:








03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1	10	45	1	5	5	630	37	0	259	13
Future Volume (vph)	7	1	10	45	1	5	5	630	37	0	259	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00		0.95	
Frt		0.93		1.00	0.88		1.00	1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1691		1770	1630		1770	3539	1583		3514	
Flt Permitted		0.87		0.74	1.00		0.57	1.00	1.00		1.00	
Satd. Flow (perm)		1495		1386	1630		1064	3539	1583		3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	1	11	49	1	5	5	685	40	0	282	14
RTOR Reduction (vph)	0	10	0	0	4	0	0	0	13	0	4	0
Lane Group Flow (vph)	0	10	0	49	2	0	5	685	27	0	292	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		5.5		6.0	6.0		33.1	33.1	33.1		33.1	
Effective Green, g (s)		5.5		6.0	6.0		33.1	33.1	33.1		33.1	
Actuated g/C Ratio		0.11		0.12	0.12		0.68	0.68	0.68		0.68	
Clearance Time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Vehicle Extension (s)		7.0		3.0	3.0		5.0	5.0	5.0		5.0	
Lane Grp Cap (vph)		169		171	201		724	2410	1078		2393	
v/s Ratio Prot					0.00			c0.19			0.08	
v/s Ratio Perm		0.01		c0.04			0.00		0.02			
v/c Ratio		0.06		0.29	0.01		0.01	0.28	0.03		0.12	
Uniform Delay, d1		19.2		19.4	18.7		2.5	3.1	2.5		2.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		0.5		0.9	0.0		0.0	0.1	0.0		0.0	
Delay (s)		19.8		20.3	18.7		2.5	3.2	2.5		2.7	
Level of Service		B		C	B		A	A	A		A	
Approach Delay (s)		19.8			20.1			3.2			2.7	
Approach LOS		B			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			4.2									
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			48.6									
Intersection Capacity Utilization			41.7%									
Analysis Period (min)			15									
c Critical Lane Group												

## Queues

3:

03/11/2021


							
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	20	49	6	5	685	40	296
v/c Ratio	0.04	0.15	0.02	0.01	0.24	0.03	0.11
Control Delay	9.1	13.8	8.8	5.8	4.6	0.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	13.8	8.8	5.8	4.6	0.3	4.1
Queue Length 50th (ft)	1	8	0	0	0	0	0
Queue Length 95th (ft)	13	29	6	4	89	2	37
Internal Link Dist (ft)	56		551		504		437
Turn Bay Length (ft)							
Base Capacity (vph)	506	478	565	876	2916	1322	3234
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.10	0.01	0.01	0.23	0.03	0.09
Intersection Summary							



# HCM Signalized Intersection Capacity Analysis

3:








03/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	7	1	10	45	1	5	5	630	37	0	259	13
Future Volume (vph)	7	1	10	45	1	5	5	630	37	0	259	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	0.95	1.00		0.95	
Frt		0.93		1.00	0.88		1.00	1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)		1691		1770	1630		1770	3539	1583		3514	
Flt Permitted		0.87		0.74	1.00		0.57	1.00	1.00		1.00	
Satd. Flow (perm)		1495		1386	1630		1064	3539	1583		3514	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	1	11	49	1	5	5	685	40	0	282	14
RTOR Reduction (vph)	0	10	0	0	4	0	0	0	13	0	4	0
Lane Group Flow (vph)	0	10	0	49	2	0	5	685	27	0	292	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		5.5		6.0	6.0		33.1	33.1	33.1		33.1	
Effective Green, g (s)		5.5		6.0	6.0		33.1	33.1	33.1		33.1	
Actuated g/C Ratio		0.11		0.12	0.12		0.68	0.68	0.68		0.68	
Clearance Time (s)		5.0		4.5	4.5		5.0	5.0	5.0		5.0	
Vehicle Extension (s)		7.0		3.0	3.0		5.0	5.0	5.0		5.0	
Lane Grp Cap (vph)		169		171	201		724	2410	1078		2393	
v/s Ratio Prot					0.00			c0.19			0.08	
v/s Ratio Perm		0.01		c0.04			0.00		0.02			
v/c Ratio		0.06		0.29	0.01		0.01	0.28	0.03		0.12	
Uniform Delay, d1		19.2		19.4	18.7		2.5	3.1	2.5		2.7	
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2		0.5		0.9	0.0		0.0	0.1	0.0		0.0	
Delay (s)		19.8		20.3	18.7		2.5	3.2	2.5		2.7	
Level of Service		B		C	B		A	A	A		A	
Approach Delay (s)		19.8			20.1			3.2			2.7	
Approach LOS		B			C			A			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			4.2									
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			48.6									
Intersection Capacity Utilization			41.7%									
Analysis Period (min)			15									
c Critical Lane Group												

## Queues

3:

03/11/2021

							
Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	20	49	6	5	685	40	296
v/c Ratio	0.04	0.15	0.02	0.01	0.24	0.03	0.11
Control Delay	9.1	13.8	8.8	5.8	4.6	0.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.1	13.8	8.8	5.8	4.6	0.9	4.1
Queue Length 50th (ft)	1	8	0	0	0	0	0
Queue Length 95th (ft)	13	29	6	4	89	5	37
Internal Link Dist (ft)	56		551		504		437
Turn Bay Length (ft)							
Base Capacity (vph)	605	570	674	1003	3337	1497	3514
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.09	0.01	0.00	0.21	0.03	0.08
Intersection Summary							



# Appendix C

## Agency Coordination



## Agency Coordination Letters



**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

**Division of Highways**

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

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

**January 8, 2021**

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

**Ms. Tracy Smith  
Martinsburg City  
Floodplain Coordinator  
232 North Queen Street  
Martinsburg, West Virginia 25411**

**Dear Ms. Smith:**

**State Project: T233-9/3-25.76 SEC 00  
WV 9 Planning-Environmental Linkage Study  
Agency Consultation**

The West Virginia Department of Transportation, Division of Highways, (WVDOH) Planning Division is conducting a Planning and Environmental Linkage (PEL) study to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia. The study will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated will include new road construction as well as upgrades to existing WV 9. The attached exhibit depicts the project study area.

A Draft Environmental Impact Statement (DEIS) that identified four corridor alternatives along with an upgrade to existing WV 9 was completed in 1996. The WV 9 project area has seen significant population growth and development since the DEIS was developed. The WVDOH, Planning Division is reviewing the DEIS findings, updating traffic, safety, socioeconomic and environmental resources data with current information, reviewing the DEIS corridors and modifying as needed based on new development, and performing an initial screening of the alternative corridors. The PEL document will ultimately be provided to the WVDOH Engineering Division, Environmental Section for their use as they evaluate this project under the National Environmental Policy Act process.

The WVDOH requests your input and participation in this important study. A virtual informational agency workshop will be held, on Thursday, January 28, 2021, from

**Ms. Tracy Smith  
January 8, 2021  
Page Two**

**10:00-11:30 AM. This is a preliminary planning level workshop through which the WVDOH officials and the consultant team will present project information and seek agency input regarding this PEL Study. An invitation to attend the agency workshop will be sent via email this week.**

**The WVDOH encourages your agency to share your input on any issues of concern regarding potential environmental and socioeconomic constraints within the project study area early in this PEL study. Your agency's input is appreciated and will be included in the PEL document. We look forward to your participation in the WV 9 PEL Study.**

**Should you have any question or require additional information, please do not hesitate to contact Ms. Karen Allen, Environmental Resource Specialist with our Project Development Unit within Planning Division, at (304) 414-6901 or via email at [karen.e.allen@wv.gov](mailto:karen.e.allen@wv.gov).**

**Sincerely,  
ORIGINAL SIGNED BY  
Jimmy Wriston, P.E.**

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

**JW:As**

**Attachments**

**bcc: SC, CH, HP, PR, LPA**



**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

**Division of Highways**

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

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

**January 8, 2021**

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

**Mr. Tim Canfield  
USDA Natural Resources  
Conservation Service  
151 Aikens Center, Suite 1  
Martinsburg, West Virginia 25404**

**Dear Mr. Canfield:**

**State Project: T233-9/3-25.76 SEC 00  
WV 9 Planning-Environmental Linkage Study  
Agency Consultation**

The West Virginia Department of Transportation, Division of Highways, (WVDOH) Planning Division is conducting a Planning and Environmental Linkage (PEL) study to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia. The study will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated will include new road construction as well as upgrades to existing WV 9. The attached exhibit depicts the project study area.

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**Mr. Tim Canfield**  
**January 8, 2021**  
**Page Two**

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**Should you have any question or require additional information, please do not hesitate to contact Ms. Karen Allen, Environmental Resource Specialist with our Project Development Unit within Planning Division, at (304) 414-6901 or via email at [karen.e.allen@wv.gov](mailto:karen.e.allen@wv.gov).**

**Sincerely,**

**ORIGINAL SIGNED BY**  
**Jimmy Wriston, P.E.**

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

**JW:As**

**Attachments**

**bcc: SC, CH, HP, PR, LPA**





**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

**Division of Highways**

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

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

**January 8, 2021**

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

**Ms. Susan Pierce  
West Virginia Division  
of Culture and History  
1900 Kanawha Boulevard, East  
Charleston, West Virginia 25305**

**Dear Ms. Pierce:**

**State Project: T233-9/3-25.76 SEC 00  
WV 9 Planning-Environmental Linkage Study  
Agency Consultation**

**The West Virginia Department of Transportation, Division of Highways, (WVDOH) Planning Division is conducting a Planning and Environmental Linkage (PEL) study to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia. The study will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated will include new road construction as well as upgrades to existing WV 9. The attached exhibit depicts the project study area.**

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**The WVDOH requests your input and participation in this important study. A virtual informational agency workshop will be held, on Thursday, January 28, 2021, from**

**Ms. Susan Pierce  
January 8, 2021  
Page Two**

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**Sincerely,  
ORIGINAL SIGNED BY  
Jimmy Wriston, P.E.  
  
Jimmy Wriston, P. E.  
Deputy Secretary/  
Deputy Commissioner**

**JW:As**

**Attachments**

**bcc: SC, CH, HP, PR, LPA**



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

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

**January 8, 2021**

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

**Ms. Sarah Workman  
United States Army Corps  
of Engineers  
502 Eight Street  
Huntington, West Virginia 25701**

**Dear Ms. Workman:**

**State Project: T233-9/3-25.76 SEC 00  
WV 9 Planning-Environmental Linkage Study  
Agency Consultation**

The West Virginia Department of Transportation, Division of Highways, (WVDOH) Planning Division is conducting a Planning and Environmental Linkage (PEL) study to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia. The study will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated will include new road construction as well as upgrades to existing WV 9. The attached exhibit depicts the project study area.

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**Ms. Sarah Workman  
January 8, 2021  
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**Sincerely,  
ORIGINAL SIGNED BY  
Jimmy Wriston, P.E.**

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

**JW:As**

**Attachments**

**bcc: SC, CH, HP, PR, LPA**



**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

**Division of Highways**

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

January 8, 2021

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

Mr. John Schmidt  
United States Fish  
and Wildlife Service  
694 Beverly Pike  
Elkins, West Virginia 26241

Dear Mr. Schmidt:

**State Project: T233-9/3-25.76 SEC 00**  
**WV 9 Planning-Environmental Linkage Study**  
**Agency Consultation**

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**Mr. John Schmidt**  
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**Jimmy Wriston, P.E.**

**Jimmy Wriston, P. E.**  
**Deputy Secretary/  
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**Secretary of Transportation/  
Commissioner of Highways**

**January 8, 2021**

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

**Ms. Alma Gross**  
**Morgan County Floodplain**  
**Coordinator**  
**77 Fairfax Street**  
**Berkeley Springs, West Virginia 25411**

**Dear Ms. Gross:**

**State Project: T233-9/3-25.76 SEC 00**  
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**Agency Consultation**

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**Ms. Alma Gross  
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Deputy Secretary/  
Deputy Commissioner**

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Secretary of Transportation/  
Commissioner of Highways

**January 8, 2021**

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

**Mr. Bill Crouch**  
West Virginia Department of  
Health and Human Resources  
One Davis Square, Suite 100  
Charleston, West Virginia 25301

**Dear Mr. Crouch:**

**State Project: T233-9/3-25.76 SEC 00**  
**WV 9 Planning-Environmental Linkage Study**  
**Agency Consultation**

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**Mr. Bill Crouch  
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**ORIGINAL SIGNED BY  
Jimmy Wriston, P.E.  
Jimmy Wriston, P. E.  
Deputy Secretary/  
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**Attachments**

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Secretary of Transportation/  
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**January 8, 2021**

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

**Ms. Barbara Rudnick**  
United States Environmental  
Protection Agency  
1650 Arch Street  
Philadelphia, Pennsylvania 19103

**Dear Ms. Rudnick:**

**State Project: T233-9/3-25.76 SEC 00**  
**WV 9 Planning-Environmental Linkage Study**  
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**Ms. Barbara Rudnick  
January 8, 2021  
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ORIGINAL SIGNED BY  
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Byrd E. White, III  
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January 8, 2021

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

Mr. Ed Maguire  
West Virginia Department of  
Environmental Protection  
601 57<sup>th</sup> Street  
Charleston, West Virginia 25304

Dear Mr. Maguire:

**State Project: T233-9/3-25.76 SEC 00**  
**WV 9 Planning-Environmental Linkage Study**  
**Agency Consultation**

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Secretary of Transportation/  
Commissioner of Highways

**January 8, 2021**

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

**Mr. Bill Clark**  
West Virginia Regional Planning  
and Development Council  
400 West Stephen Street, Suite 301  
Martinsburg, West Virginia 25401

**Dear Mr. Clark:**

**State Project: T233-9/3-25.76 SEC 00**  
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**Agency Consultation**

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Secretary of Transportation/  
Commissioner of Highways**

**January 8, 2021**

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

**Ms. Mary Jane Rinard  
Berkeley-Morgan County  
Health Department  
187 South Green Street, Suite 2  
Berkeley Springs, West Virginia 25411**

**Dear Ms. Rinard:**

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WV 9 Planning-Environmental Linkage Study  
Agency Consultation**

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**Ms. Mary Jane Rinard  
January 8, 2021  
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Secretary of Transportation/  
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**January 8, 2021**

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

**Mr. Stephen McDaniel  
West Virginia Division of  
Natural Resources  
324 Fourth Avenue  
South Charleston, West Virginia 25303**

**Dear Mr. McDaniel:**

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**Mr. Stephen McDaniel**  
**January 8, 2021**  
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**ORIGINAL SIGNED BY**  
**Jimmy Wriston, P.E.**

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**January 8, 2021**

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

**Mr. Austen Balthazar**  
Federal Highway Administration  
154 Court Street  
Charleston, West Virginia 25301

**Dear Mr. Balthazar:**

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**Mr. Austen Balthazar**  
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**Sincerely,**

A handwritten signature in blue ink, reading "Jimmy Wriston, P.E.", is positioned above the typed name.

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

**JW:As**

**Attachments**



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**January 8, 2021**

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

**Mr. Austen Balthazar**  
Federal Highway Administration  
154 Court Street  
Charleston, West Virginia 25301

**Dear Mr. Balthazar:**

**State Project: T233-9/3-25.76 SEC 00**  
**WV 9 Planning-Environmental Linkage Study**  
**Agency Consultation**

The West Virginia Department of Transportation, Division of Highways, (WVDOH) Planning Division is conducting a Planning and Environmental Linkage (PEL) study to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia. The study will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated will include new road construction as well as upgrades to existing WV 9. The attached exhibit depicts the project study area.

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**Should you have any question or require additional information, please do not hesitate to contact Ms. Karen Allen, Environmental Resource Specialist with our Project Development Unit within Planning Division, at (304) 414-6901 or via email at [karen.e.allen@wv.gov](mailto:karen.e.allen@wv.gov).**

**Sincerely,**

**ORIGINAL SIGNED BY**  
**Jimmy Wriston, P.E.**  
**Jimmy Wriston, P. E.**  
**Deputy Secretary/**  
**Deputy Commissioner**

**JW:As**

**Attachments**

**bcc: SC, CH, HP, PR, LPA**





**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

**Division of Highways**

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

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

January 8, 2021

Jimmy Wriston, P. E.  
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Mr. Jason Workman  
Federal Highway Administration  
154 Court Street  
Charleston, West Virginia 25301

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154 Court Street  
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## Agency Workshop Summary January 28, 2021

## WV 9 Planning and Environmental Linkage Study

### Workshop Summary

#### Agency Workshop | January 28, 2021 | 10:00 AM – 11:00 AM

Virtual Workshop via WebEx

#### Attendees

See attached attendee list

#### Workshop Materials

- PowerPoint Presentation

#### Workshop Purpose

To introduce the project and solicit input from agency on the study goals and objectives, traffic and safety concerns, environmental resources and alternative corridors. Attached is the Workshop presentation. The following is a summary of the discussion and comments received during the workshop.

#### Discussion/Comments

- A. Kristen Bisom with the conservation agency added that the study area also includes the Tuscarora Creek watershed located in the Martinsburg area and has a watershed base plan.
- B. Danny Bennet with department of natural resources asked that we consider locations for water access and water trails as part of the project goals to improve multimodal and recreation.
- C. Ed Maguire with DEP asked what the status or timetable is for the US 522 bypass? The project team will get an update on the current status of the US 522 bypass project and provide a response after the meeting.
  - a. The following response was provided after the workshop: *The design-bid-build section of US 522 from approximately Avery Lane north to WV 9 is awarded and beginning construction. The design build section from WV 9 north to connect back into US 522 and the connector over to Fairview Drive at the hospital has preliminary design approval and that contract is being assembled. As far as construction on the design build portion I can't say but it currently has 2021 fiscal year.*





**WV 9 PEL**  
Agency Workshop Attendees  
January 28, 2021

Name	Affiliation
Austen Balthazar	Federal Highway Administration
Chandra Inglis-Smith	Federal Highway Administration
Dana Keith	Martinsburg City Floodplain Coordinator
Sarah Workman	U.S. Army Corps of Engineers
Joy M. Gillespie	U.S. Environmental Protection Agency
Kristen Bisom	WV Conservation Agency
Justin Jordan	WV Department of Health and Human Resources
Anne Wakeford	WV Division of Natural Resources
Danny Bennett	WV Division of Natural Resources
Ed Maguire	WV Department of Environmental Protection
Patricia Hutchins	State Historic Preservation Office
Benjamin Riggle	State Historic Preservation Office
Elwood Penn	WV Department of Highways
Tim Sedosky	WV Department of Highways
Chris Kinsey	WV Department of Highways
Karen Allen	WV Department of Highways
Matt Mullenax	Hagerstown Eastern Panhandle MPO
Kevin Donohue	Hagerstown Eastern Panhandle MPO
Lu Ann May	Michael Baker International
Max Heckman	Michael Baker International
Dan Szekeres	Michael Baker International

# WV 9 Planning & Environmental Linkage Study

## AGENCY WORKSHOP

January 28, 2021



WVDOH

**Tim Sedosky**  
Project Manager

**Karen Allen**  
Environmental Lead

**Chris Kinsey**  
Statewide Planning

HEPMPO

**Matt Mullenax**  
Local Coordination

MICHAEL BAKER INTERNATIONAL

**Lu Ann May**  
Project Manager

**Max Heckman**  
Project Oversight

**Dan Szekeres**  
Traffic & Safety Analysis Lead

- **Project Introduction**
- **Existing and Future Conditions**
- **Project Goals and Objectives**
- **Environmental Resources**
- **Alternative Corridors**
- **Next Steps**

# We want your input

4

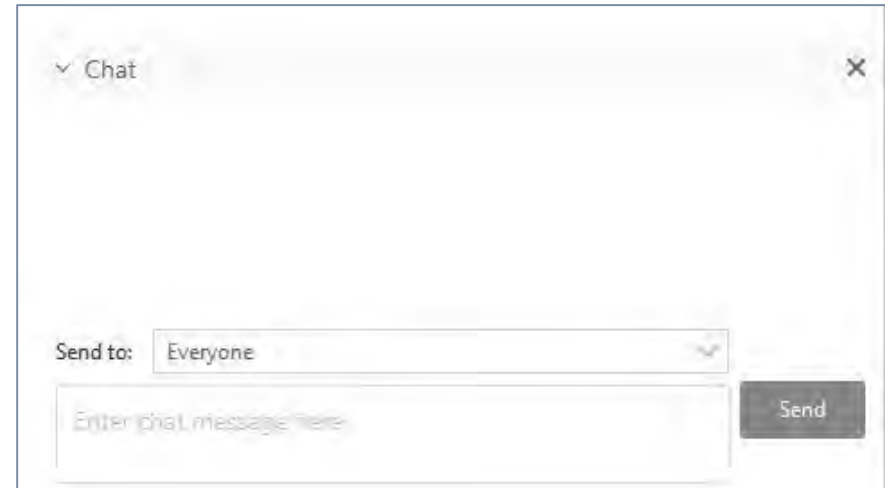
- Chat your questions or comments
- After the meeting, email comments or questions to:

**Karen Allen**

**Karen.E.Allen@wv.gov**

**Lu Ann May**

**lmay@mbakerintl.com**

A screenshot of a web-based chat window. At the top left, it says "Chat" with a dropdown arrow. At the top right is a close button (X). Below this is a "Send to:" label followed by a dropdown menu currently set to "Everyone". Underneath is a text input field with the placeholder text "Enter chat message here". To the right of the input field is a grey "Send" button.



# **Project Introduction**

**Project History**

**Project Development Process**

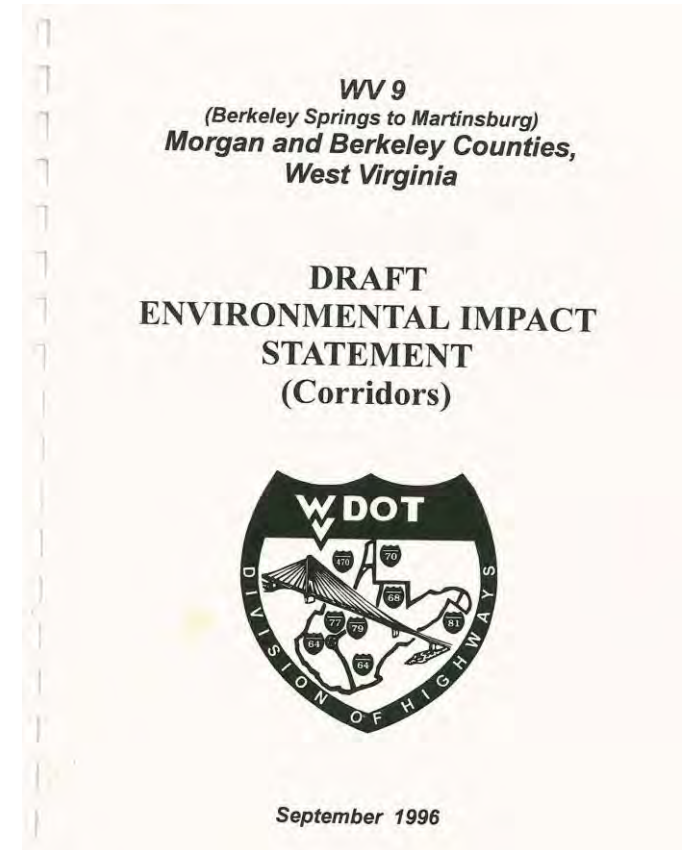
**Purpose of the Study**

**Study Tasks and Schedule**

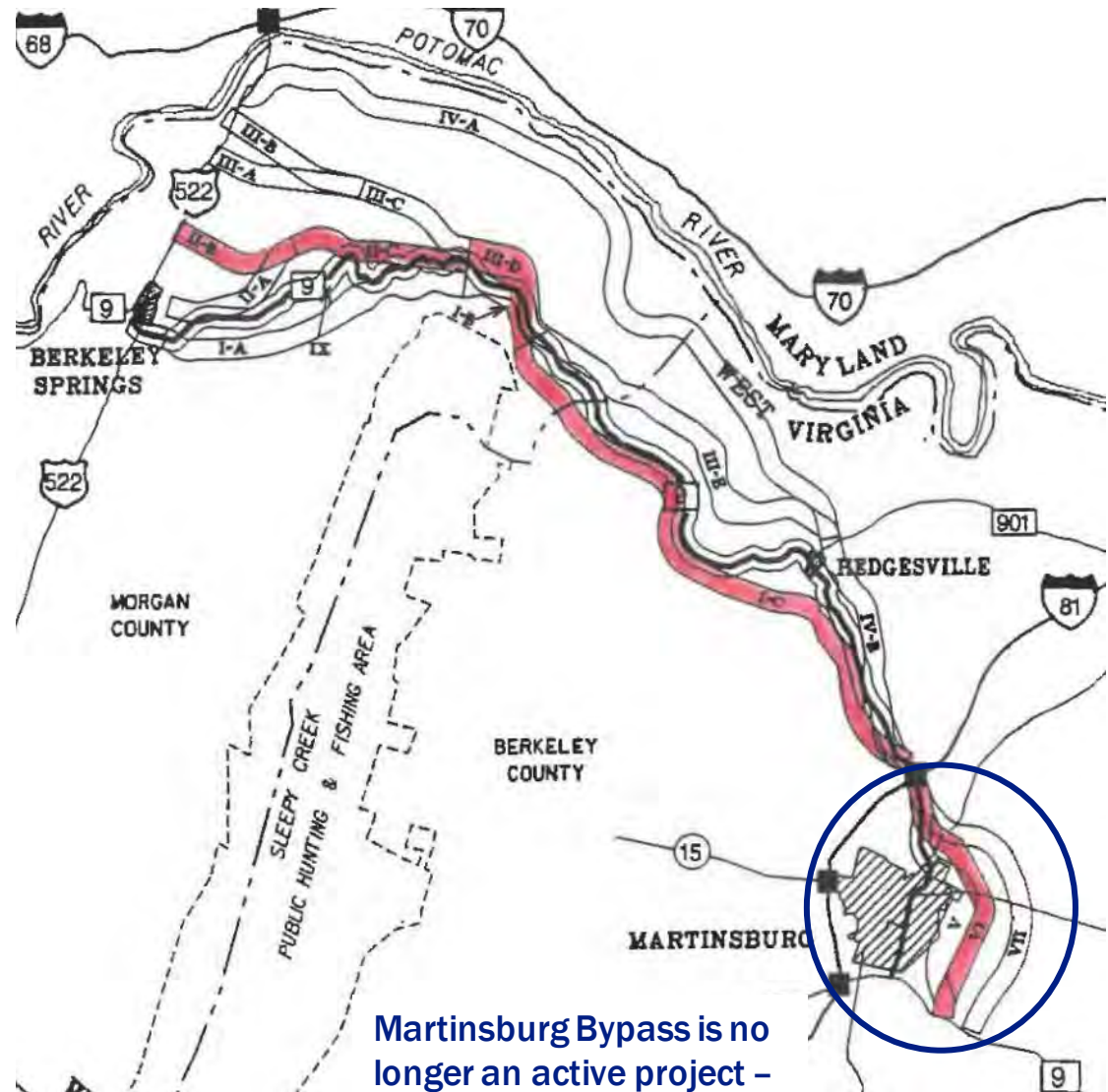
**Agency and Public Involvement**



- Identified in 1978 Eastern Panhandle Transportation Study
- 1993 Feasibility Study identified 5 potential corridors
- Draft Corridor EIS approved in 1996
  - Established Purpose and Need
  - Evaluated corridors
  - Involved public – concern expressed about environmental and historic resource impacts
- Corridor Selection Report – 1997
  - Detailed Corridor Comparison
  - Generally favored southern corridors
  - Identified “Preferred Alternative”

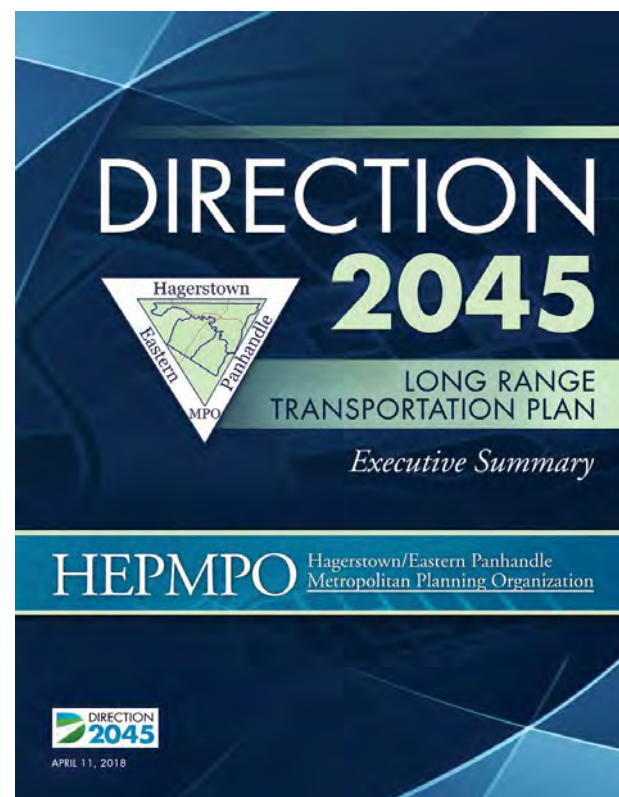


## 1997 “Preferred Alternative”



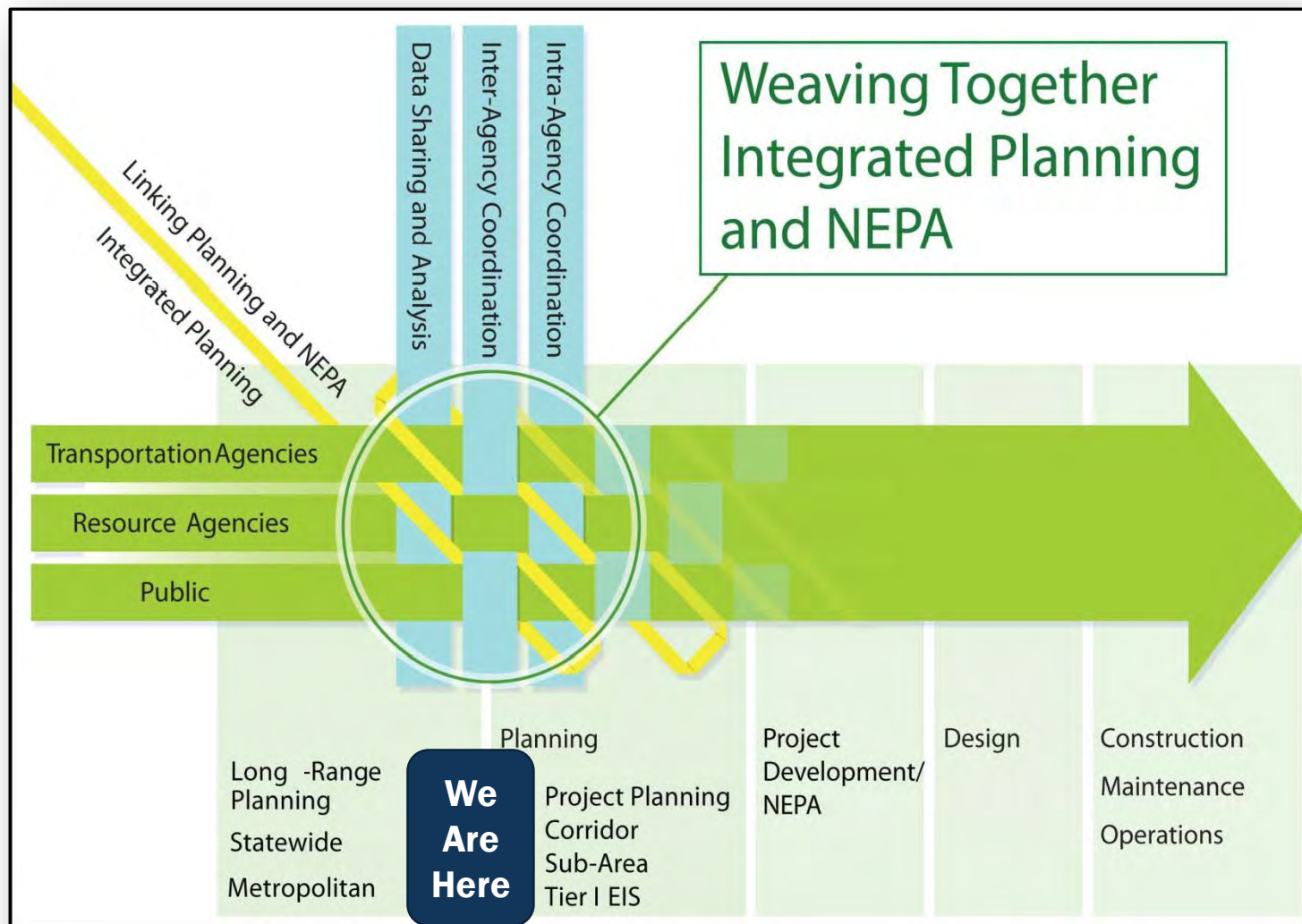
Martinsburg Bypass is no longer an active project – funding was diverted to Raleigh Street Extension

- 2010 – WV Statewide Transportation Plan
  - Identified as one of Top 20 B/C rated projects in the state
- 2016 Berkeley County Comprehensive Plan
  - One of 8 projects in 2026 Priority Network
- 2018 HEPMPO Long Range Transportation Plan
  - Identified some congested and high crash locations
  - Recommended 4 lane realignment in “Unconstrained (i.e., no funding identified) 2045 Vision Plan”
  - Recommended current PEL study as first step
- 2018 Statewide Freight Plan
  - Identified as Candidate Freight Project



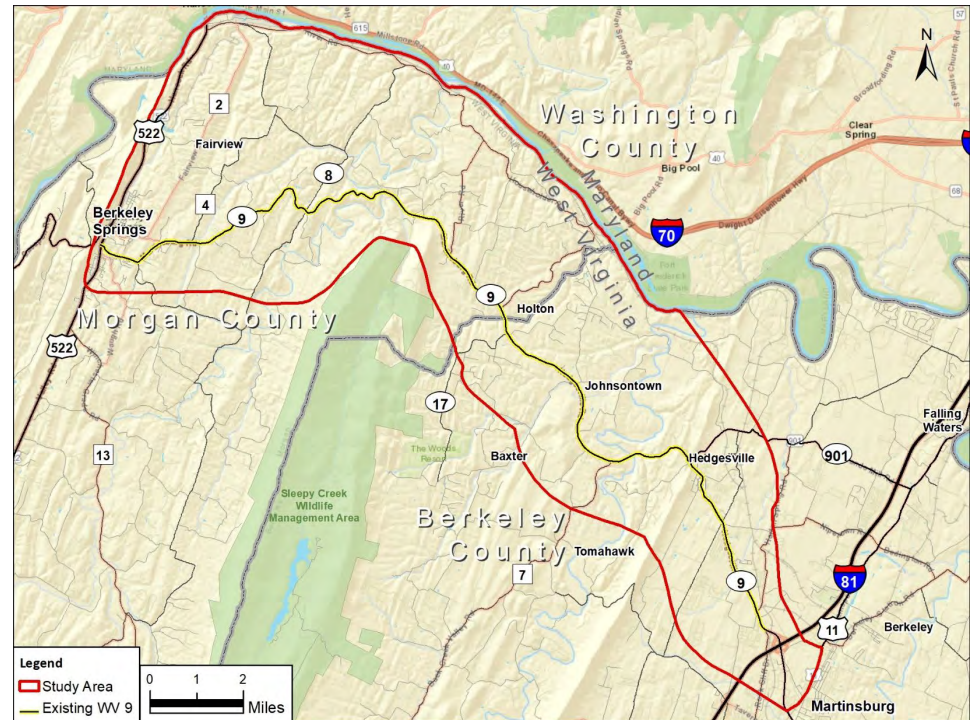
# Project Development Process

9





- Identify Purpose and Need
- Analyze traffic and safety
- Identify Region Landuse Trends and Visions
- Identify & Evaluate environmental issues
- Screen preliminary corridor alternatives

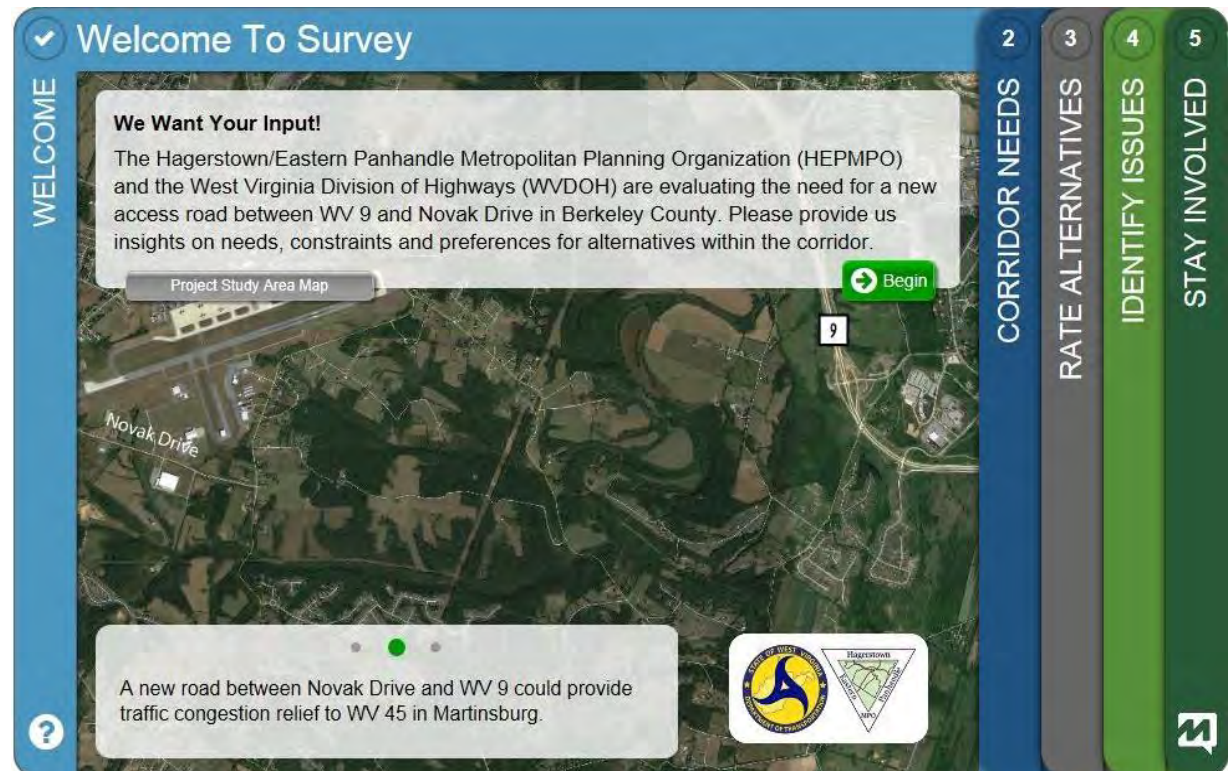


# Study Tasks and Schedule

11

Activity Description	Duration	2020						2021					
		July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June
STUDY TASKS													
Goals and Vision	7 m												
Alternative Corridors	6 m												
Traffic Data Collection & Modeling	8 m												
Affected Environment	8 m												
Windshield Survey	2 m												
Preliminary Screening	4 m												
PEL Document	4 m												
AGENCY/PUBLIC INVOLVEMENT													
Agency Meeting	---												
Stakeholder Meetings	---												
Public Meeting/ Plan Displays	---												
MetroQuest Survey	---												

- Virtual Public Workshop is scheduled for March 4<sup>th</sup> at 6:00 pm
- WVDOT website for project information
- MetroQuest survey





# Existing and Future Conditions

**Traffic Demand**

**Traffic Congestion**

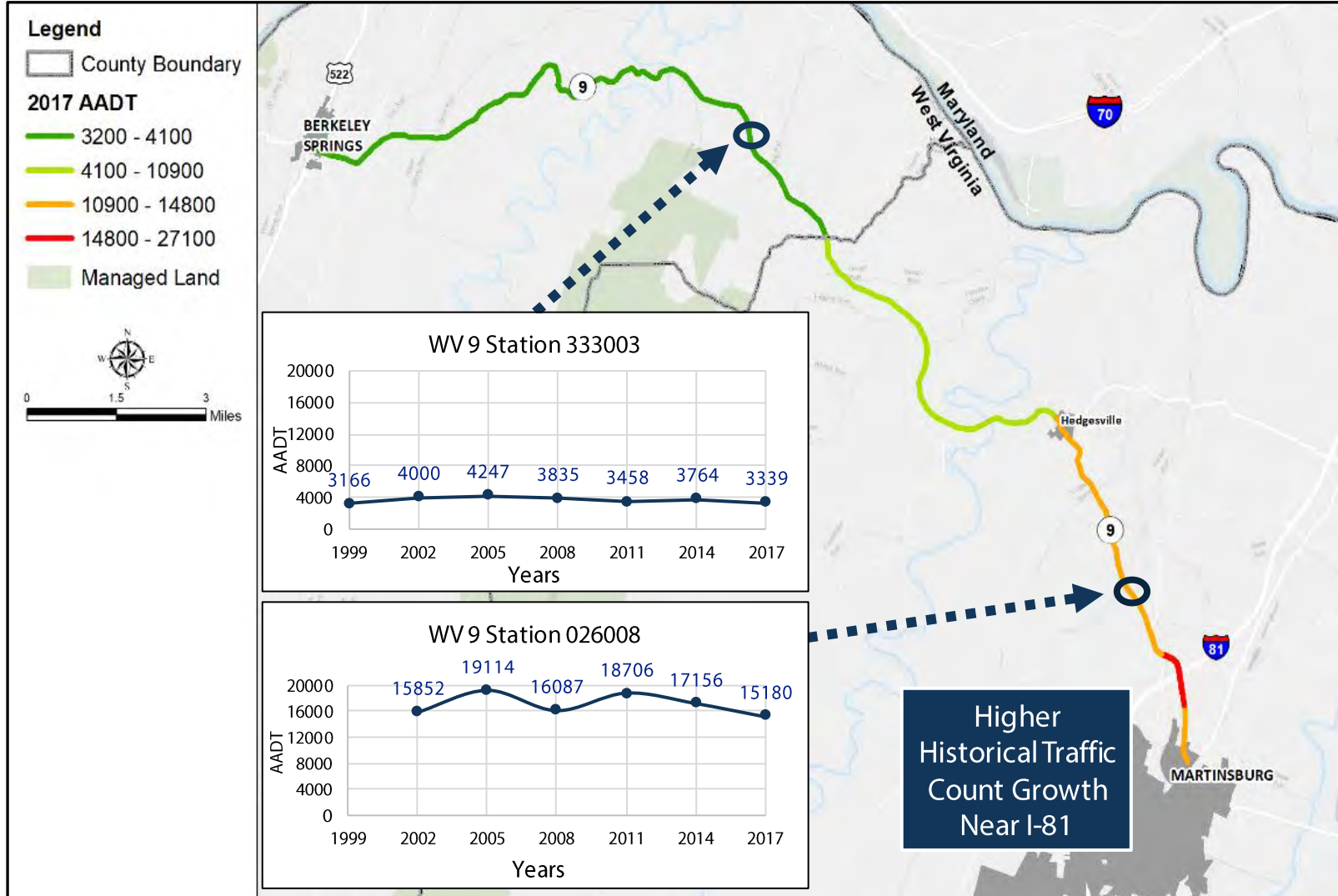
**Safety**

**Land Use and Development**



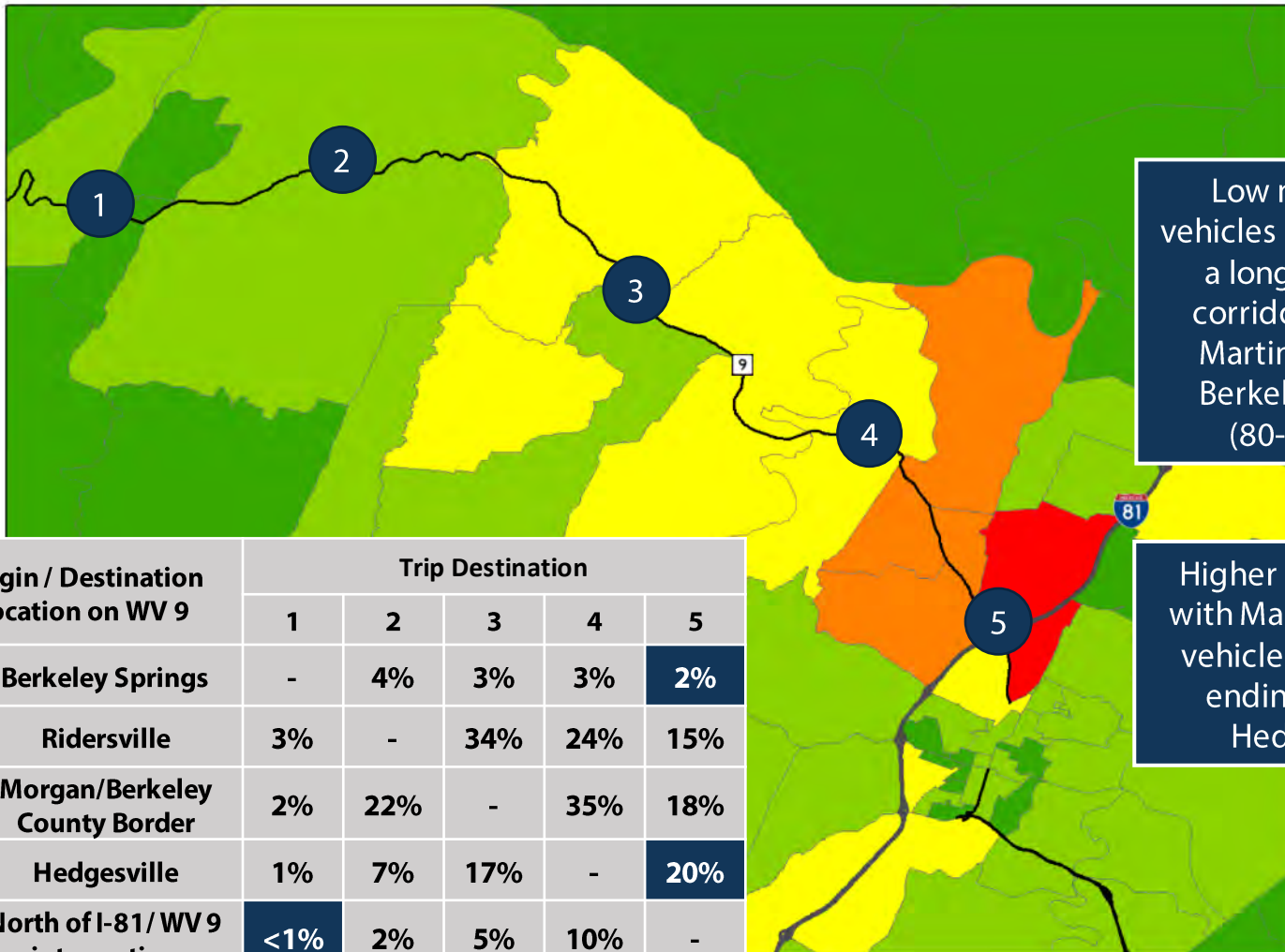
# Traffic Volumes on Corridor

14



# Who Is Using WV 9?

15



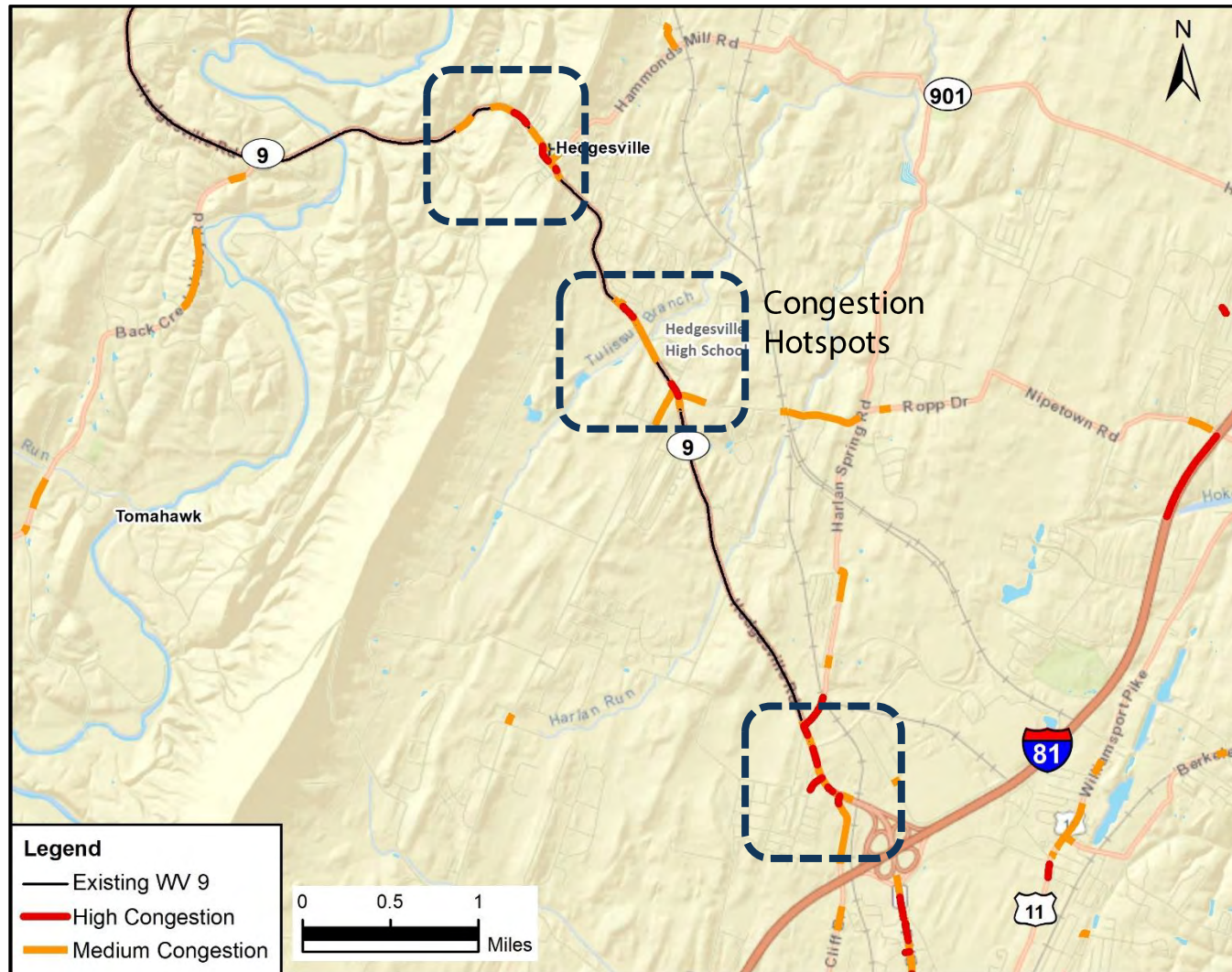
Low number of vehicles using WV 9 as a long-distance corridor between Martinsburg and Berkeley Springs (80-100 day)

Higher interactions with Martinsburg for vehicles starting or ending south of Hedgesville

Origin / Destination Location on WV 9		Trip Destination				
		1	2	3	4	5
Trip Origin	1 Berkeley Springs	-	4%	3%	3%	2%
	2 Ridersville	3%	-	34%	24%	15%
	3 Morgan/Berkeley County Border	2%	22%	-	35%	18%
	4 Hedgesville	1%	7%	17%	-	20%
	5 North of I-81/ WV 9 intersection	<1%	2%	5%	10%	-

# Traffic Congestion (GPS Data)

16

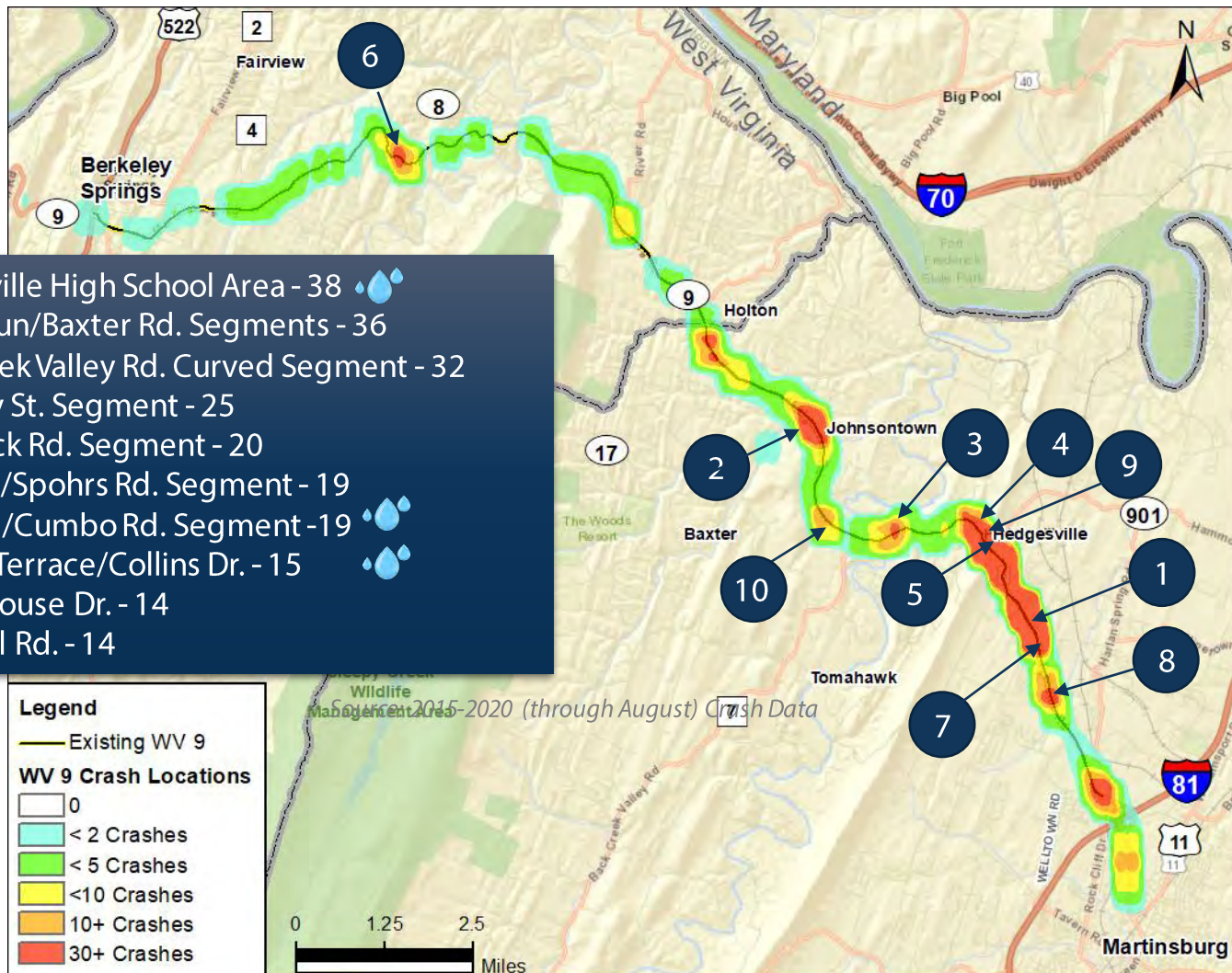


Source: 2016-2017 TomTom GPS Data HEPMPO LRTP Study (Berkeley County) – Not available for Morgan County




# Safety – Highest Crash Locations

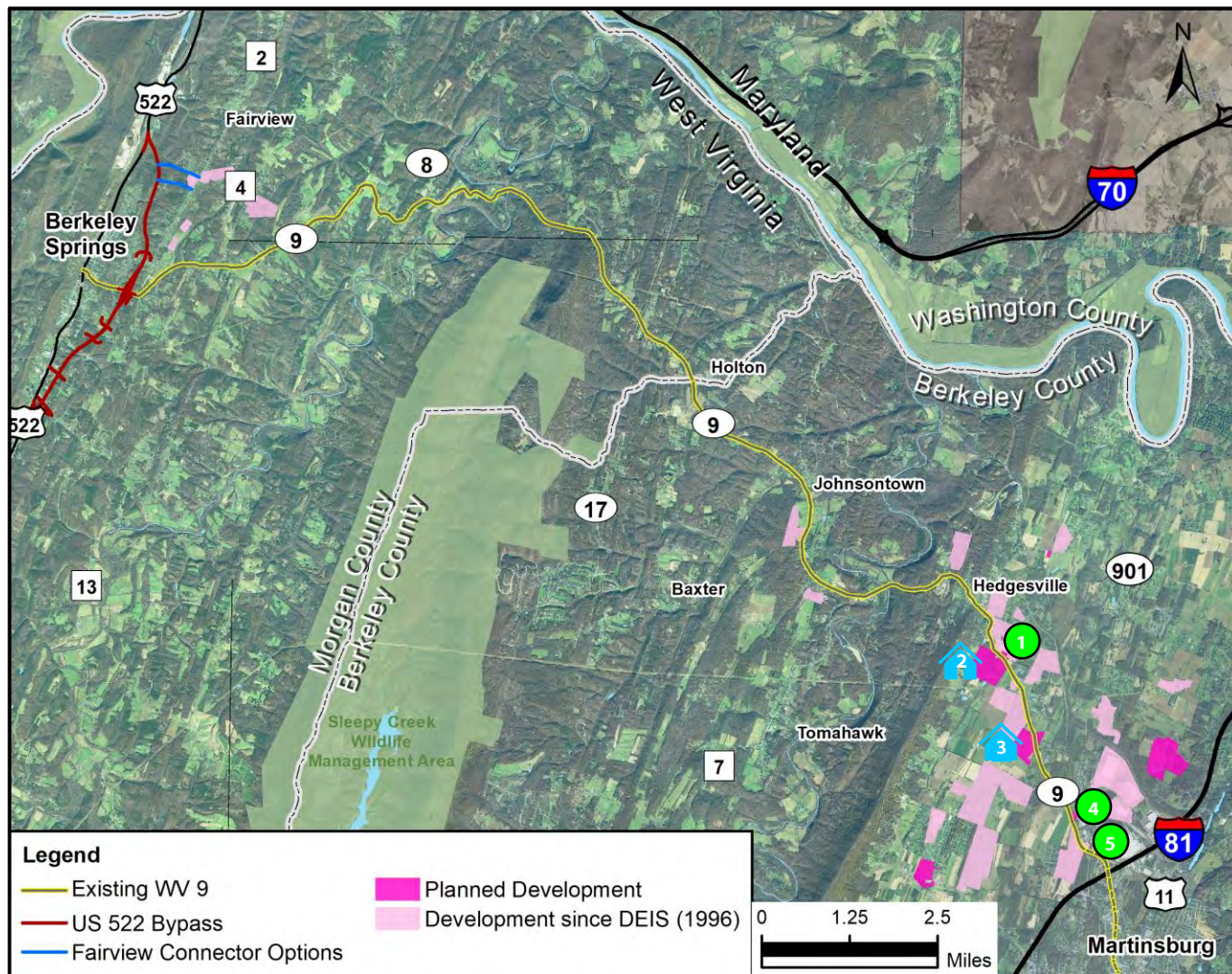
17



1. WV 9 and Hedgesville High School Area - 38
2. WV 9 and Cherry Run/Baxter Rd. Segments - 36
3. WV 9 and Back Creek Valley Rd. Curved Segment - 32
4. WV 9 and N/S Mary St. Segment - 25
5. WV 9 and Ben Speck Rd. Segment - 20
6. WV 9 and Potomac/Spohrs Rd. Segment - 19
7. WV 9 and Ridge Rd/Cumbo Rd. Segment - 19
8. WV 9 and Rumsey Terrace/Collins Dr. - 15
9. WV 9 and School House Dr. - 14
10. WV 9 and Butts Mill Rd. - 14

 High Numbers of Wet Surface Crashes





## Planned Future Developments Include:

- 1 ROC Store
- 2 Dillon Farms Subdivision
- 3 Stonecrest Subdivision
- 4 Rutter Store
- 5 ROC Store

Forecast Future  
Traffic Volume  
Growth

Estimate Regional  
Traffic Diversions

Evaluate Forecast  
Traffic Congestion  
Issues

Re-Evaluate  
Potential Safety  
Impacts of Growth

## Steps to Accomplish Above Evaluations

Identify Forecast  
Housing and  
Employment  
Growth in Corridor

Evaluate Scenarios  
of "Induced Land  
Use" Related to a  
New Bypass

Update the  
Regional Travel  
Model (Expansion  
to Morgan County)

Run Model and  
Highway Capacity  
Analyses at  
"Hotspot  
Locations"

Develop  
Simulations to  
Assess Impacts of  
Strategies

# Project Goals and Objectives

**Importance of Goals and Objectives**

**Project Goals and Objectives**



- Basis for Purpose and Need
- Purpose and Need is a required element in the NEPA process
- Objectives can be quantified through Measures of Effectiveness
  - Level of Service
  - Travel Time
  - Crash Rates
  - Miles of Bike Lanes
  - Acres of Impacted Wetlands
  - Etc.
- Measures of Effectiveness will be used to compare alternatives
- Goals and Objectives were developed in cooperation with Project Stakeholder Committee





## Mobility Goal

- Improve mobility between Berkeley Springs and Martinsburg while alleviating congestion on area roadways.
- Objectives include:
  - Increase travel time reliability by eliminating congested areas and evaluating signal timing
  - Improve roadway connectivity and provide travel options including connections to I-81, the US 522 Bypass, WV 901 and Rt 7 / Back Creek Valley Road
  - Evaluate adding left turn lanes to reduce delay
  - Evaluate a bypass around the town of Hedgesville to reduce congestion and improve mobility

## Safety Goal

- Improve the level of safety for motorists and pedestrians in the Study Area.
- Objectives include:
  - Reduce overall crash rates and evaluate improvements at high crash locations
  - Evaluate adding wildlife crossings to reduce deer collisions
  - Improve bicycle / pedestrian safety by providing appropriate accommodations
  - Evaluate truck climbing lanes and improved passing zones

## Economic Development Goal

- Support planned development and promote future growth in the area.
- Objectives include:
  - Improve access to growth areas including residential and commercial development near Hedgesville High School
  - Facilitate freight growth by providing improved access

## Environmental Goal

- Protect and preserve the Region's Environment and Resources.
- Objectives include:
  - Minimize impacts to the Sleepy Creek Watershed and other environmental and cultural resources
  - Evaluate stormwater runoff and issues related to undersized culverts and new development near Back Creek area of Hedgesville
  - Evaluate strategies to improve water quality and protect drinking water

## Multimodal Goal

- Support and enhance all travel modes in the area.
- **Objectives include:**
  - Accommodate pedestrian and bicycle access to commercial areas and within residential subdivision to improve safety conditions and walkable communities
  - Improve trail connectivity and evaluate multi-use path between Martinsburg and Berkeley Springs
  - Facilitate access to local transit service and regional trains

## Corridor Land Use Goal

- Support Corridor Land Use Vision.
- Objectives include:
  - Improve access to growth and recreational areas
  - Evaluate improving recreational areas using federal funds
  - Minimize impacts to Farmland Protection Board conservation easements
  - Support Hedgesville zoning plans and restrictions

# **Environmental Resources**

**Community Resources**

**Natural Resources**

**Agricultural Resources**

**Cultural Resources**

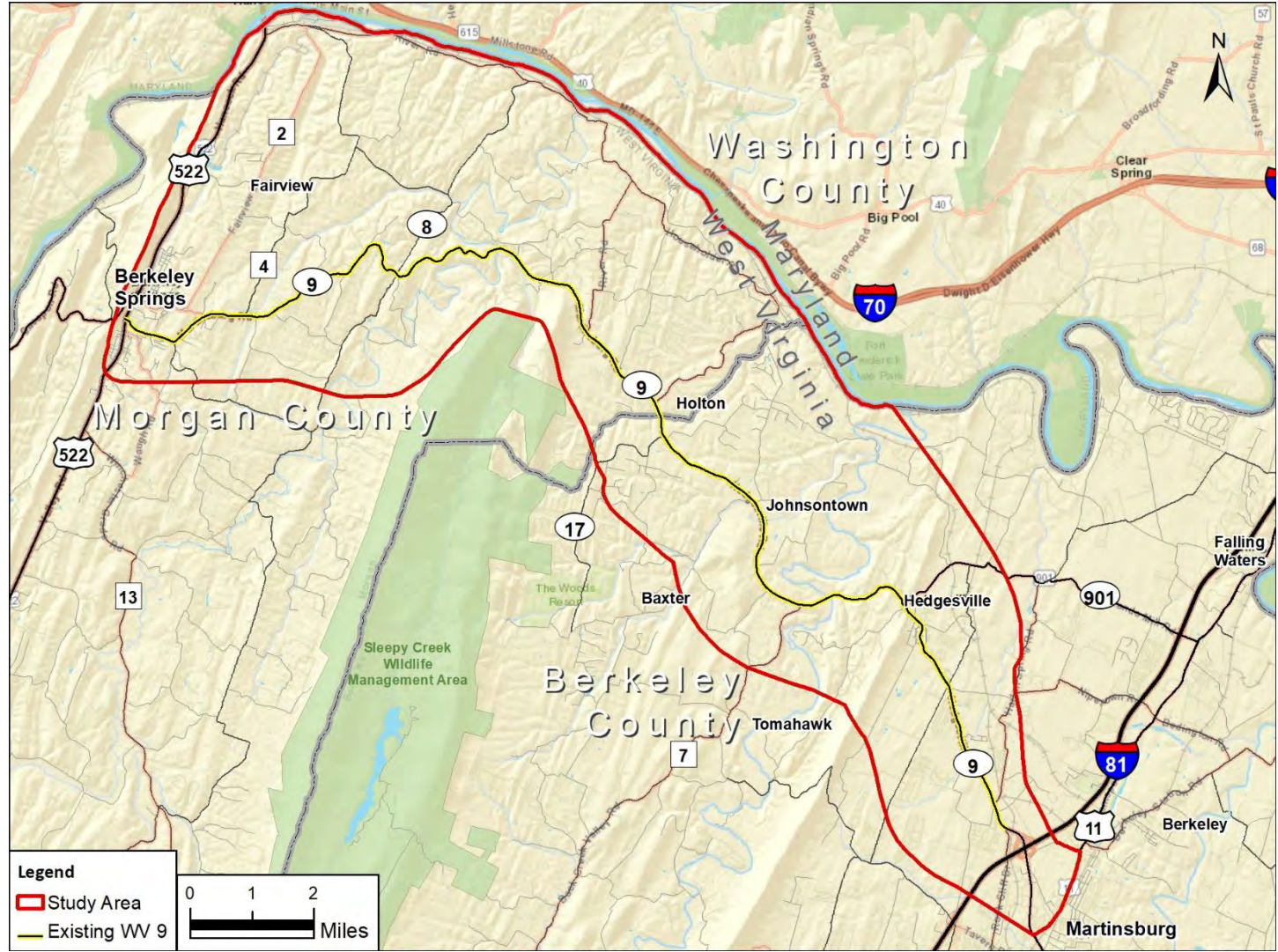
**Next Steps**



# Study Area

29

- Morgan and Berkley Counties

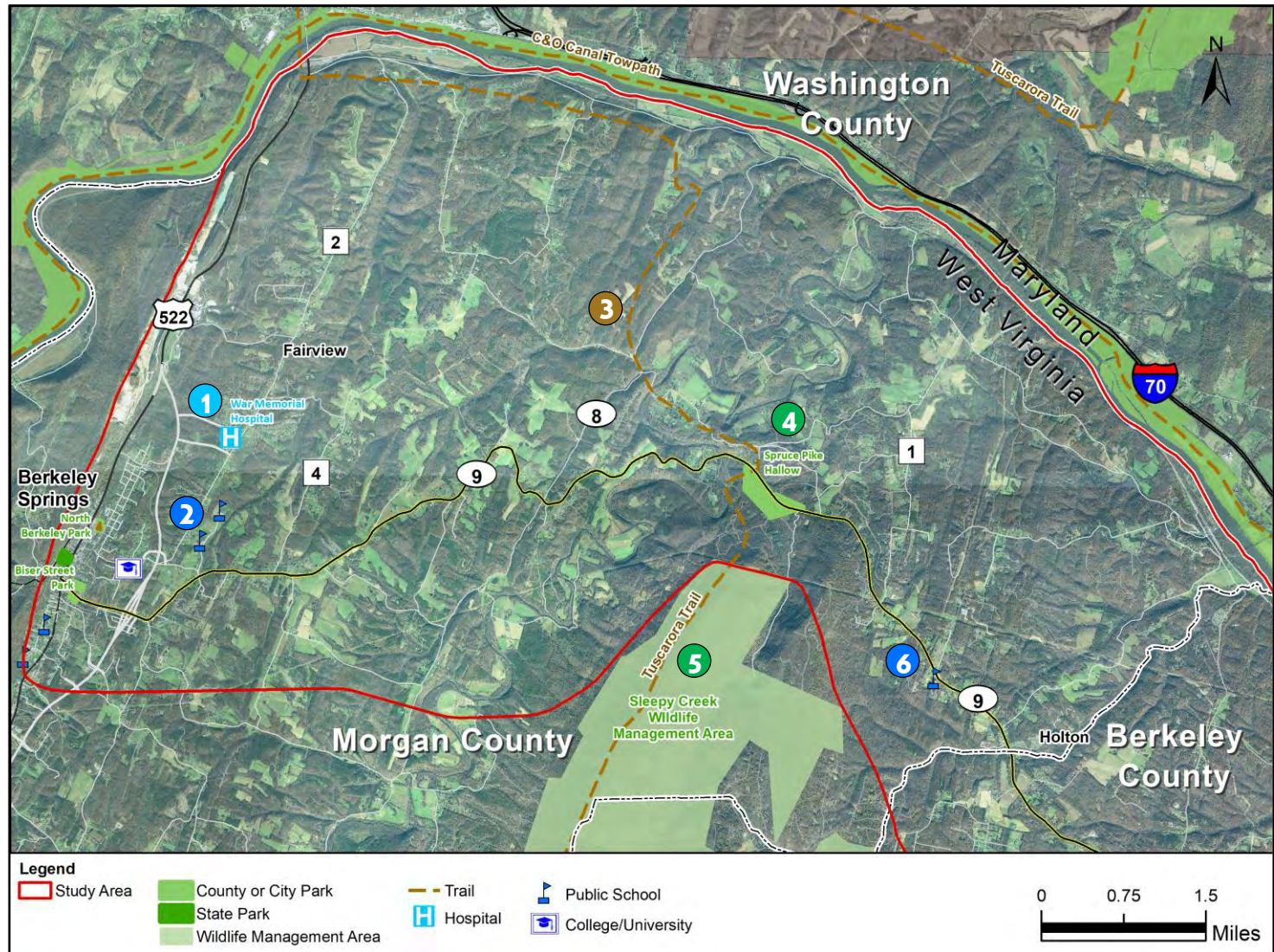




# Community Resources – Morgan County

30

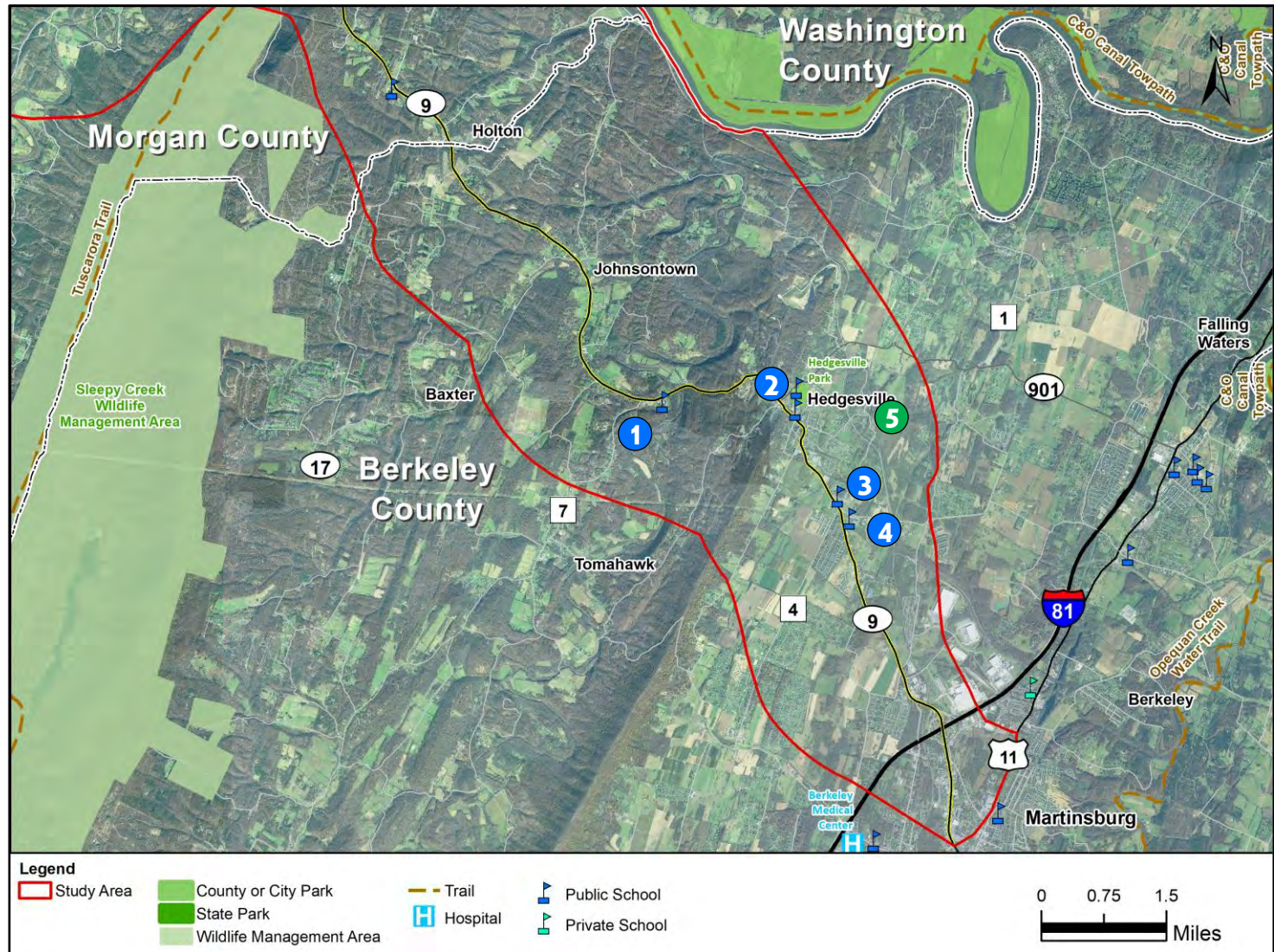
1. War Memorial Hospital
2. Warm Springs Middle and Intermediate Schools
3. Tuscarora Trail
4. Spruce Pike Hollow
5. Sleepy Creek Wildlife Management Area
6. Pleasant View Elementary School





# Community Resources – Berkeley County 31

1. Tomahawk Intermediate School
2. Hedgesville Middle and Elementary School
3. Hedgesville High School
4. James Rumsey Technical Institute
5. Hedgesville Park

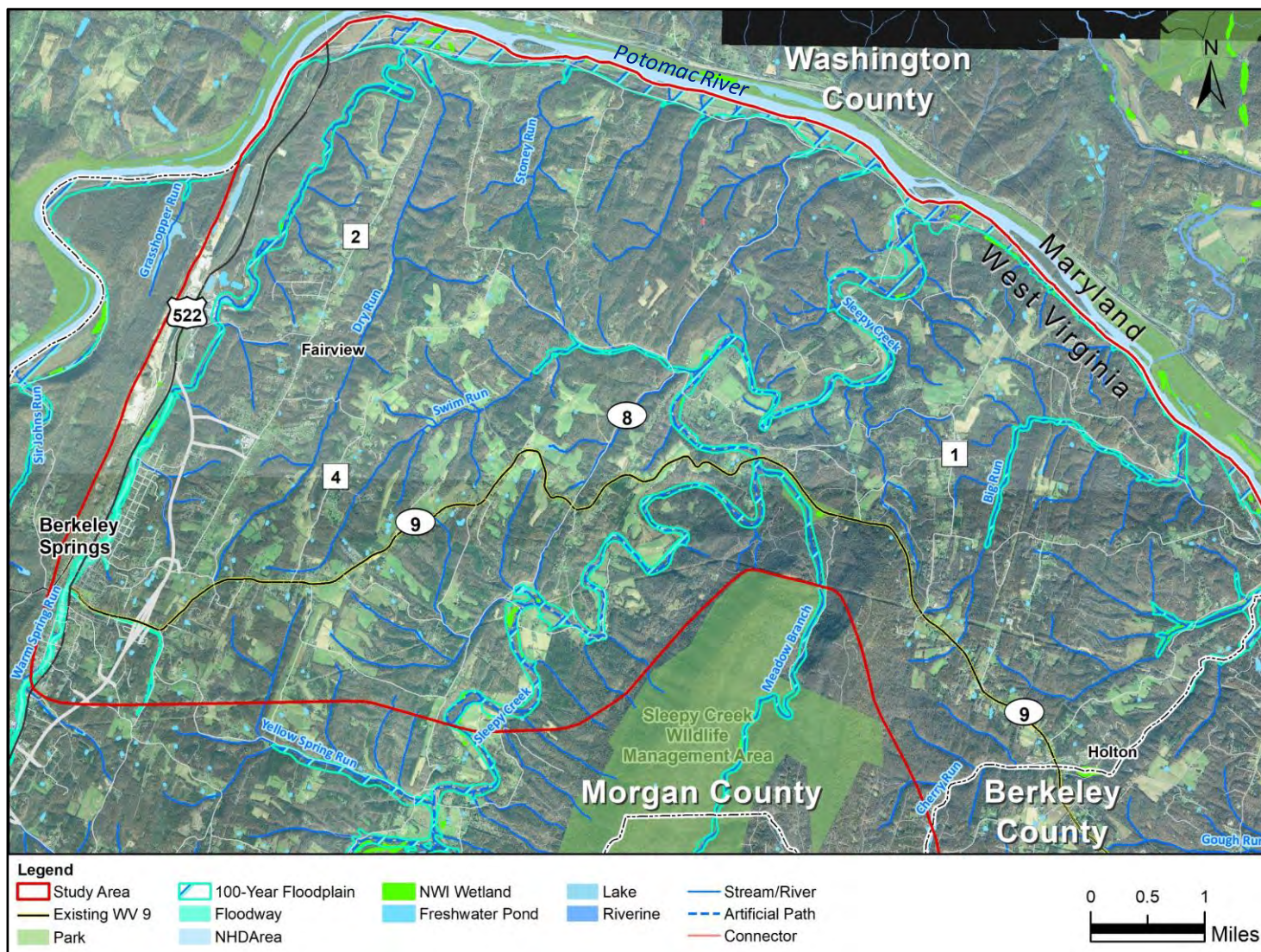




# Natural Resources – Morgan County

32

- Warm Springs and Sleepy Creek Watersheds
- Several Tributaries
- Floodplains and Floodways
- Numerous NWI Wetlands and ponds
- Area supports threatened plant and animal species

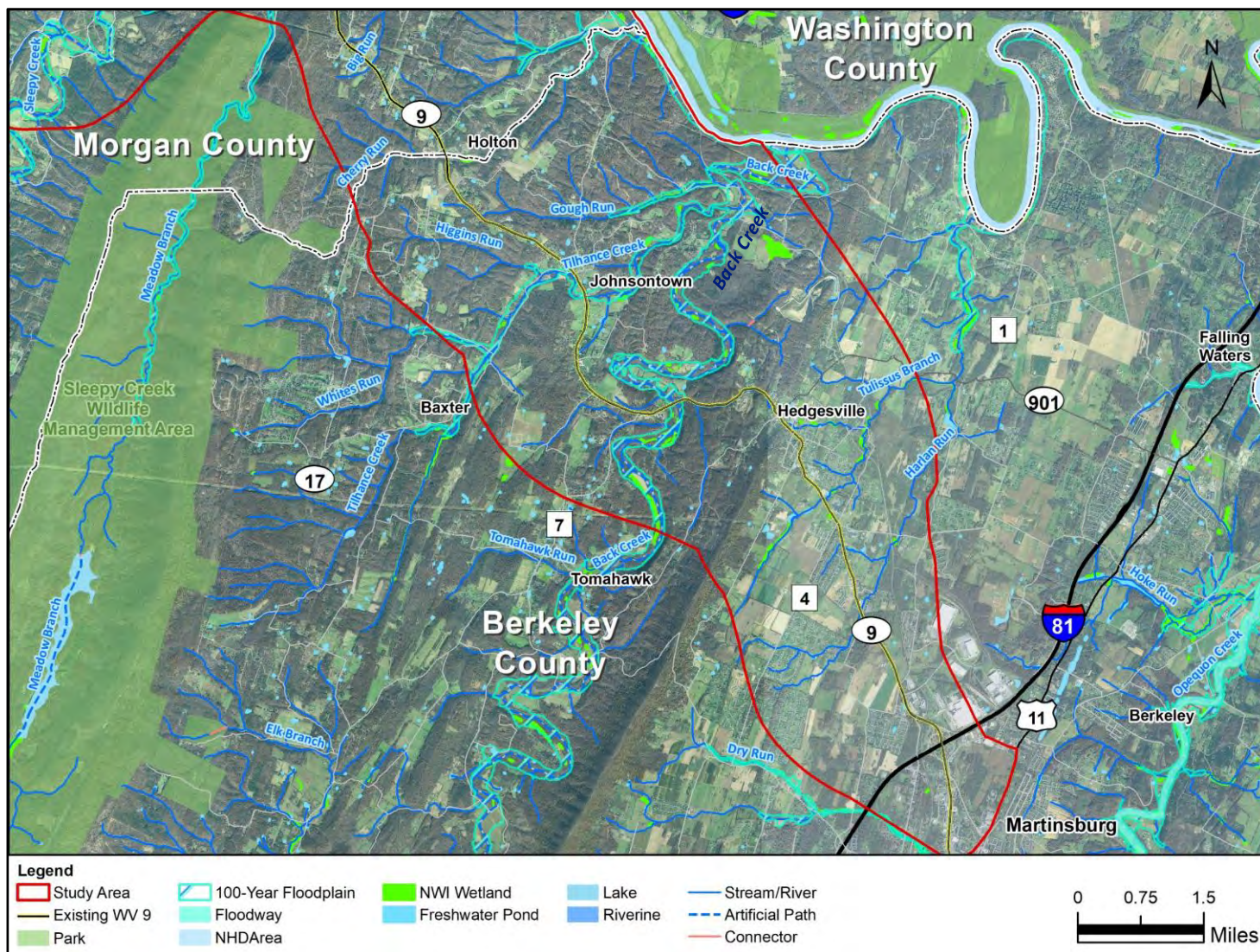




# Natural Resources – Berkeley County

33

- Back Creek Watershed
- Tihance Creek
- Floodplains, NWI Wetlands and ponds
- Area supports threatened plant species

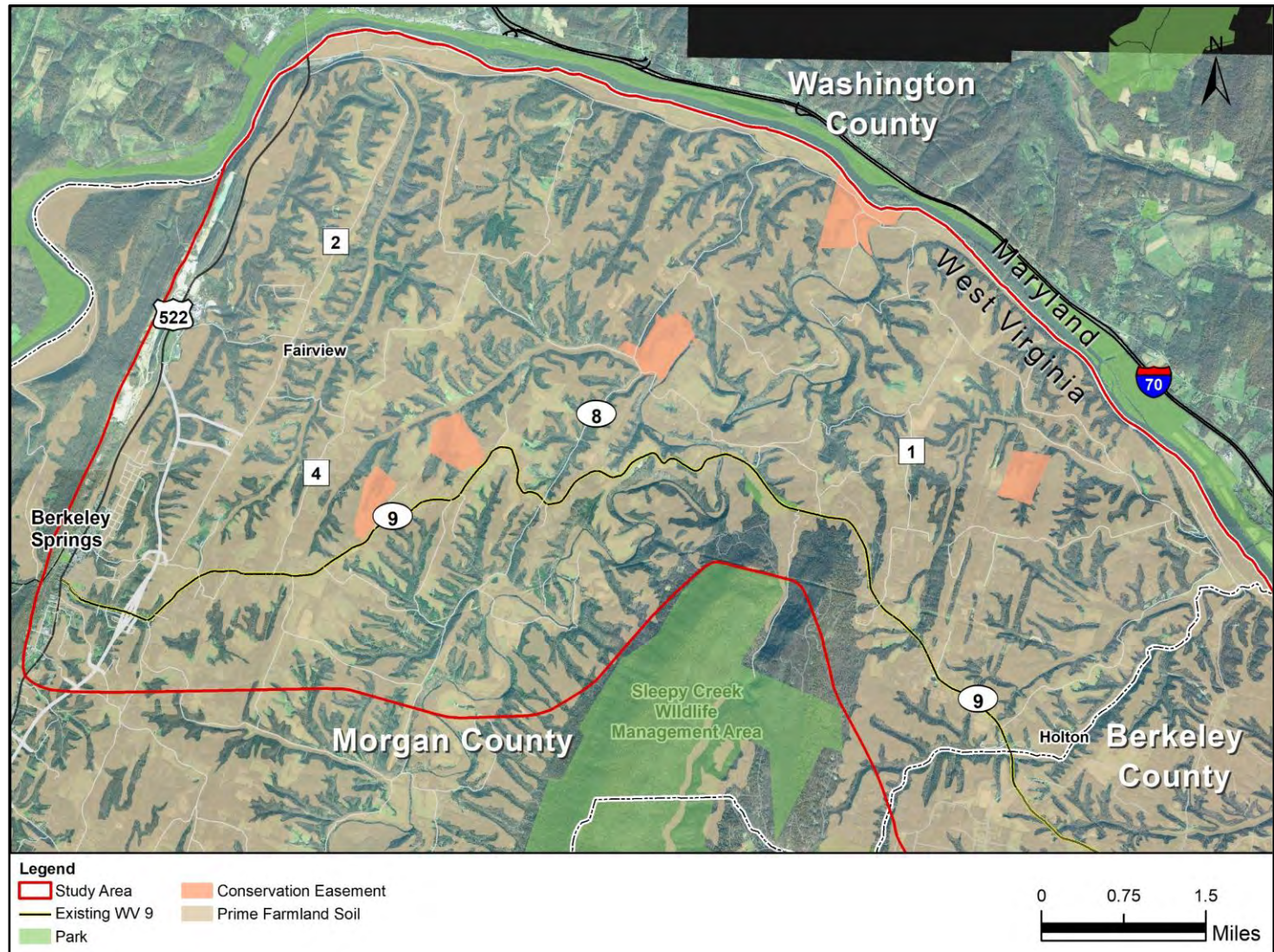




# Agricultural Resources – Morgan County

34

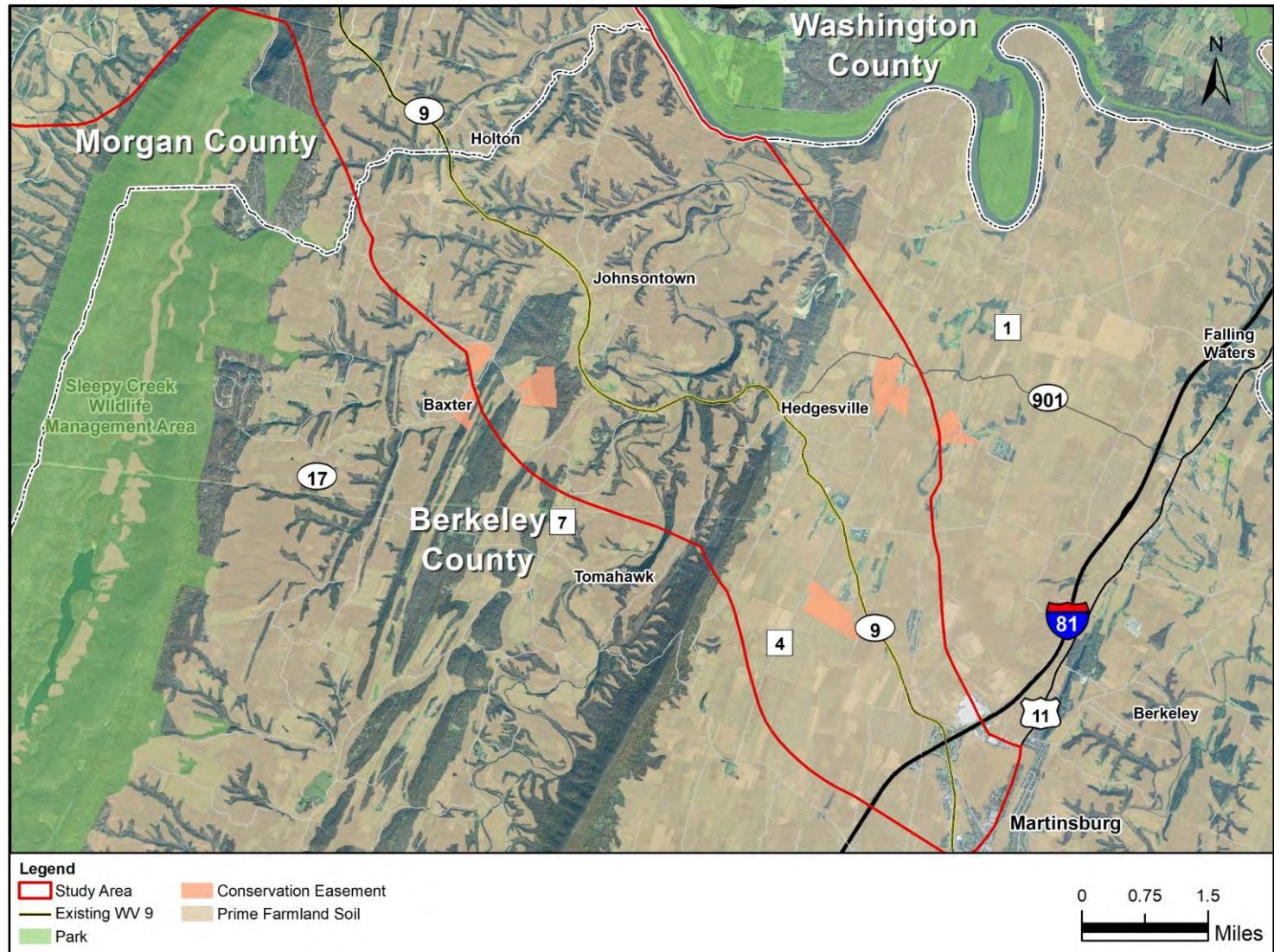
- 74% of Study Area is Prime Farmland Soils
- 5 Farmland Conservation Easements (>500 acres)





# Agricultural Resources – Berkeley County 35

- 34% of Study Area is Prime Farmland Soils
- 5 Farmland Conservation Easements (>400 acres)

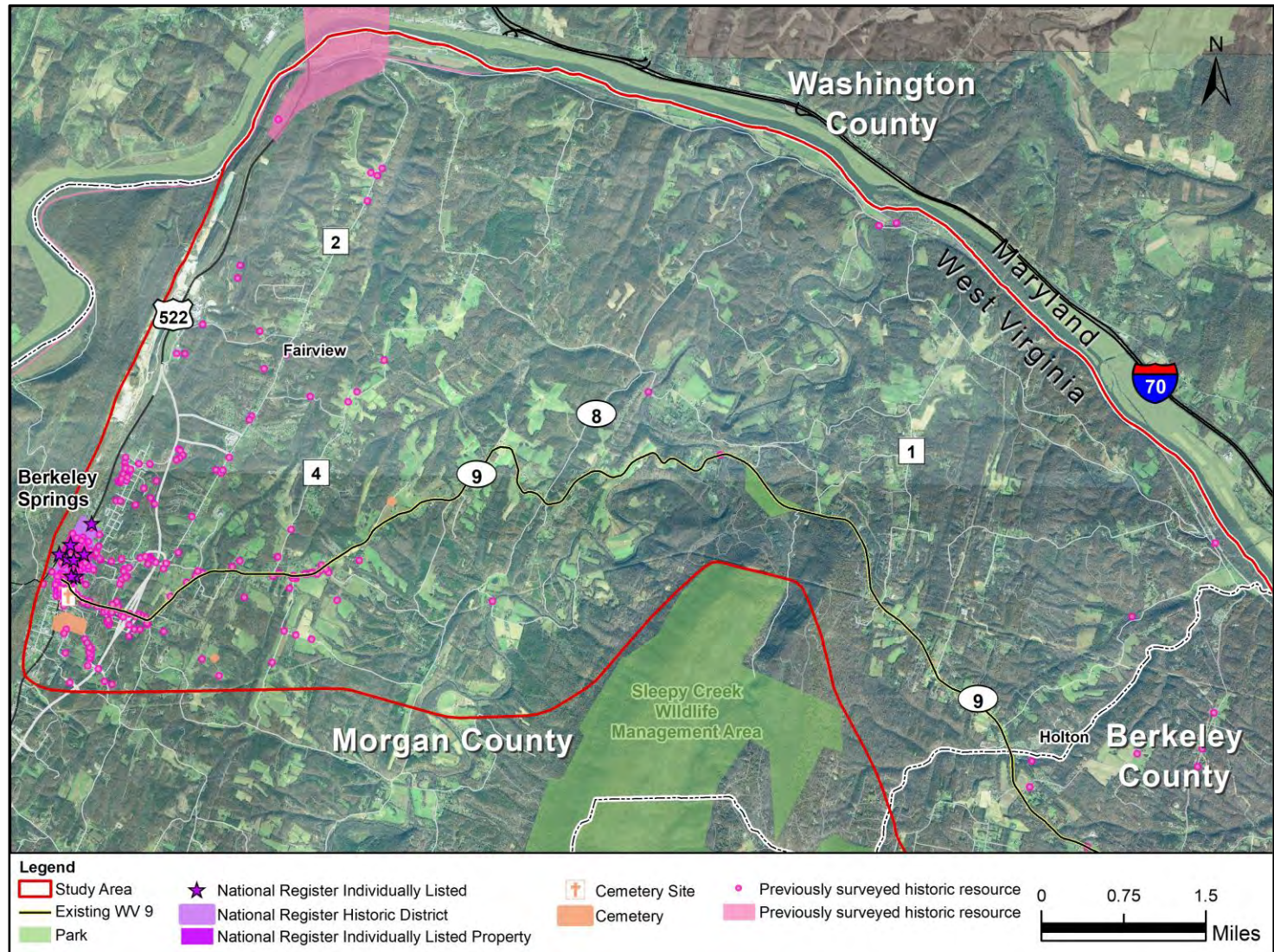




# Historic Resources – Morgan County

36

- 8 Individually-listed National Register properties near Berkeley Springs
- 1 National Register Historic District near Berkeley Springs
- Over 300 previously surveyed historic resources located primarily near Berkeley Springs
- 4 known Cemeteries

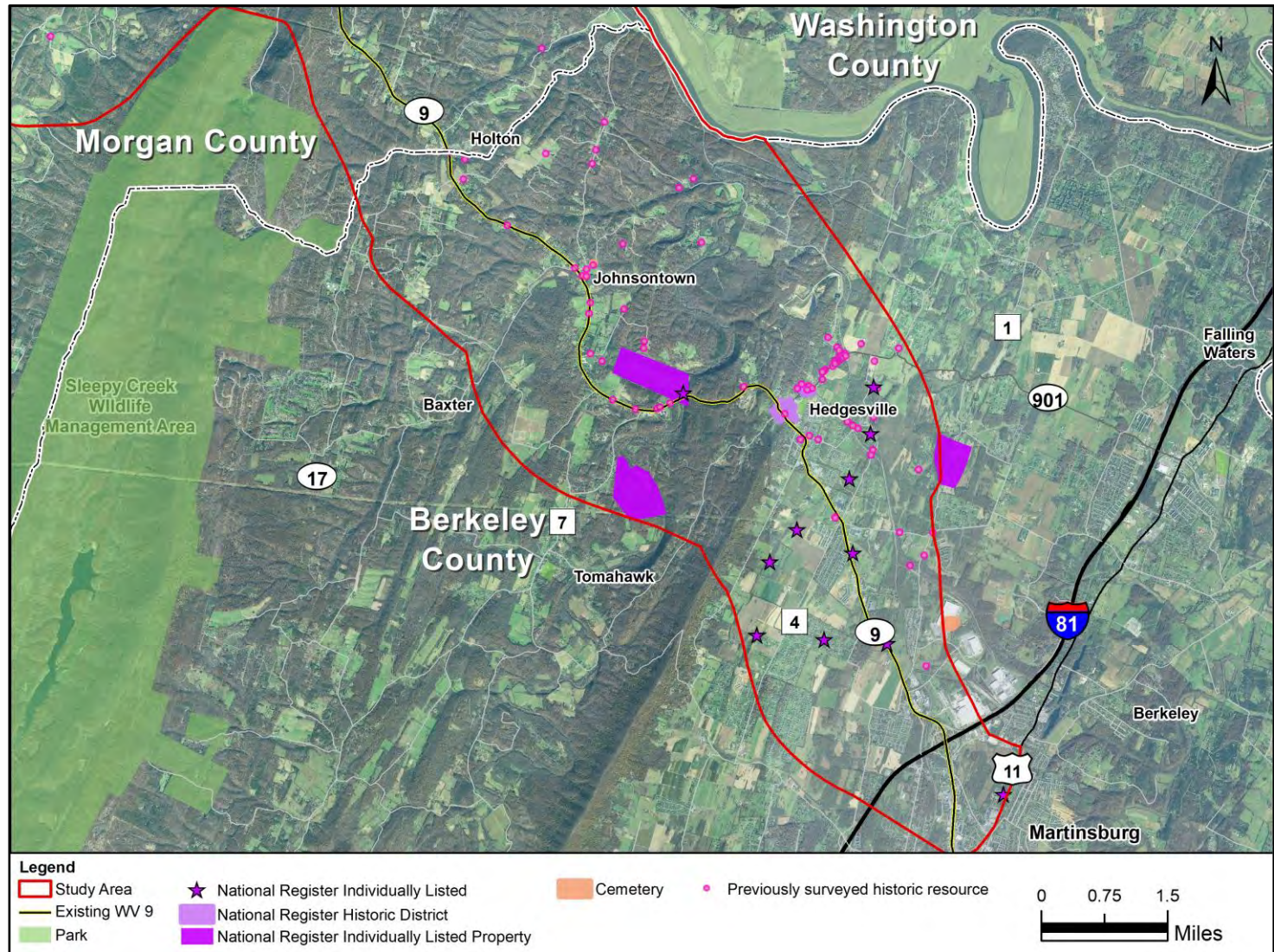




# Historic Resources – Berkeley County

37

- 14 Individually-listed National Register properties
- 2 National Register Historic Districts
- About 100 previously surveyed historic resources scattered within Study Area
- 3 known Cemeteries





- High archaeological potential
- 87 previously recorded archaeological sites
- Of those 87 sites
  - 59 are classified as prehistoric
  - 23 are classified as historic
  - 5 sites are recorded with no temporal affiliation or function



# Next Steps

39

- Conduct windshield survey along alternative corridors
- Update environmental inventory
- Prepare preliminary screening of alternative corridors



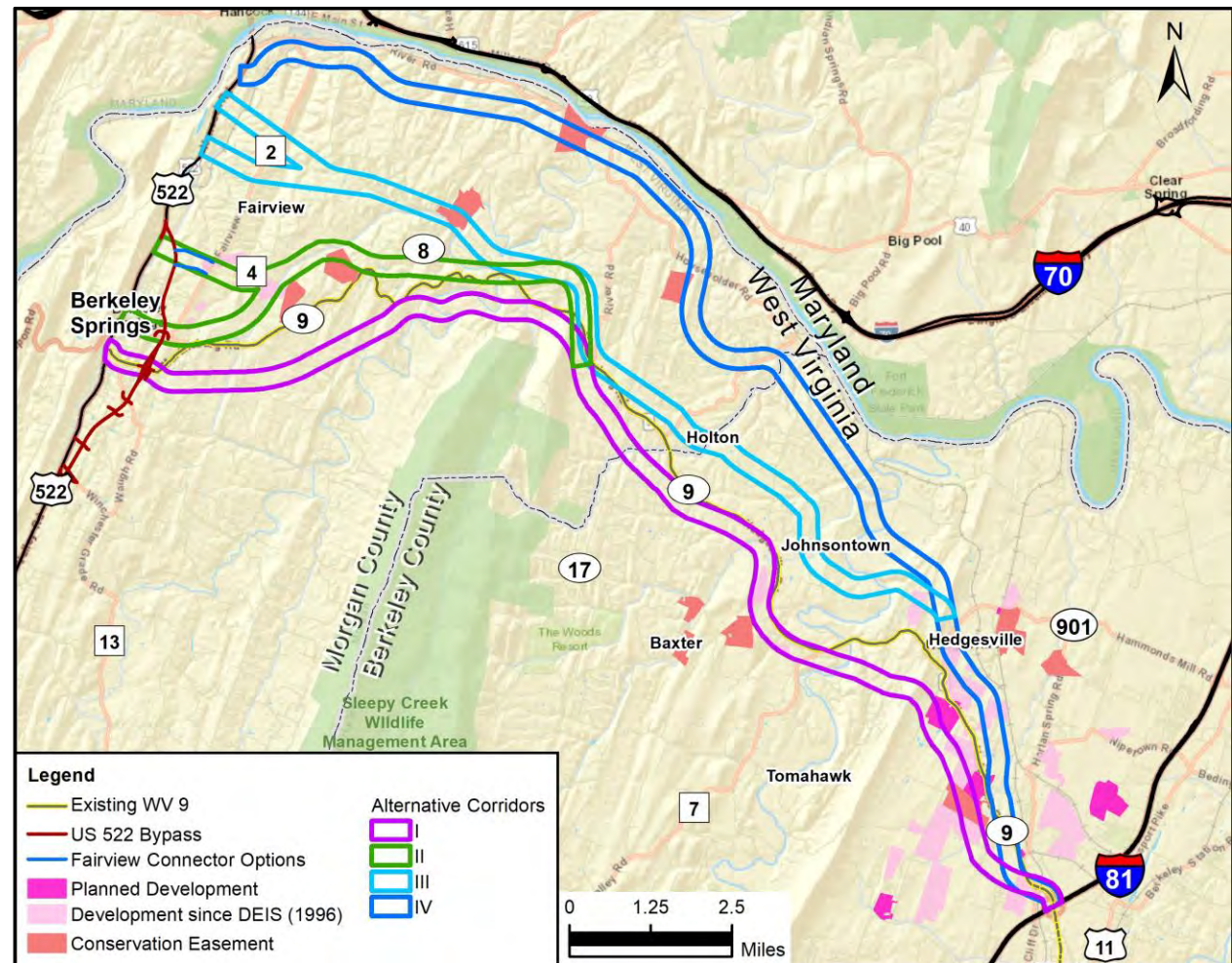
# Alternative Corridors

**DEIS Corridors**

**Draft Alternative Corridors**



- Adjust DEIS Corridors to reduce impact to farmland easements and developed areas
- Connection to US 522 Bypass
- Consider another corridor segment





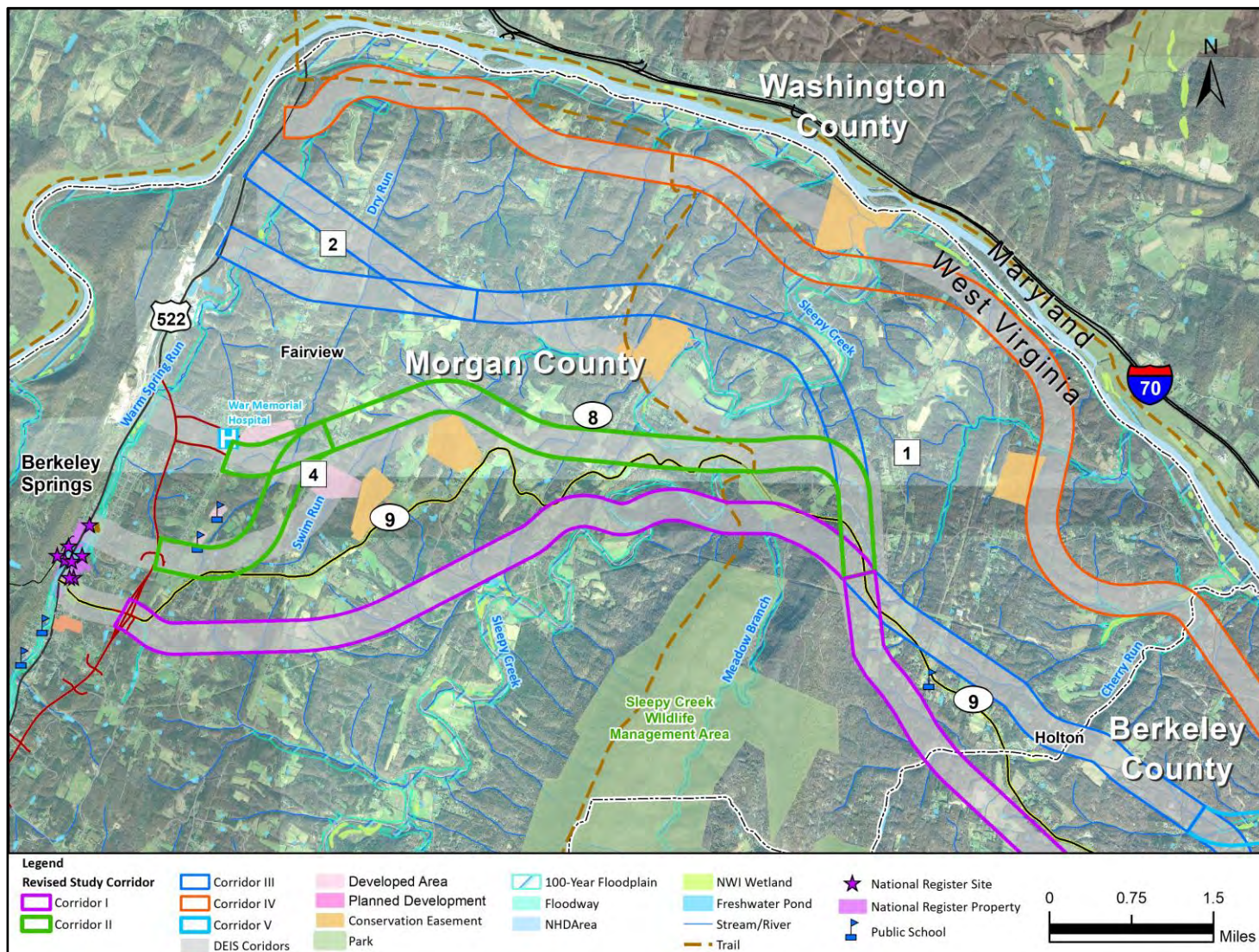
# Alternative Corridors

42

## ■ All Corridors

- Traverse Sleepy Creek Floodplain
- Traverse Tuscarora Trail
- Avoid farmland conservation easements
- Avoid Historic Resources

## ■ Southern Corridors I & II connect to future US 522 Bypass

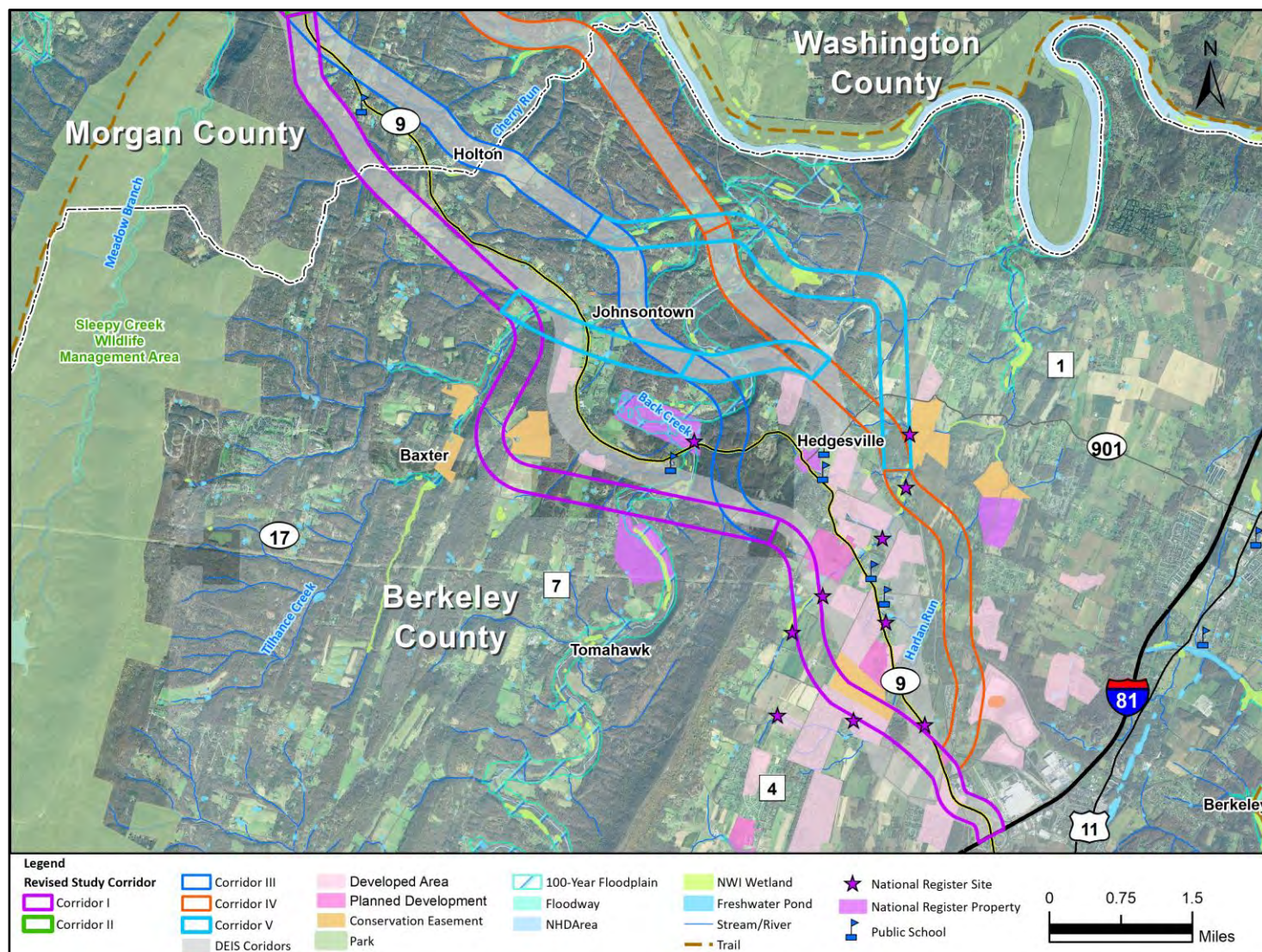




# Alternative Corridors

43

- All corridors traverse Back Creek Floodplain
- Southern corridor impacts one farmland conservation easement
- Corridor IV impacts one National Register Site
- Development south of WV 9 constrains corridor alternatives



- Evaluate the No-Build, Alternative Corridors and upgrade of existing WV 9
- Determine how well each alternative meets the established goals and objectives?
- Measure how well each alternative improves identified deficiencies and needs
- Assess impacts to the natural, socio and cultural resources
- Strategize potential avoidance, minimization and mitigation measures
- Identify alternative corridors to move forward to NEPA



**If you have comments or questions  
after the meeting, email them to:**

**Karen Allen**

**[Karen.E.Allen@wv.gov](mailto:Karen.E.Allen@wv.gov)**

**Lu Ann May**

**[Imay@mbakerintl.com](mailto:Imay@mbakerintl.com)**



# Next Steps

**Public Workshop**

**MetroQuest Survey**

**Revise Corridor Alternatives**

**Conduct Windshield Survey**

**Alternative Screening**



## Agency Comments

**From:** [Bisom, Kristen](#)  
**To:** [Karen.E.Allen@wv.gov](mailto:Karen.E.Allen@wv.gov); [May, Lu Ann](#)  
**Subject:** EXTERNAL: WV 9 PEL Agency Workshop Comments  
**Date:** Thursday, January 28, 2021 03:34:15 PM

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Good afternoon,

Thank you for putting on the workshop this morning. After reviewing the alternative corridors slides more closely, I have a few comments regarding potential corridors crossing creeks or running adjacent to creeks. For some background, I work quite a bit in the Back Creek and Sleepy Creek watersheds and am familiar with the issues that waterways in these watersheds face. I am also familiar with the Warm Springs and Tuscarora Creek watersheds.

I would suggest trying to minimize how many times the road crosses creeks. For instance, "Corridor I" looks like it would cross Sleepy Creek maybe three times in a short distance as well as Meadow Branch, a major tributary of Sleepy Creek. Because it is natural for waterways to shift position over time, it's not unusual for us to see issues where a creek passes under a bridge. This usually will look like the creek cutting into one side of the bridge as its flow path changes direction towards that side of the bridge (instead of continuing to flow "straight" under the bridge). This can cause issues for the infrastructure as well as issues for the creek since it can cause severe streambank erosion and stream blockages. Although rare, this change in flow path can sometimes even happen overnight during major flood events. In my mind, if the road crosses waterways as few times as possible it lowers the risk of us seeing this problem in the future.

Another suggestion is to minimize impacts to riparian areas (the land adjacent to waterways), possibly by picking corridors that avoid these areas, by shifting the road as far away from these areas as possible, or again by minimizing creek crossings. In all Watershed Based Plans and Watershed Protection Plans, you will see protection and restoration of riparian buffers (vegetated areas adjacent to the waterways) listed as priority practices. A wide and forested riparian buffer will protect the creek by intercepting runoff, stabilizing streambanks, and shading the creek to keep it cool, which is critical for most aquatic species. It will also reduce impacts from flooding. The buffer itself is an important habitat for nonaquatic wildlife, too. Many of the rare, threatened, or endangered species present in these watersheds rely on high-quality riparian or aquatic habitat. Riparian buffers are such a critical resource to these creeks and to the Chesapeake Bay into which they all flow that one of my main duties is actually to replant and enhance buffers in these watersheds using tens of thousands of dollars in grant funding from the EPA and Chesapeake Bay Program each year.

Runoff from impervious surfaces is another issue that these watersheds face, so again minimizing creek crossings/encroachment into the riparian area will help reduce impacts from runoff. The main concerns would be pollutants from the roadway getting washed into creeks, runoff from the road raising the temperature of the creeks ("thermal pollution"), and the velocity of runoff increasing as a result of impervious surfaces, which could cause streambank erosion/flooding issues.

Finally, we have submitted an updated Sleepy Creek Watershed Based Plan to the EPA for review. I will share it with you as soon as it is approved, though this might take a while. In the meantime, the

original WBP that you have is still a good resource.

Please let me know if you have any questions about my comments. Thank you for including me in this workshop and allowing me to be a “voice” for the watersheds.

Thank you,

**Kristen Bisom**

*Conservation Specialist*

West Virginia Conservation Agency

Eastern Panhandle Conservation District

Email: [kbisom@wvca.us](mailto:kbisom@wvca.us)

Office: (681) 247-3011

Cell: (304) 552-1754

**From:** [Jordan, Justin E](#)  
**To:** [Allen, Karen E](#)  
**Cc:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: WV 9 PEL  
**Date:** Thursday, January 28, 2021 02:08:29 PM

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I didn't get a chance to view the alternative corridors prior to the meeting, so I wanted to wait until after I had time to review them before offering any comments.

Our office primarily deals with the public water systems' drinking water, and from the maps, the City of Berkeley Springs & Berkeley County PSD are the 2 main community water systems that could be affected. I would recommend (if not already done so) to communicate with them to ensure any of their current or future-planned infrastructure (water source, storage tanks, booster stations, plant, etc.) would not be adversely affected.

Also, there are a couple of mobile home parks that are on our public water system inventory, transient public water systems (such as bars/restaurants ), as well as Pleasant View Elementary (which was identified in the presentation), located within the study map. Depending on the route, these could be affected.

I didn't hear it mentioned, but I'm sure the recently constructed gas transmission lines from Morgan to Berkeley county have been updated on the maps.

Let me know if I can assist in any way.

Thanks.

Justin E. Jordan  
WVBPH-OEHS-EED  
1948 Wiltshire Road, Suite 6  
Kearneysville, West Virginia 25430

Monday-Thursday 7 AM – 5 PM

e-mail: [justin.e.jordan@wv.gov](mailto:justin.e.jordan@wv.gov)  
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fax 304-725-3108



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# Appendix D

## Stakeholder and Public Coordination





## List of Stakeholders



## WV 9 PEL Stakeholder List

	Name	Affiliation	Title
1.		Berkeley County Historic Society	
2.		Morgan County Historical and Genealogical Society	
3.	Alan Davis	Berkeley County Council	County Administrator
4.	Alex Moore	Morgan County	
5.	Amy Schumaker	Morgan County Planning Commission	GIS/Planning Director
6.	Anthony Lewis	First Energy Corporation	
7.	Ben Hark	WV Department of Transportation	
8.	Bill Clark	Eastern Panhandle Regional Planning & Development Council	Executive Director
9.	Brian Carr	WV Department of Transportation	
10.	Brian Shade	Berkeley County Public Service Water District	
11.	Carey Gano	Mayor of Hedgesville	
12.	Chuck Marsh	Sleepy Creek Watershed Association	President
13.	Clint Hogbin	Berkeley County Solid Waste Authority	Chair
14.	Curtis Keller	Berkeley County Public Service Sewer District (PSSD)	General Manager
15.	Dana Keith	Martinsburg Historic Preservation Review Commission	
16.	Danielle Parker	Preservation Alliance of West Virginia	Executive Director
17.	Daryl Cowles	Governor's Office	Legislative Liaison
18.	David Abruzzi	Bath Historic Landmark Commission	President
19.	David Bodnar	WV Department of Transportation	
20.	David Cramer	WV Department of Transportation	
21.	Dirk Stansbury	Berkeley County Engineering	County Engineer
22.	Donna Van Metre	Rumsey Technical Institute	Director/Principal
23.	Doug Smith	Berkeley County Engineering	County Engineer
24.	Elaine Bartoldson	Eastern Panhandle Transit Authority	Director

	<b>Name</b>	<b>Affiliation</b>	<b>Title</b>
25.	Emily Warner	Potomac Conservancy	Senior Director of Land Conservation
26.	Floyd Kursey	Eastern Panhandle Conservation District	Berkeley County Supervisor
27.	Ginger Johnson	Morgan County Farmland Protection Board	
28.	Heather Sigel	Valley Health	
29.	Heather Williams	Berkeley County Planning Department	Director, CFM
30.	Holly Shingleton	Comcast	
31.	James Linsenmeyer	West Virginia Department of Commerce	Manager, Business Retention and Expansion
32.	Jim Golden	Berkeley County Engineering	County Engineer
33.	Jim Ouellet	Berkeley County Public Service Water District	Executive Director
34.	John Wood	Berkeley County Public Service Sewer District	
35.	Kenneth Clohan	WV Department of Transportation	
36.	Ken Reed	Morgan County	Commissioner
37.	Kevin Donohue	HEPMPO	
38.	Kimberly Petrucci	City of Martinsburg Planning Department	City Engineer/Planning Director
39.	Kristen Bisom	WV Conservation Agency, Eastern Panhandle Conservation District	Conservation Specialist
40.	Lee Thorne	WV Department of Transportation	
41.	Lin Dunham	WV Conservation Agency, Eastern Panhandle Conservation District	District Supervisor
42.	Lori Hansroth	Berkeley Springs – Morgan County Chamber of Commerce	Executive Director
43.	Lovell Facemire	WV Department of Transportation	
44.	Mark Baker	Valley Health	
45.	Mark Schiavone	Berkeley County Farmland Protection	Executive Director
46.	Matt Mullenax	HEPMPO	
47.	Matthew Pennington	Eastern Panhandle Regional Planning & Development Council	Environmental Program Coordinator
48.	Moses Skaff	Mountaineer Gas	Senior Vice President
49.	Nate Merkel	Morgan County Engineering	Arro Consulting Project Manager
50.	Rachel Snavelly	Eastern Panhandle Regional Planning & Development Council	Region 9 Director
51.	Rebecca Macleod	Berkeley Springs Planning	Maybe Chair or President

	<b>Name</b>	<b>Affiliation</b>	<b>Title</b>
52.	Ron Jainnney	Berkeley Springs Water Department (BSWD)	General Manager
53.	Ronnie Good	Hedgesville Planning Commission	Town Treasurer
54.	Ryland Musick	WV Department of Transportation	
55.	S Volkmann	Preservation Alliance of West Virginia	
56.	Sandy Hamilton	Berkeley County Development Authority	Executive Director
57.	Scott Crunkleton	Warm Springs Public Service District	General Manager
58.	Scott Merki	Town of Bath Council	Mayor, Planning Commission
59.	Sondra Mullins	WV Department of Transportation	
60.	Stefanie Allemong	Morgan County Commission	County Administrator
61.	Susan Whalton	Land Trust of Eastern Panhandle	
62.	Tanner Haid	West Virginia Rivers	Eastern Panhandle Field Coordinator
63.	Thomas Butcher	Potomac Edison	External Affairs Manager
64.	Tina Combs	Martinsburg Berkeley County Chamber of Commerce	President & CEO
65.	Zach Walburn	Berkeley County Stormwater	MS 4 Coordinator



## Stakeholder Workshop Summary October 1, 2020

# WV 9 Planning and Environmental Linkage Study

## Workshop Summary

### Stakeholder Workshop No. 1 | October 1, 2020 | 2:00 PM – 3:30 PM

Virtual Workshop via WebEx

#### Attendees

See attached attendee list

#### Workshop Materials

- PowerPoint Presentation

#### Workshop Purpose

To introduce the project and solicit input from stakeholders on the study goals and objectives, planned development within the region, traffic and safety concerns, environmental resources and alternative corridors. Attached is the Workshop presentation. The following is a summary of the discussion and comments received during the workshop.

#### Discussion/Comments

##### Existing and Future Conditions

- Ronnie Good (Hedgesville Planning Commission) – Supports a bypass to the north of Hedgesville to support truck traffic accessing private landfill near North Mountain. Development is coming fast so it is critical to reserve right-of-way as soon as a corridor is selected. Recommends route located along Harlan Springs Road or nearby, then east of dual railroad through Allensville to near Rustic Tavern Road. This route will have the least impact on residential neighborhoods. Alternatives south of Hedgesville could impact development on Cannon Hill Road.
- Clint Hogbin (Berkeley County Solid Waste Authority) – Thanked the WVDOH for moving forward with this very important project. From a solid waste authority perspective, there is a privately owned landfill within the Study Area. It is the only private landfill located within the eight counties of the eastern panhandle. Since it is a private landfill, it is managed and regulated much differently than a public landfill. The private landfill is allowed to accept waste from all 48 states. Maryland is one of the largest exporters of their waste in the mid-Atlantic. The city of Baltimore is considering shutting down their incinerator, targeting landfills in neighboring states in their future plans for solid waste management. This is important because the private landfill has tonnage limits per day and per month that are directly tied to certain factors including transportation. A four-lane roadway with exits to the landfill would cause an extreme loss of capacity in a very short period of time. Berkeley County and the state of West Virginia have spent a lot of resources trying to protect the capacity of the private landfill facility. There are other facilities in our region, for example there is a new facility in Berkeley County that is growing and taking more of eastern panhandle's waste stream. If we make the mistake of building a four-lane road near the private landfill it inevitably would cause the landfill to fill quickly, we would lose the capacity we have worked so hard to protect, and there will be a need for another landfill facility somewhere west of here.



- Daryl Cowles (Morgan County Economic Development) – In regards to recent development, the old DEIS preferred IIB route is a fine route but there are some new considerations for how it interacts with Berkeley Springs and US 522 given the development of the new hospital, Fairview Drive area residential development, natural gas line, and the US 522 Bypass. Evaluate how the new WV 9 will interact US 522 north of Berkeley Springs.
- Ronnie Good – The private landfill truck traffic is creating congestion along WV 9. He supports a northern bypass route north of Hedgesville and we'll deal with landfill issues later. The trucks are destroying the roads and they need better access to the landfill.
- Dan Szekeres (Michael Baker) asked if there is data available on the number of trucks daily and their typical route. Ronnie responded that the number varies. When Maryland started bringing waste to the site there was as many as 32 tankers in a single day for about 1 ½ weeks.
- Bill Clark (Eastern Panhandle Regional Planning & Development Council) provided the following chat comment. Growth especially on the I-81 end is at a high level. I think it's most important that an alignment, environmental and rights of ways be obtained on the east side from Johnsonstown west of Hedgesville to the interstate. Costs and impacts to residential will be impossible to maneuver if this part isn't at least acquired soon. Makes sense to attack this part once a corridor is determined.
- Ahmad Diar (WVDOH) – Emailed comment. Please keep in mind that once the 522 bypass is constructed, and the I/C with Route 9 is constructed, and the Northern Connector, the traffic patterns on existing 522 thru town will change drastically.

### Project Goals and Objectives

#### A. Improve Safety in WV 9 Corridor

- Zach Walburn (Berkeley County Stormwater) – evaluate adding wildlife crossings to reduce deer collisions

#### B. Improve Mobility in WV 9 Corridor

- Ken Clohan (WVDOH) – provide connections with WV 901.
- Jim Golden (Berkeley County Engineering) – 1/3 of traffic heading west turns left at WV 901. No turn lane which causes congestion. Consider adding turn lane at WV 901.
- Ronnie – evaluated adding left turn lanes in Hedgesville. The residents were opposed to left turn lanes because of the impact on sidewalks, Council voted to not pursue left turn lanes. Recommends drivers use alternative local roads instead of making a left turn.
- Clint Hogbin – evaluate Route 7 / Back Creek Valley Road intersection with WV 9. Traffic from SW Berkeley County use that intersection, consider an interchange at that location.
- Matt Mullenax (HEPMPO) – PM peak near Hedgesville High School is no joke in terms of congestion. Some of the real issues are the signalized side streets during the peak period. The side street volumes are quite low. I'm sure the district has done everything they can to tweak the signals at those side streets. Not surprised to see so many crashes on the heat map in that area because there is so much traffic on the mainline compared to the side streets. At the signalized intersections, there may not be much that can be done by engineering, but some enforcement or review of the signalized side street approaches is needed.





C. Improve Economic Prosperity in WV 9 Area

- Zach Walburn - Berkeley County has seen exponential growth patterns over the past eighteen months including a lot of large residential subdivisions as well as industrial and commercial development, especially around the Hedgesville High School area. Including dense subdivisions like Redhill, Pebble Ridge, Dillon Farms, Butlers Ridge, and Stonecrest that have made significant impact on traffic patterns. That growth pattern will likely continue in that area. Important to contact Berkeley County Planning and Engineering (Dirk Stansbury or Heather Williams) to get some of those planned subdivisions.
- Heather Williams (Berkeley County Planning Department) – Offered to provide a map of existing lots and recently final plotted lots, and will add planned subdivisions like Dillon Farms, to show areas of dense growth. Also, will add the location of the planned substation.
- Ronnie Good – new electric substation proposed on WV 901, about 1 ½ miles from Hedgesville. Available land is closing fast and requires action to identify a corridor before available land is gone. By 2045 there won't be available land.

D. Protect the Region's Environment and Resources

- One area of concern is the section from the bridge currently over Back Creek east towards Hedgesville. A gap there contains a tributary area that dumps into Back Creek near the bridge that is prone to flooding due to undersized culverts. As storm events increase, that gap location is a pinch point for storm water. Also, in the winter when it freezes there is limited access which results in a safety concern and it is also an environmental concern.
- Ronnie Good – Within Hedgesville, there has been an increase in water runoff and a change in the natural flow due to development primarily to the east. The water table is rising around subterranean springs and causing water to come out of the ground during storm events.
- Matthew Pennington (Eastern Panhandle Regional Planning & Development Council) – there are several existing environmental plans for the area including a protection plan for Back Creek and a watershed base plan for Sleepy Creek. Both of these plans identify strategies to improve water quality. There are several source water protection plans throughout the region to protect resident and business drinking water. Please review each of those plans for strategies that can be incorporated into this study and the corridors identified.
- Chuck Marsh (Sleepy Creek Watershed Association) - The Sleepy Creek Watershed has been federally identified as home to the endangered Wood Turtle and Harperella plants. Caution needs to be exercised in and around Sleepy Creek. Another primary concern is excessive storm water runoff from non-porous surfaces such as highways and its effect on wildlife habitat and water quality in Sleepy Creek and downstream Potomac River and Chesapeake Bay Watersheds.

E. Support / Enhance All Travel Modes along WV 9

- Clint Hogbin – The area has a lot of existing recreational land uses such as Sleepy Creek Wildlife Area and Cacapon State Park that are visited by tourist. There are sometimes federal funds available that can be used to enhance recreational facilities. For this study consider using funds to purchase land within the selected corridor for a park or other type of recreational enhancement. The eastern panhandle recreational facilities are woefully underdeveloped.



- Heather Williams – There has been a recent uptick in citizens interested in sidewalks, especially within the residential subdivisions. Recommend where possible and reasonable to provide pedestrian access to commercial areas, such as the Food Lion, to improve safety conditions and walkable communities. Also, maybe there is a way to incorporate these improvements with the wildlife crossings suggested earlier.
- Matt Mullenax – The HEPMPO Regional Bike Plan recommended as a top future study a bicycle connection between Martinsburg and Berkeley Springs which should be included in this study. I encourage, if feasible, a separated multi-use path, like Route 9 between Martinsburg and Ranson, versus a bike on shoulder path, like the one between Charles Town and Loudon County.
- Be aware that the Tuscarora Trail crosses WV 9 in Morgan County near Meridian Road.
- Matthew Pennington – Berkeley Springs is working on a rail to trail project. The project begins in Berkeley Springs and goes north towards Hedgesville. Connectivity to this trail should be considered during the PEL study.
- Matthew Pennington - On the LRP for Berkeley County Parks and Rec, the North American Brick Yard site has been identified for development. Recommend following up with the director at Martinsburg/ Berkeley County Parks and Rec to discuss the status of that project. Always interested in opportunities to provide more recreational space in the north and south ends of the county but may not be applicable to this project area.

#### F. Support Corridor Land Use Vision

- Matthew Pennington – be aware of conservation easements in the area specifically for the Berkeley and Morgan County Farmland Protection Board.
- Matthew Pennington - Berkeley and Morgan County do not have landuse or zoning requirements or ordinances.
- Ronnie Good – Hedgesville has zoning plans and restrictions but try to be flexible. Crossing WV 9 is difficult for pedestrians. Development, including Hammond Farms, along WV 901 will increase traffic in Hedgesville. Recommend a bypass that connects WV 9 and WV 901 north of Hedgesville to avoid that pinch point within town.
- Mark Schiavone (Berkeley County Farmland Protection) – Conservation Easements exist along WV 9 and WV 901 that are protected by state law. Engage with the protection board to identify where these properties are located.
- Mark Schiavone – Chat request for a shapefile of the Study Area (sent after the workshop). He will send a shapefile of the current and in-progress conservation easements.

#### Alternative Corridors

- There is a natural gas line located near U.S. Silica Company and the new hospital that should be considered. Runs due east from Berkeley Springs to I-81 near Martinsburg.
- Ronnie Good – natural gas line is located north of Hedgesville and crosses under WV 901.
- Matthew Pennington – state commitment to the Environmental Protection Agency for the Chesapeake Bay Restoration Plan. The state is applying strategies to hit required milestones. These strategies include riparian tree planting along creeks, streams and riverbeds and overall tree canopy. The goals should be discussed



with the Department of Environmental Protection to see how this study could assist with meeting those goals. Regarding the riparian tree planting it would be beneficial to have tree plantings along the stream beds located within the project. There is a watershed implementation plan that details these strategies and milestones. For reference, Matthew will forward the plan to the team.

- Areas of karst geology/limestone are located in the area to be mindful of. Also, wellhead protection areas and recharge areas are in the eastern area.
- Clint Hogbin – Protection plans exist for Back Creek. The lower portion of Back Creek has a high concentration of threatened species and plants, soils and cultural resource sites. Offered to share those plans with the team.





## WV 9 PEL

Stakeholder Workshop Attendees  
October 1, 2020

Name	Affiliation
Amy Schumaker	Morgan County Planning Commission
Bill Clark	Eastern Panhandle Regional Planning & Development Council
Carey Gano	Mayor of Hedgesville
Charles Marsh	Sleepy Creek Watershed Association
Clint Hogbin	Berkeley County Solid Waste Authority
Daryl Cowles	Economic Development Authority Morgan County
Dirar Ahmad	WV Department of Transportation
Dirk Stansbury	Berkeley County Engineering
Elaine Bartoldson	Eastern Panhandle Transit Authority
Elwood Penn	WV Department of Transportation
Heather Williams	Berkeley County Planning Department
Hoy Shingleton	Comcast
Jim Golden	Berkeley County Engineering
John Wood	Berkeley County Public Service Sewer District
Kenneth Clohan	WV Department of Transportation
Kevin Donohue	Hagerstown Eastern Panhandle MPO
Kimberly Petrucci	City of Martinsburg Planning Department
Lee Thorne	WV Department of Transportation
Lovell Facemire	WV Department of Transportation
Mark Schiavone	Berkeley County Farmland Protection
Matthew Pennington	Eastern Panhandle Regional Planning & Development Council
Mike Albright	
Michael Lynn	
Rebecca Macleod	Berkeley Springs Planning
Ronnie Good	Hedgesville Planning Commission
Sarah Volkmann	Preservation Alliance of West Virginia
Tina Combs	Martinsburg Berkeley County Chamber of Commerce
Tony Lewis	First Energy Corporation
Zach Walburn	Berkeley County Public Service Sewer District

Name	Affiliation
Tim Sedosky	WV Department of Transportation
Chris Kinsey	WV Department of Transportation
Karen Allen	WV Department of Transportation
Matt Mullenax	Hagerstown Eastern Panhandle MPO
Lu Ann May	Michael Baker International
Max Heckman	Michael Baker International
Dan Szekeres	Michael Baker International
Wes Stafford	Michael Baker International

# WV 9 Planning & Environmental Linkage Study

STAKEHOLDER WORKSHOP

October 1, 2020



Google Earth  
10/20/2020

WVDOH

**Tim Sedosky**  
Project Manager

**Karen Allen**  
Environmental Lead

**Chris Kinsey**  
Statewide Planning

HEPMPO

**Matt Mullenax**  
Local Coordination

MICHAEL BAKER INTERNATIONAL

**Lu Ann May**  
Project Manager

**Max Heckman**  
Project Oversight

**Dan Szekeres**  
Traffic & Safety Analysis Lead

**Wes Stafford**  
Senior Planner



- **Project Introduction**
- **Existing and Future Conditions**
- **Project Goals and Objectives**
- **Alternative Corridors**
- **Next Steps**



# We want your input

4

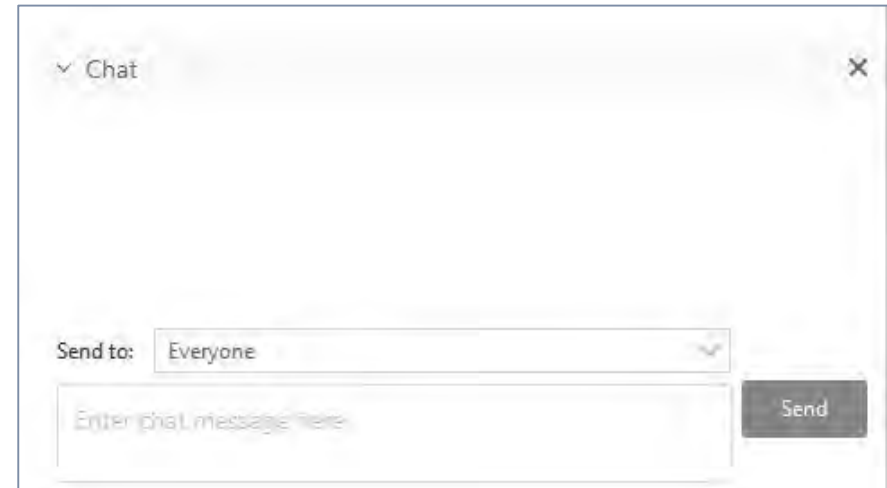
- Chat your questions or comments
- After the meeting, email comments or questions to:

**Karen Allen**

**Karen.E.Allen@wv.gov**

**Lu Ann May**

**lmay@mbakerintl.com**

A screenshot of a web-based chat window. At the top, it says "Chat" with a dropdown arrow and a close button (X). Below this is a "Send to:" dropdown menu currently set to "Everyone". Underneath is a text input field with the placeholder text "Enter chat message here". To the right of the input field is a "Send" button.

# **Project Introduction**

**Project History**

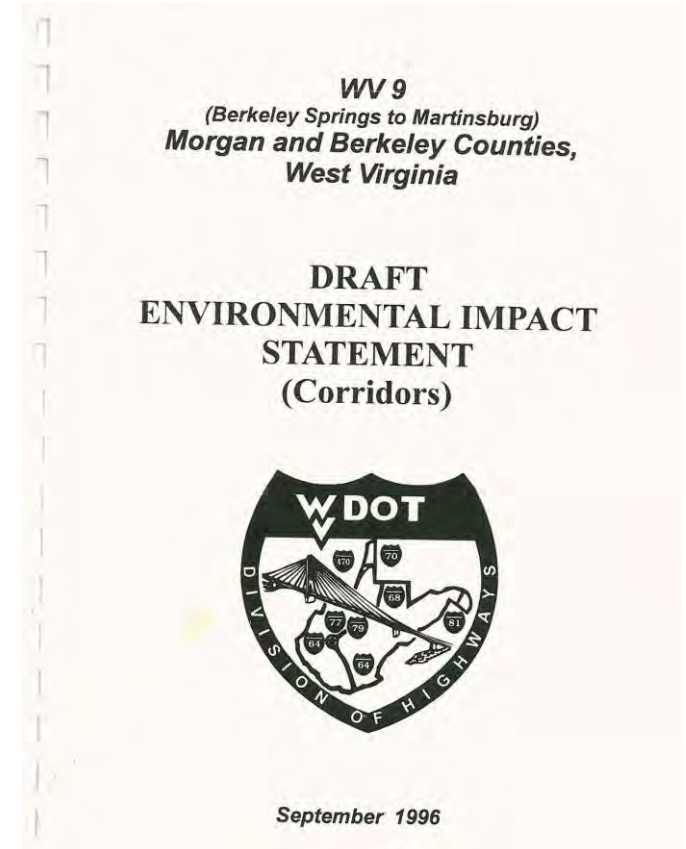
**Project Development Process**

**Purpose of the Study**

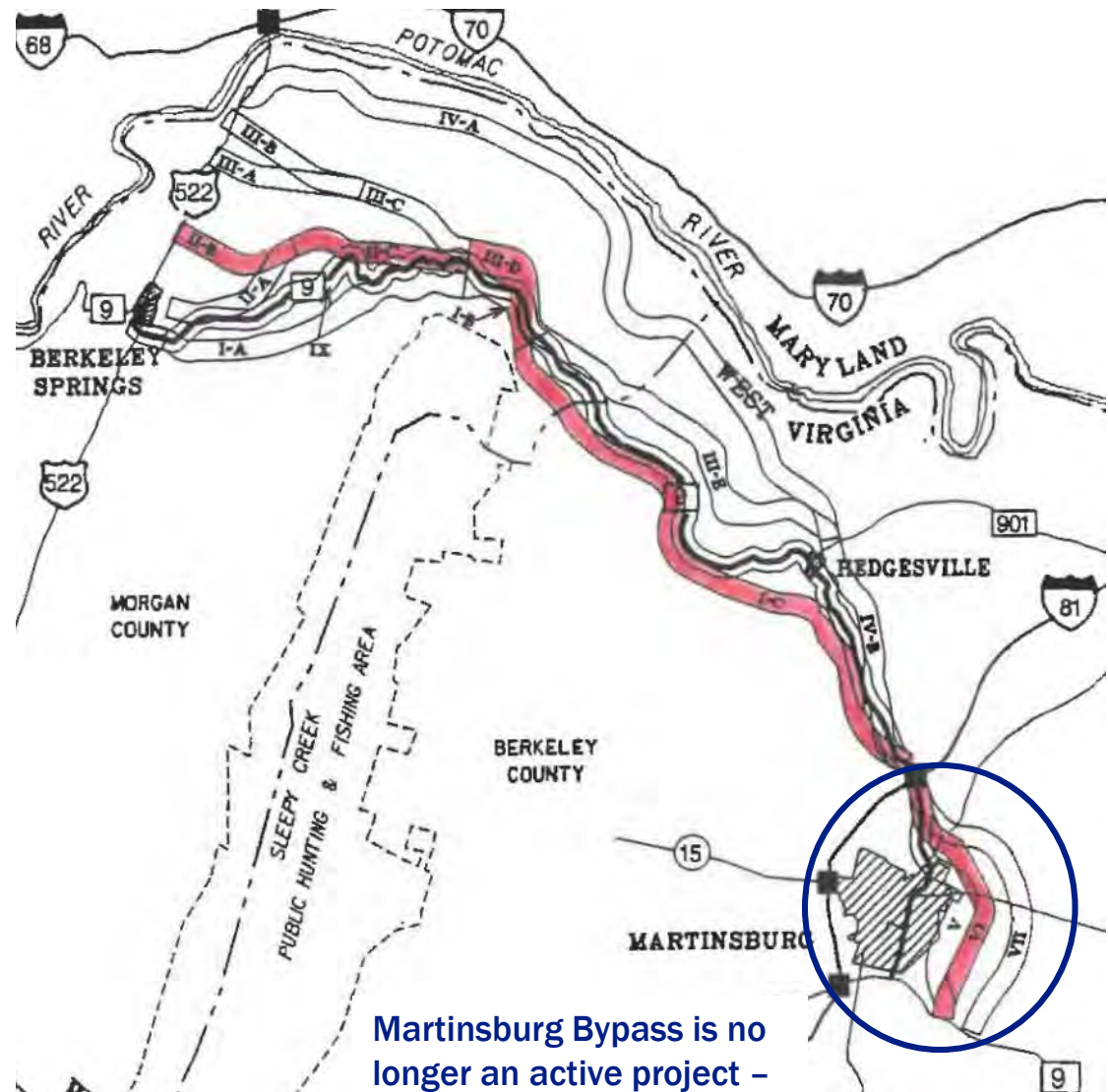
**Study Tasks and Schedule**

**Agency and Public Involvement**

- Identified in 1978 Eastern Panhandle Transportation Study
- 1993 Feasibility Study identified 5 potential corridors
- Draft Corridor EIS approved in 1996
  - Established Purpose and Need
  - Evaluated corridors
  - Involved public – concern expressed about environmental and historic resource impacts
- Corridor Selection Report – 1997
  - Detailed Corridor Comparison
  - Generally favored southern corridors
  - Identified “Preferred Alternative”



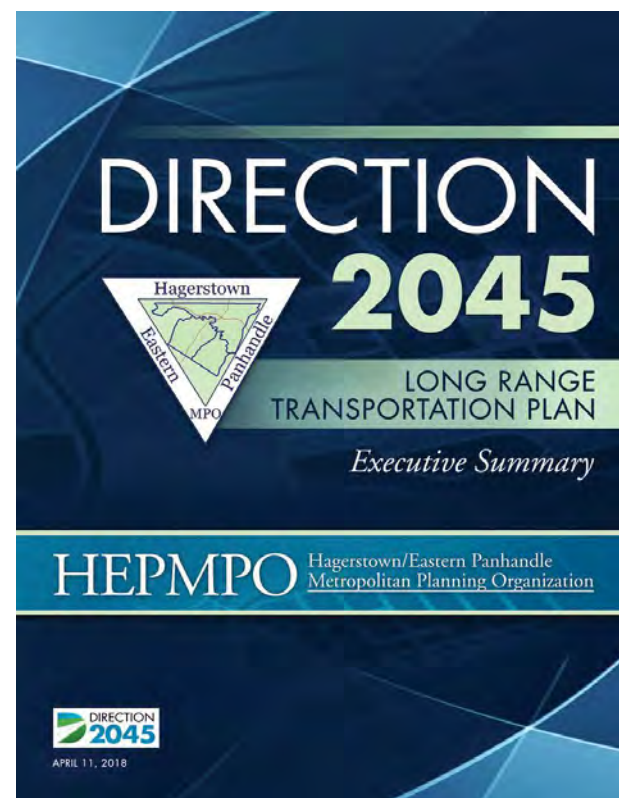
## 1997 “Preferred Alternative”



Martinsburg Bypass is no longer an active project – funding was diverted to Raleigh Street Extension

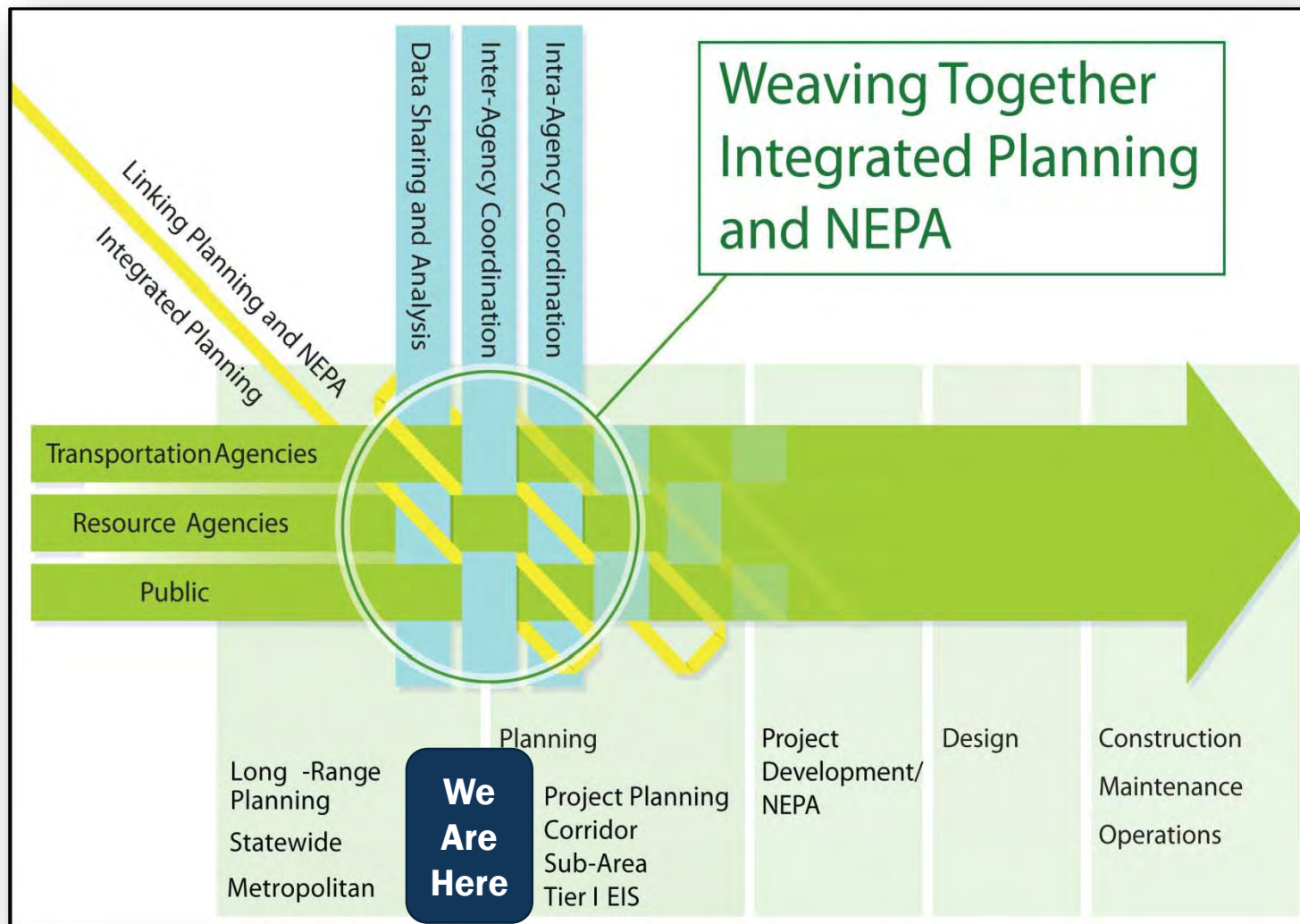


- **2010 – WV Statewide Transportation Plan**
  - Identified as one of Top 20 B/C rated projects in the state
- **2016 Berkeley County Comp Plan**
  - One of 8 projects in 2026 Priority Network
- **2018 HEPMPO Long Range Transportation Plan**
  - Identified some congested and high crash locations
  - Recommended 4 lane realignment in “Unconstrained (i.e., no funding identified) 2045 Vision Plan”
  - Recommended current PEL study as first step

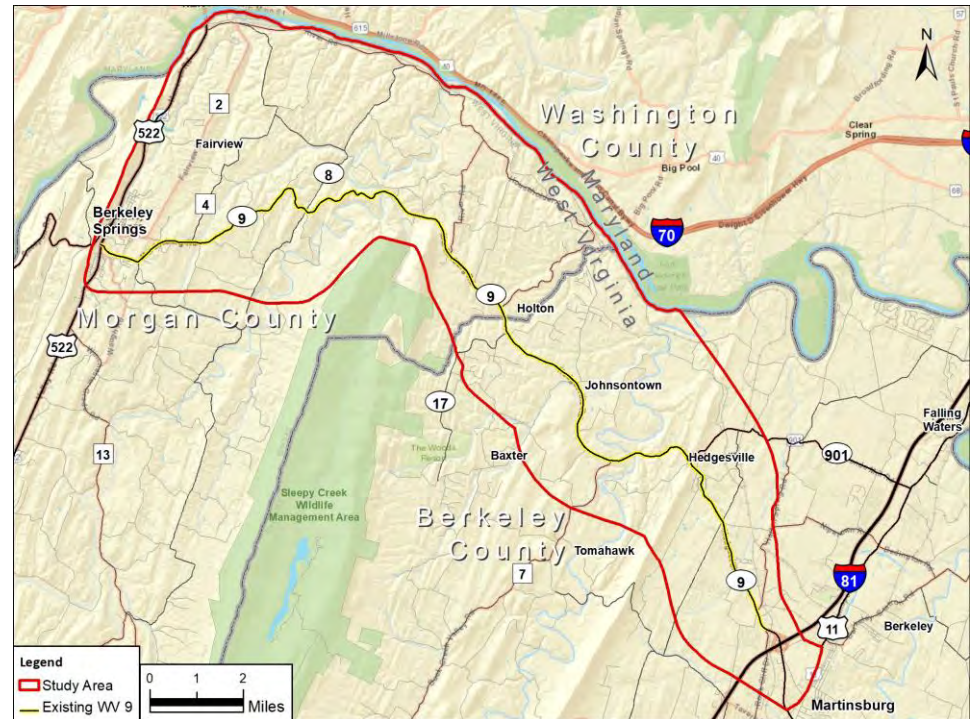


# Project Development Process

9



- Identify Purpose and Need
- Analyze traffic and safety
- Identify Region Landuse Trends and Visions
- Identify & Evaluate environmental issues
- Screen preliminary alternatives





# Study Tasks and Schedule

11

Activity Description	Duration	2020						2021					
		July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June
STUDY TASKS													
Goals and Vision	4m												
Alternative Corridors	7m												
Traffic Data Collection & Modeling	7m												
Affected Environment	7m												
Preliminary Screening	4m												
PEL Document	4m												
AGENCY/PUBLIC INVOLVEMENT													
Agency Meeting	---												
Stakeholder Meetings	---												
Public Meeting/ Plan Displays	---												
MetroQuest Survey	---												

## ■ MetroQuest Survey

WELCOME

### Welcome To Survey

**We Want Your Input!**

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) and the West Virginia Division of Highways (WVDOH) are evaluating the need for a new access road between WV 9 and Novak Drive in Berkeley County. Please provide us insights on needs, constraints and preferences for alternatives within the corridor.

Project Study Area Map

Begin

Novak Drive

9

A new road between Novak Drive and WV 9 could provide traffic congestion relief to WV 45 in Martinsburg.

STATE OF WEST VIRGINIA  
DEPARTMENT OF TRANSPORTATION

Hagerstown  
Eastern Panhandle  
MPO

2 CORRIDOR NEEDS

3 RATE ALTERNATIVES

4 IDENTIFY ISSUES

5 STAY INVOLVED

M

# Existing and Future Conditions

**Data Collection**

**DEIS Assumptions vs. Existing Conditions**

**Identified Issues along WV 9**

**Analysis Next Steps**

## Data Collection

- Roadway geometry and lane configuration
- Traffic Counts (auto, truck)
- Speeds (observed and posted)
- WVDOT crash records and databases
- Origin-Destination information
- Traffic signal timing and coordination
- Socioeconomic forecasts

## Analysis Tools

- Travel Demand Model
- Traffic Simulation / Highway Capacity Software

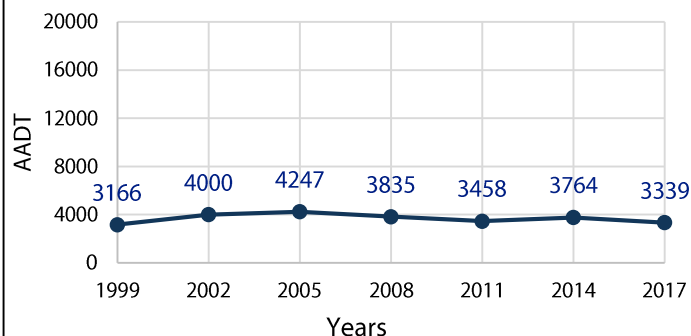


## Available WVDOT

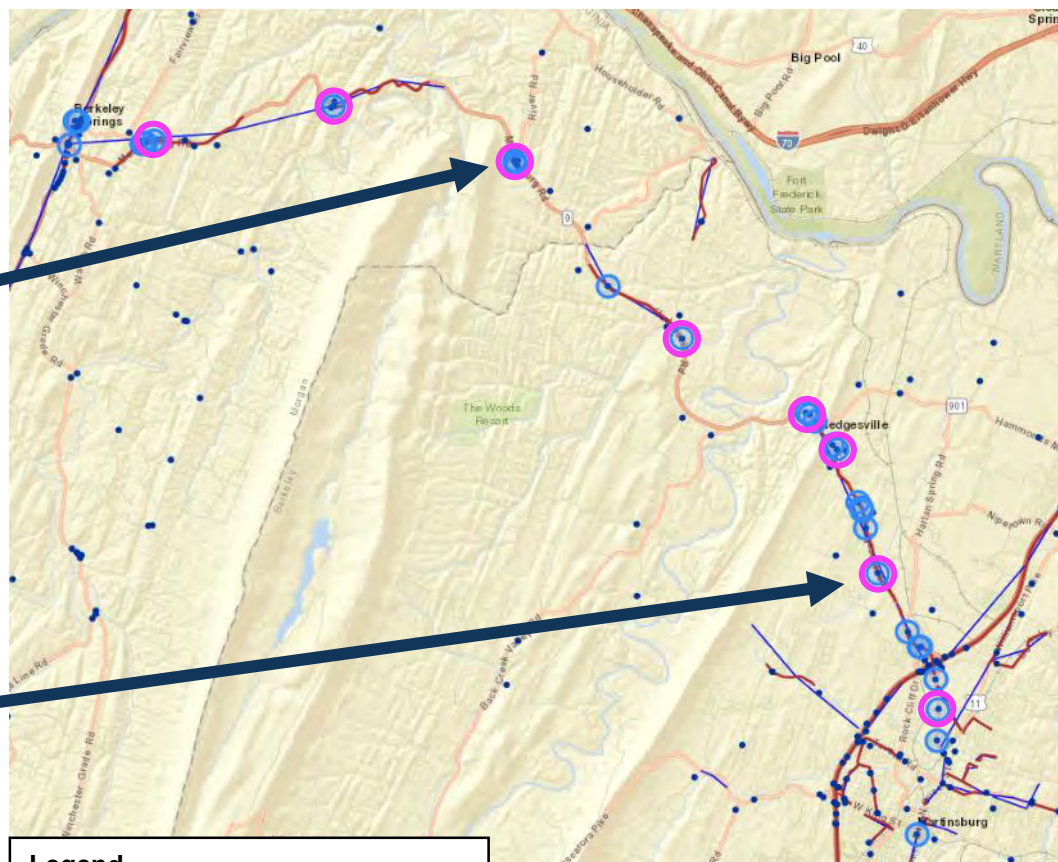
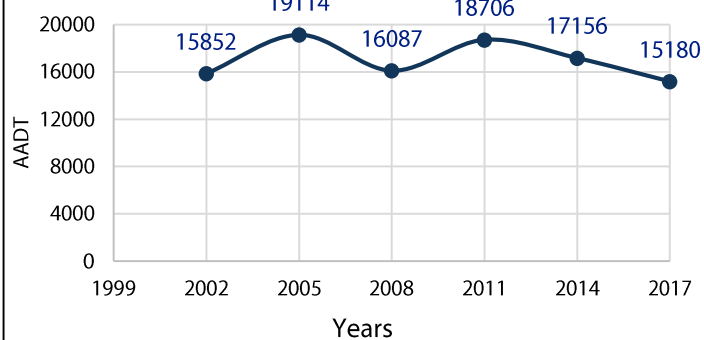
## 2002-2017 Traffic Counts:

<https://geocounts.com/traffic/us/wvdoh/route/WV%209>

WV 9 Station 333003



WV 9 Station 026008

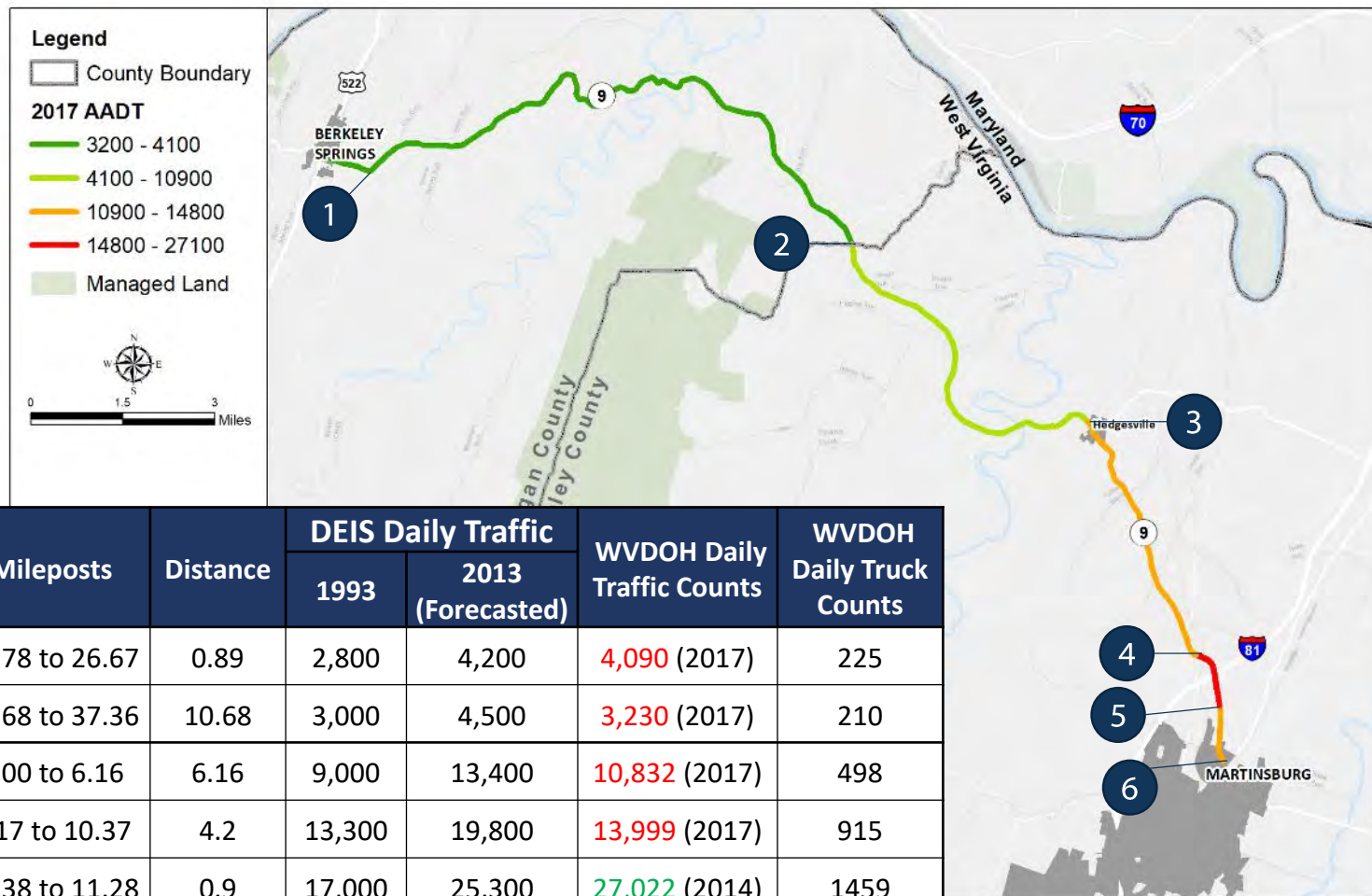


### Legend

- Traffic Count Segments
- Traffic Counters
- Stations
- 2017 Available Traffic Data

# Comparing Recent Counts to DEIS

16



County	Sections	Mileposts	Distance	DEIS Daily Traffic		WVDOH Daily Traffic Counts	WVDOH Daily Truck Counts
				1993	2013 (Forecasted)		
Morgan	1	25.78 to 26.67	0.89	2,800	4,200	4,090 (2017)	225
	2	26.68 to 37.36	10.68	3,000	4,500	3,230 (2017)	210
Berkeley	3	0.00 to 6.16	6.16	9,000	13,400	10,832 (2017)	498
	4	6.17 to 10.37	4.2	13,300	19,800	13,999 (2017)	915
	5	10.38 to 11.28	0.9	17,000	25,300	27,022 (2014)	1459
	6	11.29 to 12.09	0.8	16,500	24,500	14,751 (2017)	885

■ Below 2013 Estimate

■ Above 2013 Estimate







# Trip Attributes (StreetLight Data)

18

## Trip Length of Vehicles on WV 9

Origins	0 - 5 mi	5 - 10 mi	10 - 20 mi	20 - 40 mi	40 - 80 mi	80+ mi
Berkeley Springs	37%	2%	10%	3%	47%	1%
Ridersville	15%	23%	21%	2%	40%	0%
Morgan/Berkeley County Border	21%	41%	12%	3%	22%	1%
Hedgesville	24%	23%	8%	2%	42%	1%
North of I-81/WV9 Interchange	48%	13%	10%	2%	27%	1%
<b>Grand Total</b>	<b>35%</b>	<b>19%</b>	<b>11%</b>	<b>2%</b>	<b>33%</b>	<b>1%</b>

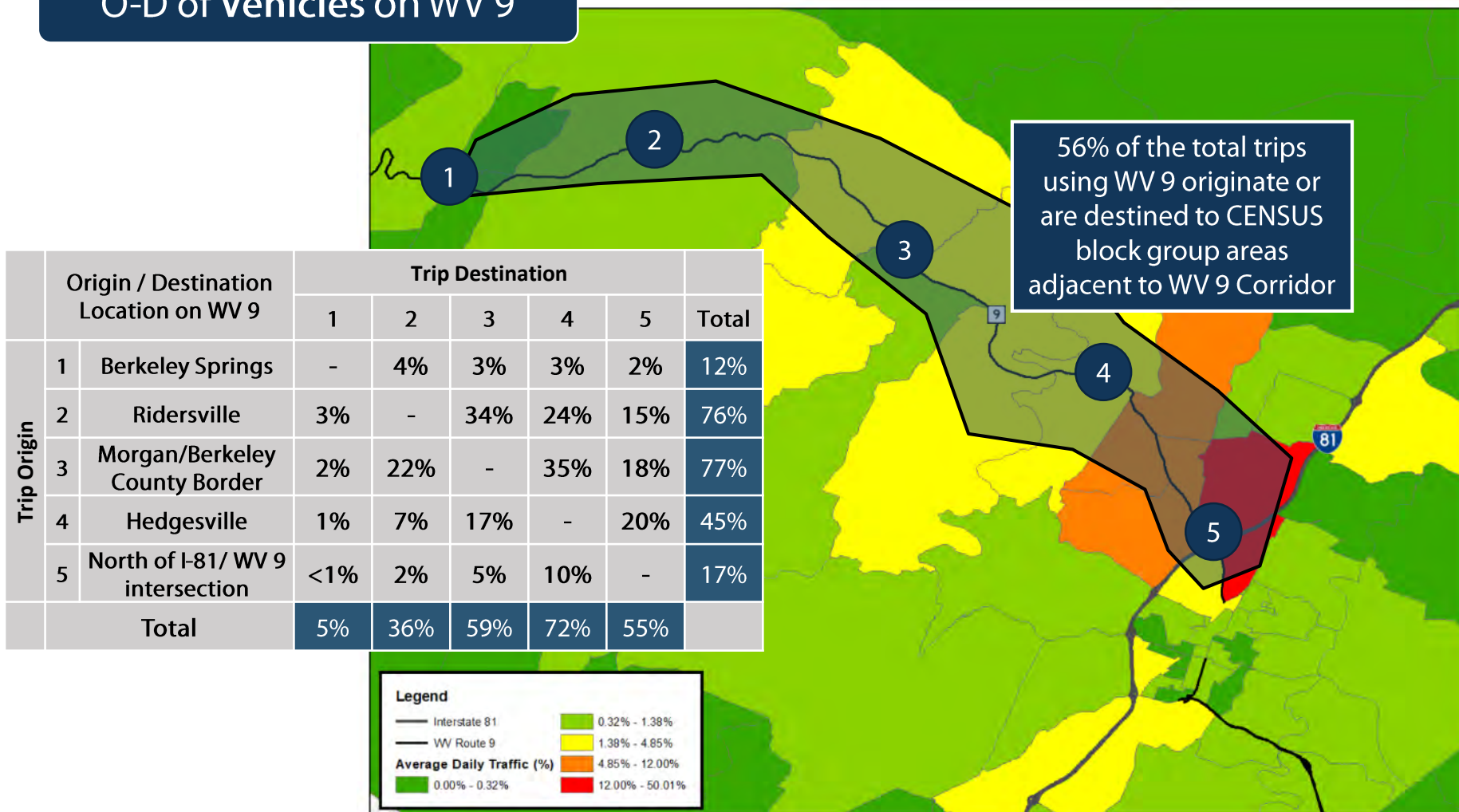
## Trip Length of Trucks on WV 9

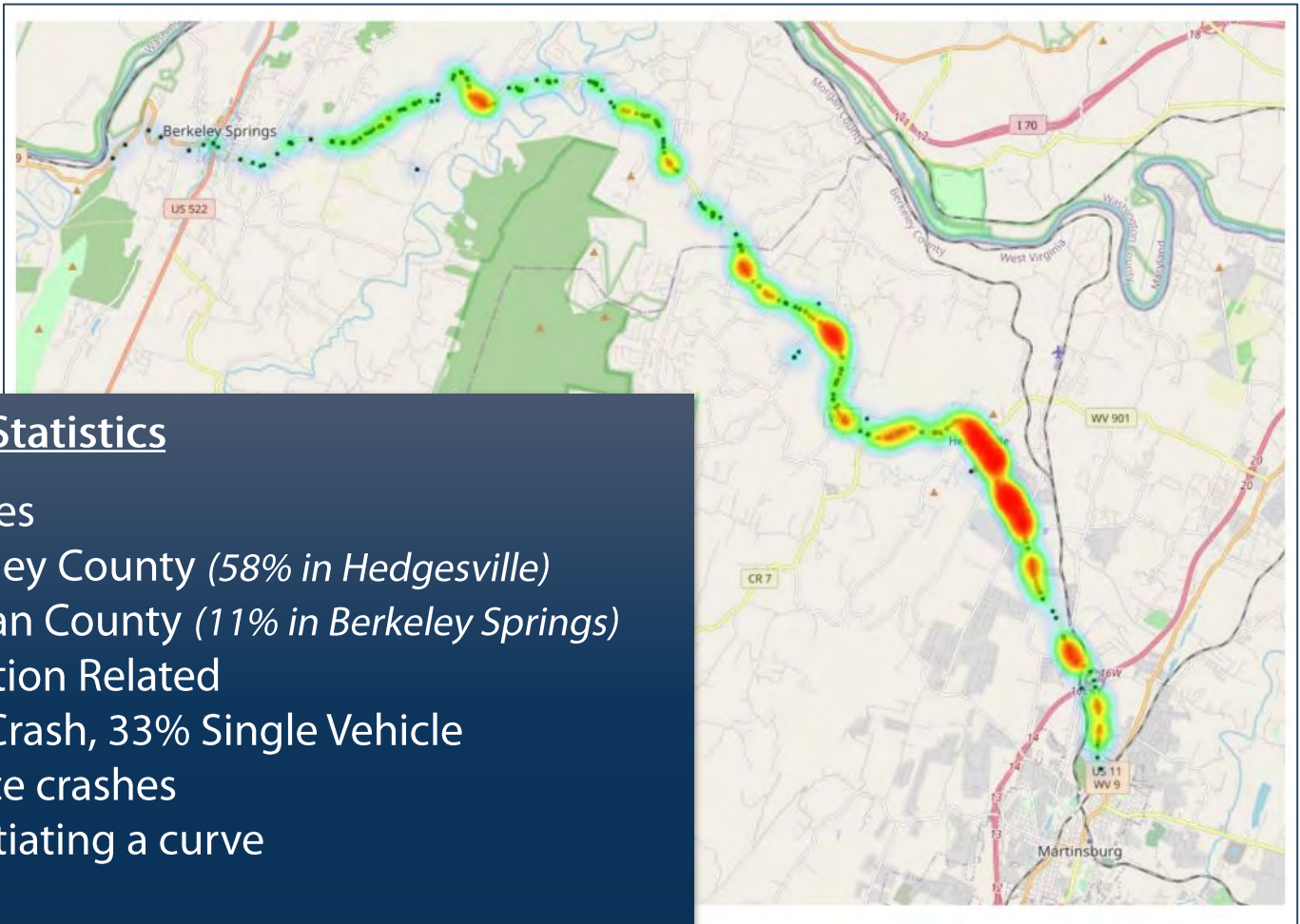
Origins	0 - 5 mi	5 - 10 mi	10 - 20 mi	20 - 40 mi	40 - 80 mi	80+ mi
Berkeley Springs	31%	17%	31%	11%	8%	1%
Ridersville	0%	39%	34%	14%	5%	7%
Morgan/Berkeley County Border	22%	9%	43%	12%	7%	8%
Hedgesville	22%	32%	19%	14%	8%	6%
North of I-81/WV9 Interchange	45%	3%	7%	13%	9%	24%
<b>Grand Total</b>	<b>41%</b>	<b>6%</b>	<b>10%</b>	<b>13%</b>	<b>9%</b>	<b>21%</b>

# Car O-D Analysis (StreetLight Data)

19

## O-D of Vehicles on WV 9





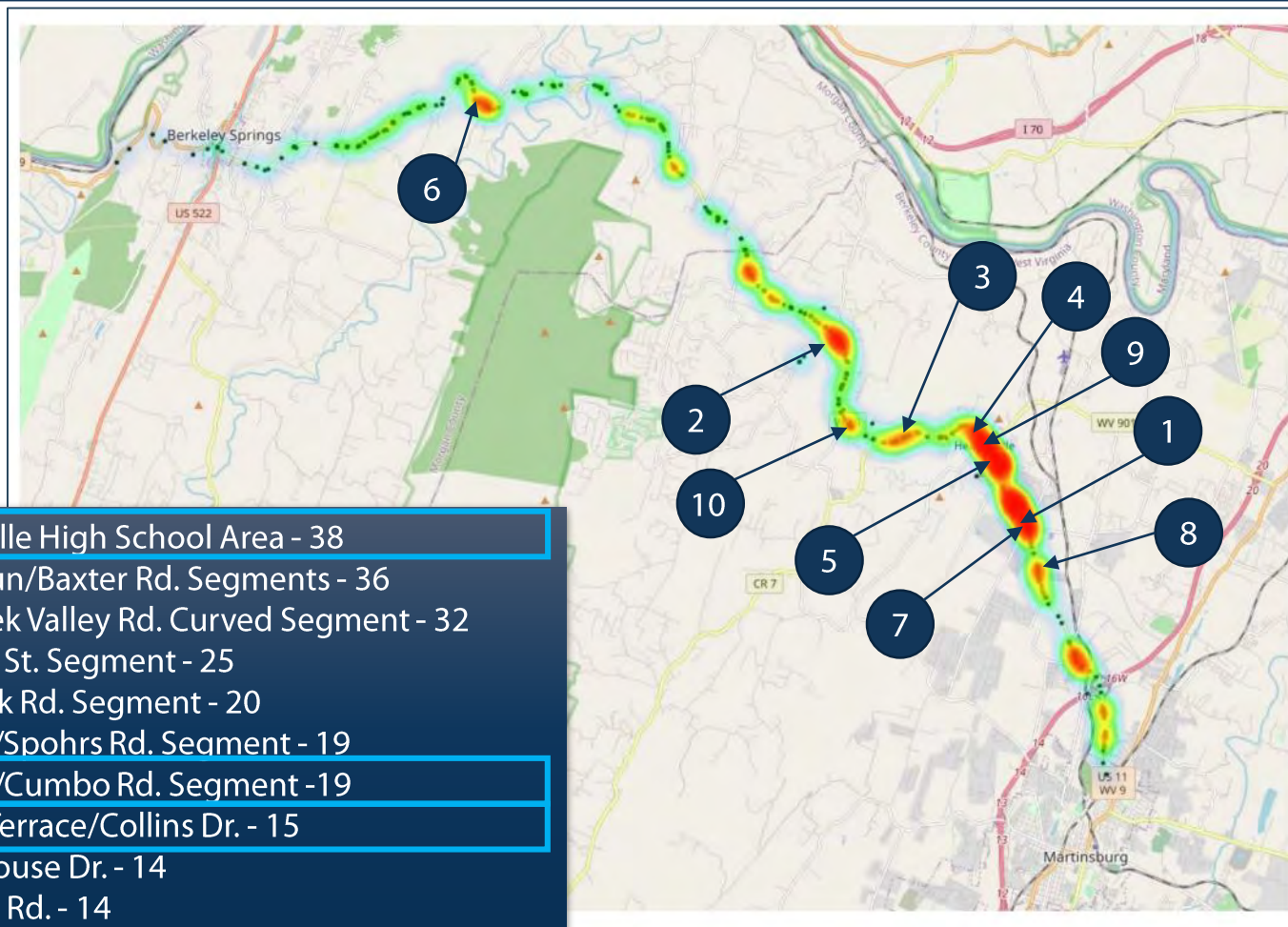
## Overall Corridor Statistics

- Total 667 crashes
  - 74% in Berkeley County (58% in Hedgesville)
  - 26% in Morgan County (11% in Berkeley Springs)
- Only 35% Junction Related
- 37% Rear End Crash, 33% Single Vehicle
- 19% Wet surface crashes
- 9% while negotiating a curve
- 5% hit deer
- <1% work zone/ school related crashes.

Source: 2015-2020 (through August) Crash Data


# Safety – Highest Crash Locations

21



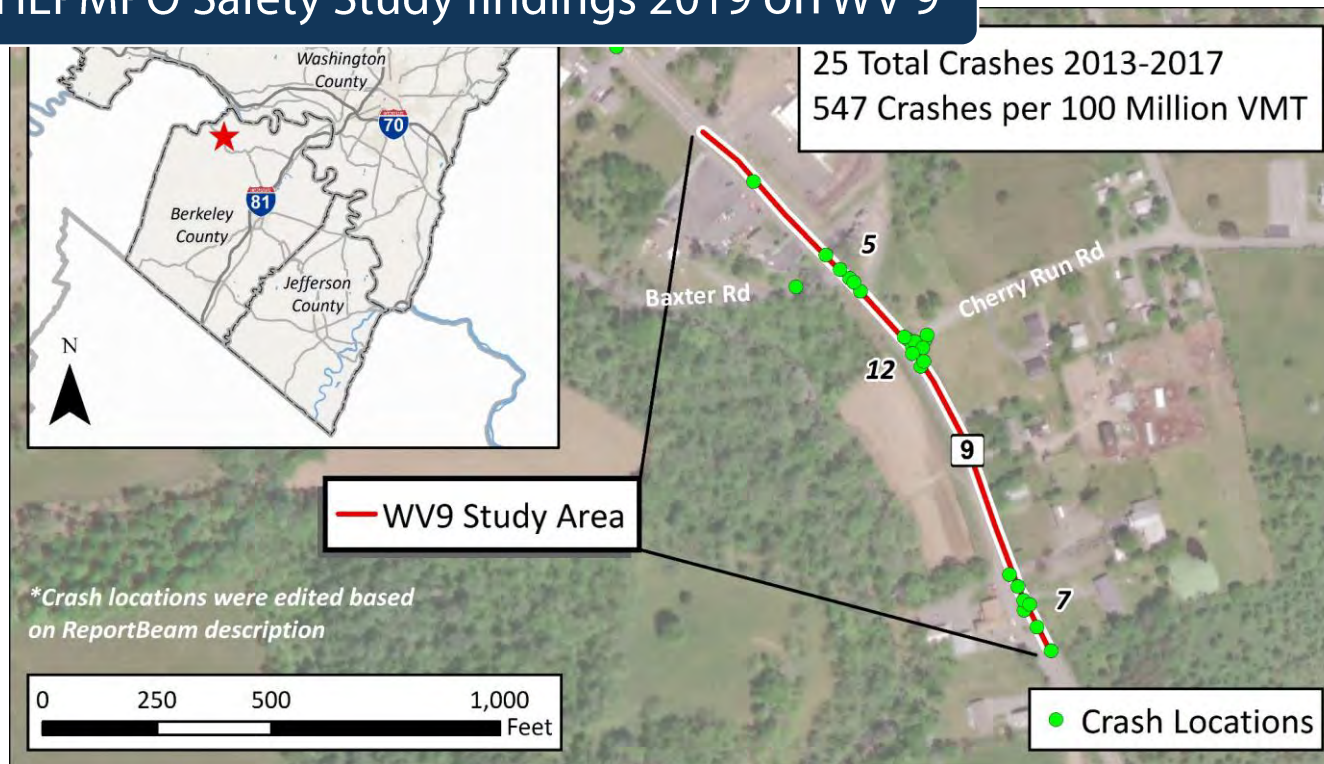
1. WV 9 and Hedgesville High School Area - 38
2. WV 9 and Cherry Run/Baxter Rd. Segments - 36
3. WV 9 and Back Creek Valley Rd. Curved Segment - 32
4. WV 9 and N/S Mary St. Segment - 25
5. WV 9 and Ben Speck Rd. Segment - 20
6. WV 9 and Potomac/Spohrs Rd. Segment - 19
7. WV 9 and Ridge Rd/Cumbo Rd. Segment - 19
8. WV 9 and Rumsey Terrace/Collins Dr. - 15
9. WV 9 and School House Dr. - 14
10. WV 9 and Butts Mill Rd. - 14

Source: 2015-2020 (through August) Crash Data

 High Numbers of  
Wet Surface Crashes



## HEPMPO Safety Study findings 2019 on WV 9



- 2017 AADT 8346 (From Traver's Country Store to Dollar General through Johnsontown )
- Higher than statewide crash rate (547 crashes per 100 million vehicle-miles travel)
- Highest number of intersection-related crashes near Cherry Run Road (1.0 crashes per million entering vehicles)

Forecast Future  
Traffic Volume  
Growth

Estimate Regional  
Traffic Diversions

Evaluate Forecast  
Traffic Congestion  
Issues

Re-Evaluate  
Potential Safety  
Impacts of Growth

Steps to Accomplish Above Evaluations

Identify Forecast  
Housing and  
Employment  
Growth in Corridor

Evaluate Scenarios  
of "Induced Land  
Use" Related to a  
New Bypass

Update the  
Regional Travel  
Model (Expansion  
to Morgan County)

Run Model and  
Highway Capacity  
Analyses at  
"Hotspot  
Locations"

Develop  
Simulations to  
Assess Impacts of  
Strategies



- Gain insights on existing local concerns related to traffic and safety
- Identify potential areas of recent and future development
- Help define scenarios of how a bypass may affect land use

# Project Goals and Objectives

**Define Project Goals and Objectives**

**DEIS Goals and Objectives**

**Local Transportation Goals and Objectives**

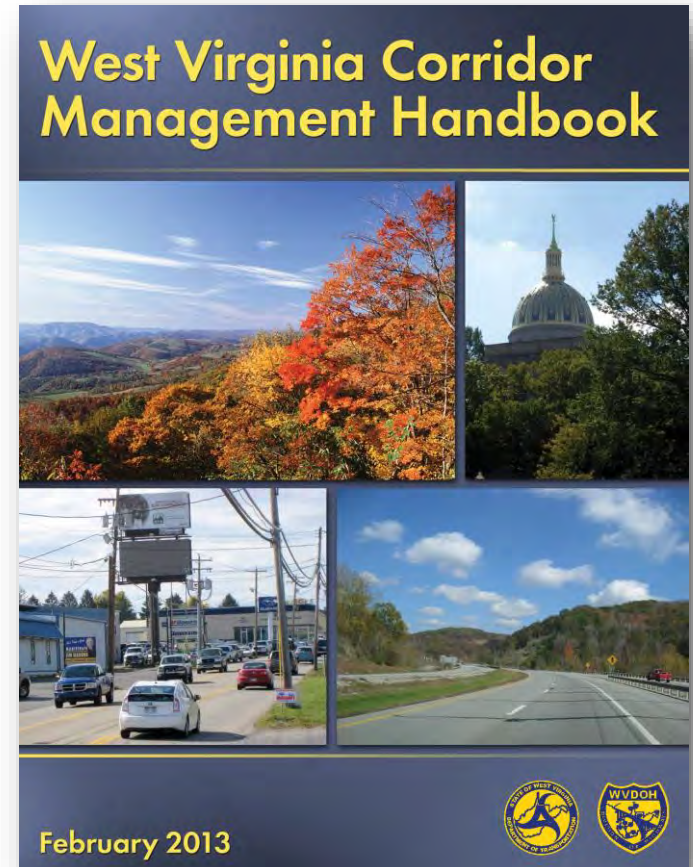
**Brainstorm Draft Project Goals and Objectives**

## Statement of Goals

*"Goals should address concerns and how the study is expected to address these concerns"*

## Sample Goals

- Land use decisions compatible with capacity of the roadway
- Address tourist seasons congestion problems
- Support development while managing additional truck traffic
- Address safety "hot spots"
- Minimize environmental impacts and support resource preservation
- Improve intermodal connections

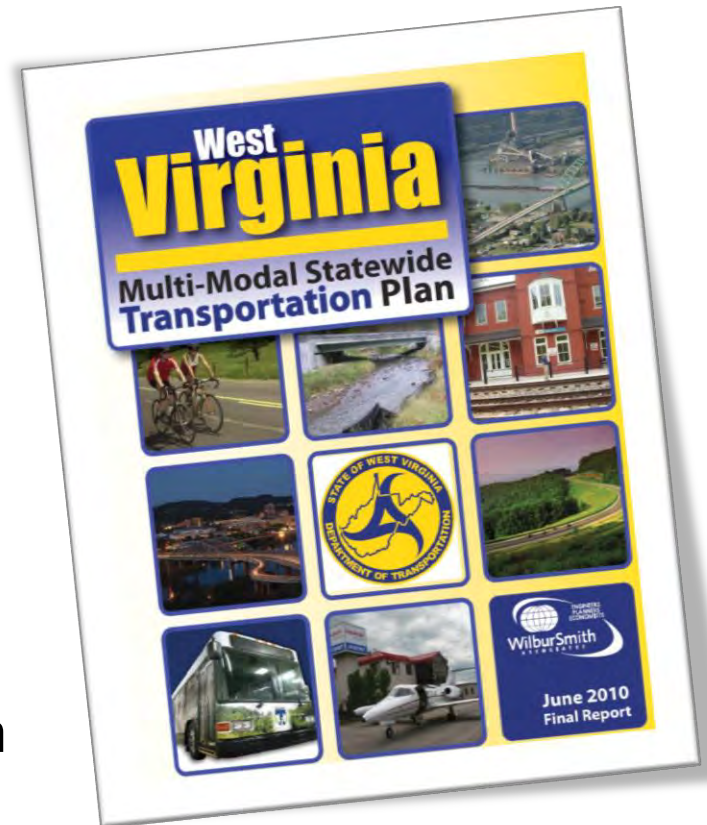


- Basis for Purpose and Need
- Purpose and Need is a required element in the NEPA process
- Objectives can be quantified through Measures of Effectiveness
  - Level of Service
  - Travel Time
  - Crash Rates
  - Miles of Bike Lanes
  - Acres of Impacted Wetlands
  - Etc.
- Measures of Effectiveness will be used to compare alternatives



## From 2010 West Virginia Statewide Transportation Plan:

- Provide Safety and Security
- Provide Modal Integration
- Provide Connectivity
- Maintain Existing System
- Support Economic Development
- Support the Environment and Health and Well Being of West Virginians
- Promote efficient use of resources in light of diminishing revenues





- 1996 DEIS – no specific goals, but did identify capacity, safety and system linkage as deficiencies in the corridor
- Regional Goals From 2018 HEPMPO Long Range Plan

System  
Preservation

System  
Mobility

Multimodal  
Transportation

Economic  
Prosperity

Land Use and  
Transportation

Environmental  
Stewardship

Safety and  
Security



# Typical Project Goals and Objectives

30

Goals	Objectives
Improve Mobility	<ul style="list-style-type: none"><li>• Decrease Travel Time</li><li>• Improve LOS</li></ul>
Improve Safety	<ul style="list-style-type: none"><li>• Reduce crash rates</li><li>• Address crash clusters</li></ul>
Provide Multimodal System	<ul style="list-style-type: none"><li>• Accommodate Bikes/Peds</li><li>• Facilitate transit use</li><li>• Improve intermodal connectivity</li></ul>
Environmental Stewardship	<ul style="list-style-type: none"><li>• Avoid resources</li><li>• Minimize impacts</li><li>• Mitigate adverse impacts</li></ul>
Economic Prosperity	<ul style="list-style-type: none"><li>• Access Development Sites</li><li>• Facilitate freight movement</li></ul>

# Draft Goals and Objectives

## Group Discussion

31

- **Improve Safety in WV 9 Corridor**
  - Reduce overall crash rates
  - Address crash clusters
- **Improve Mobility in WV 9 Corridor**
  - Decrease overall travel times
  - Increase travel time reliability – eliminate congested areas
  - Connect interstates & expressways such as US 522 Bypass and provide travel options
- **Improve Economic Prosperity in WV 9 area**
  - Improve access to growth areas
  - Facilitate freight flow

# Draft Goals and Objectives

## Group Discussion

32

- **Protect the Region's Environment and Resources**
  - Avoid sensitive resources
  - Minimize impacts
  - Mitigate impacts
- **Support / Enhance All Travel Modes in WV 9 Corridor**
  - Accommodate bikes and pedestrians
  - Facilitate access to local transit and regional trains
  - Facilitate access to airports
- **Support Corridor Land Use Vision**
  - Improve access to growth areas (WV 9/I-81) and recreational areas
  - Avoid “opening” no-growth / protected areas

# Alternative Corridors

**New, Planned and Proposed Development**

**Land use / Development Trends**

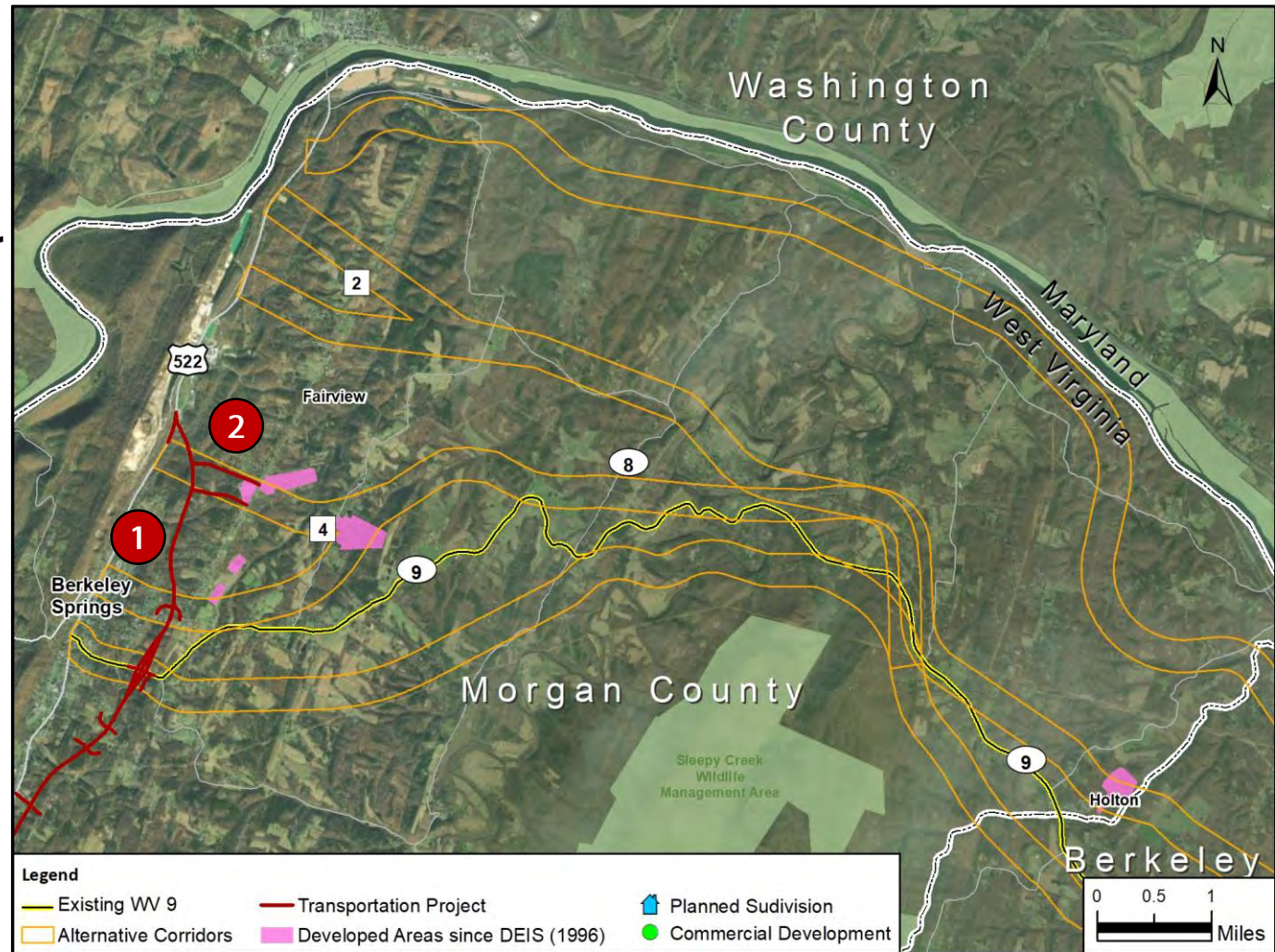
**Environmental Resources**

**Alternative Corridors**



## Morgan County

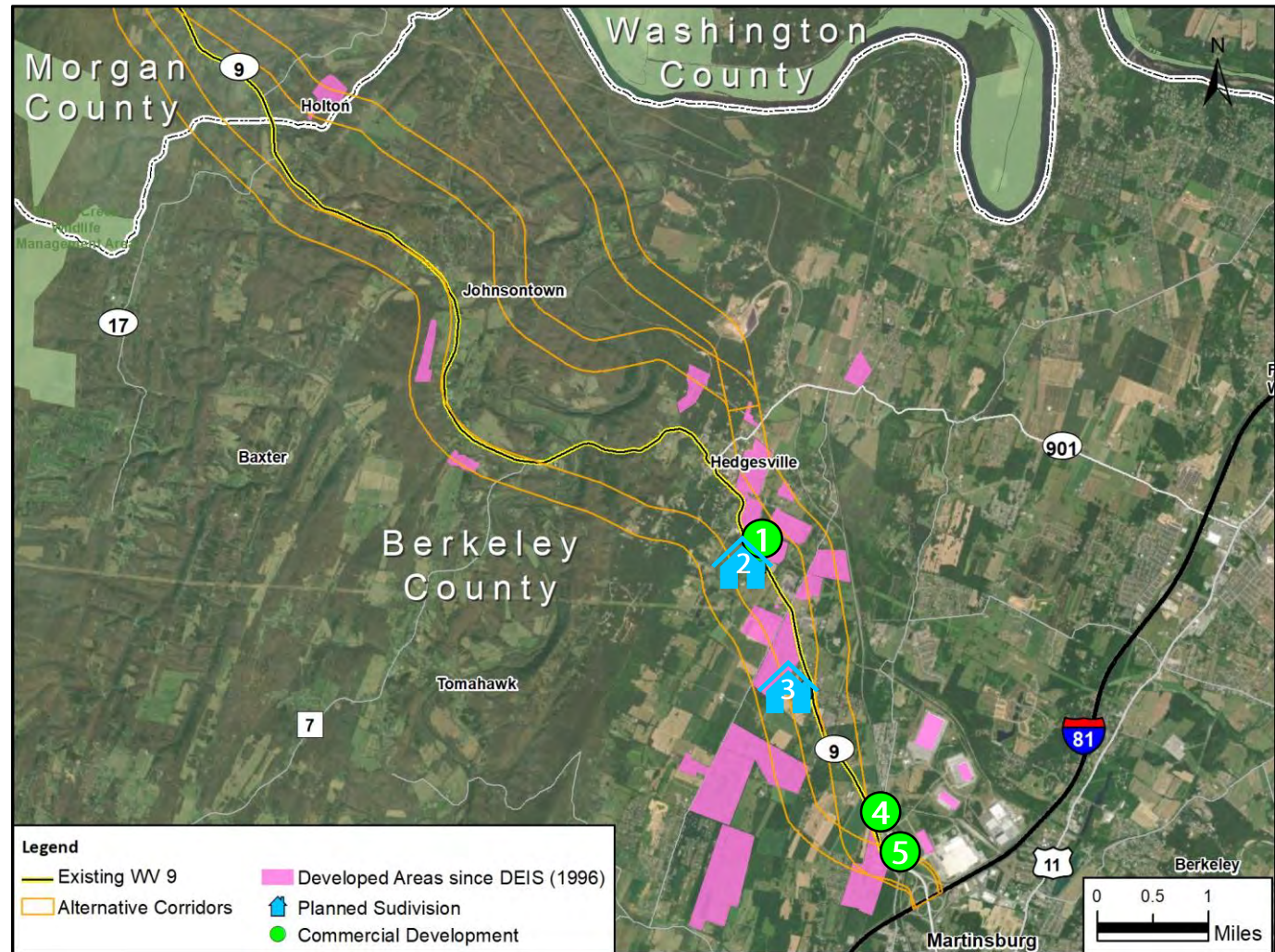
- 1 US 522 Bypass
- 2 Fairview Connector





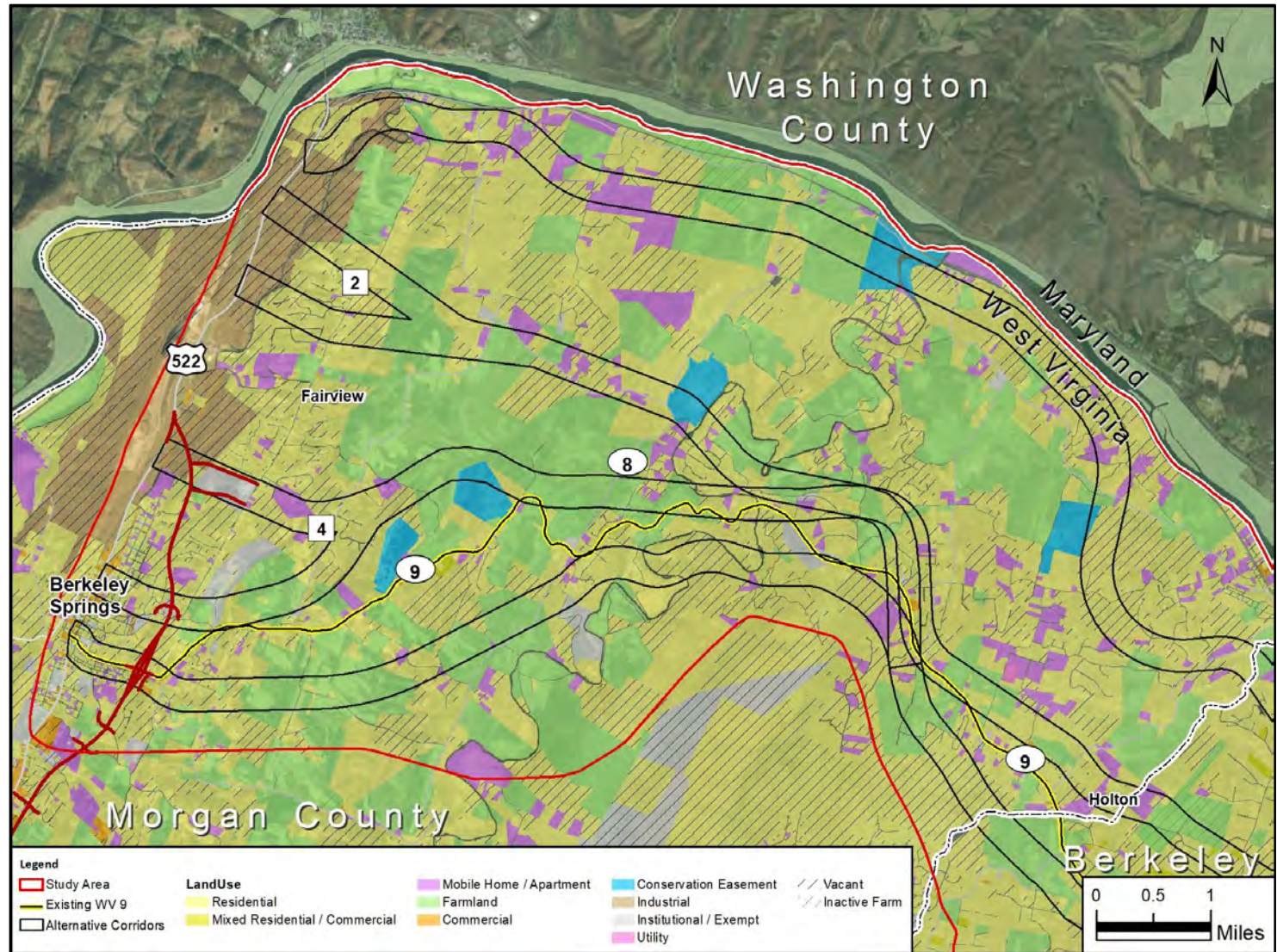
## Berkeley County

- ① ROC Store
- ② Dillon Orchard Subdivision
- ③ Stonecrest Subdivision
- ④ Rutter Store
- ⑤ ROC Store





## Morgan County



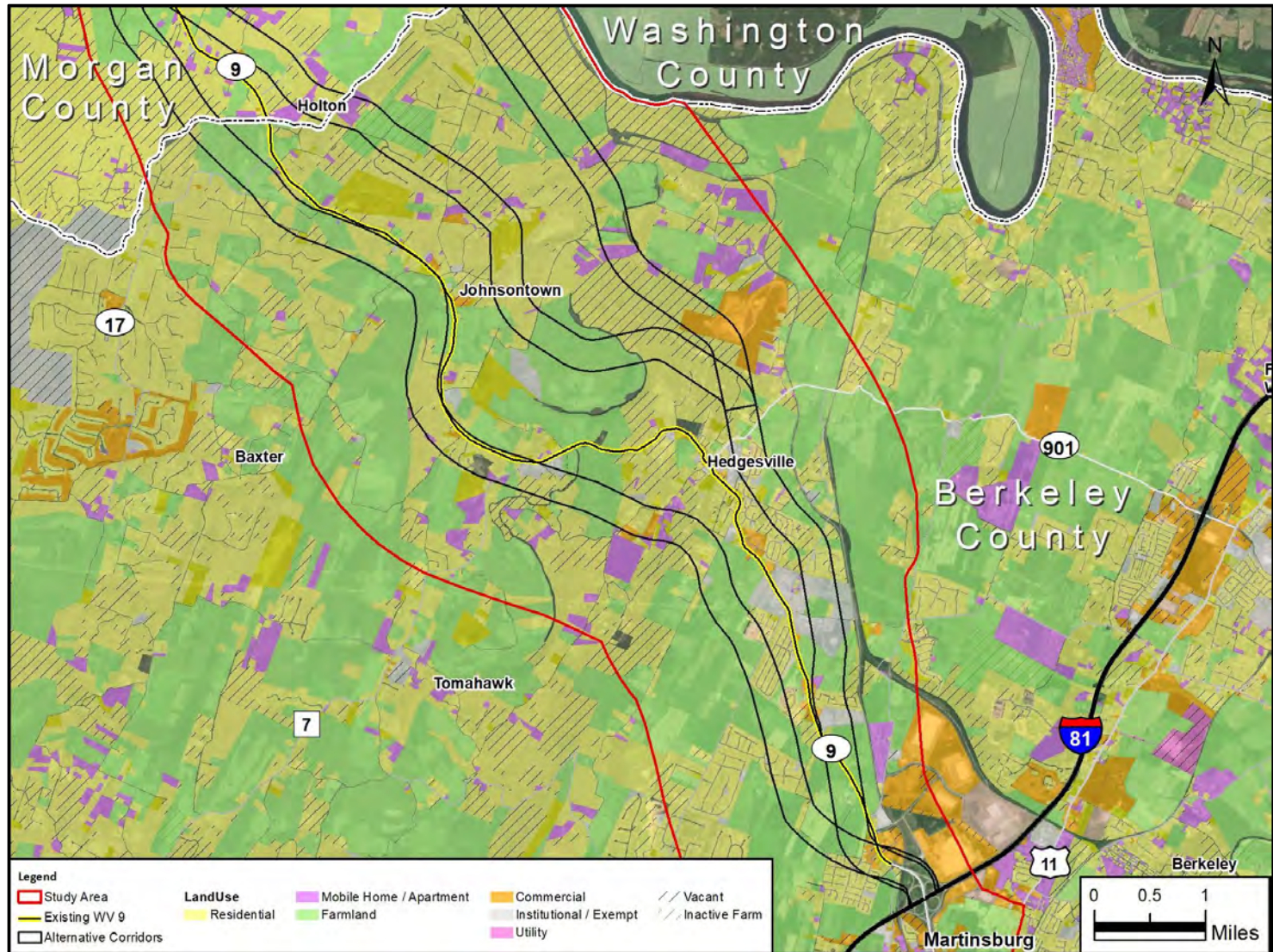
Source: West Virginia GIS Technical Center 2019 Parcel Data



# Land use / Development Trends

37

## Berkeley County



Source: West Virginia GIS Technical Center 2019 Parcel Data

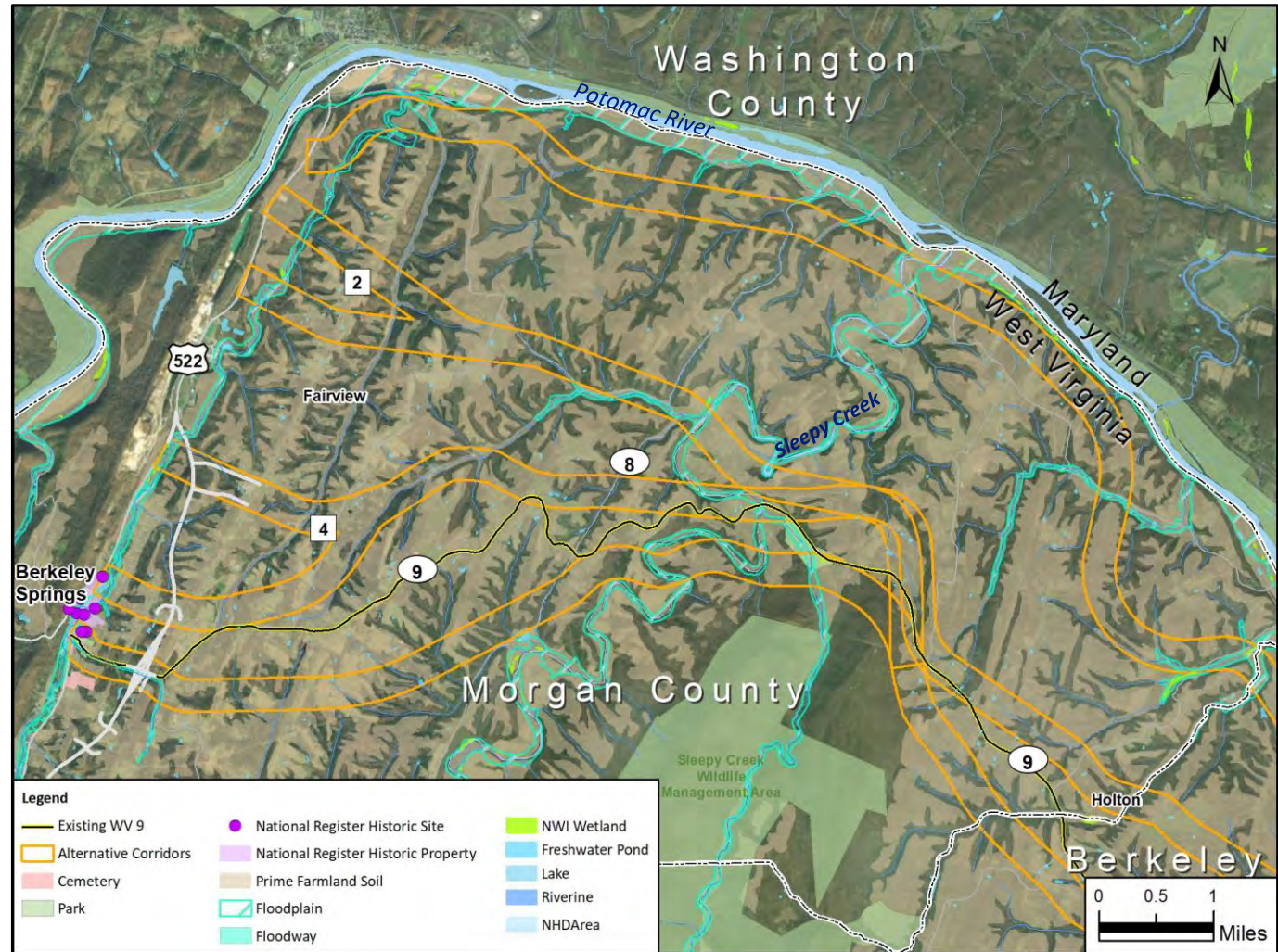


## Morgan County

Sleepy Creek

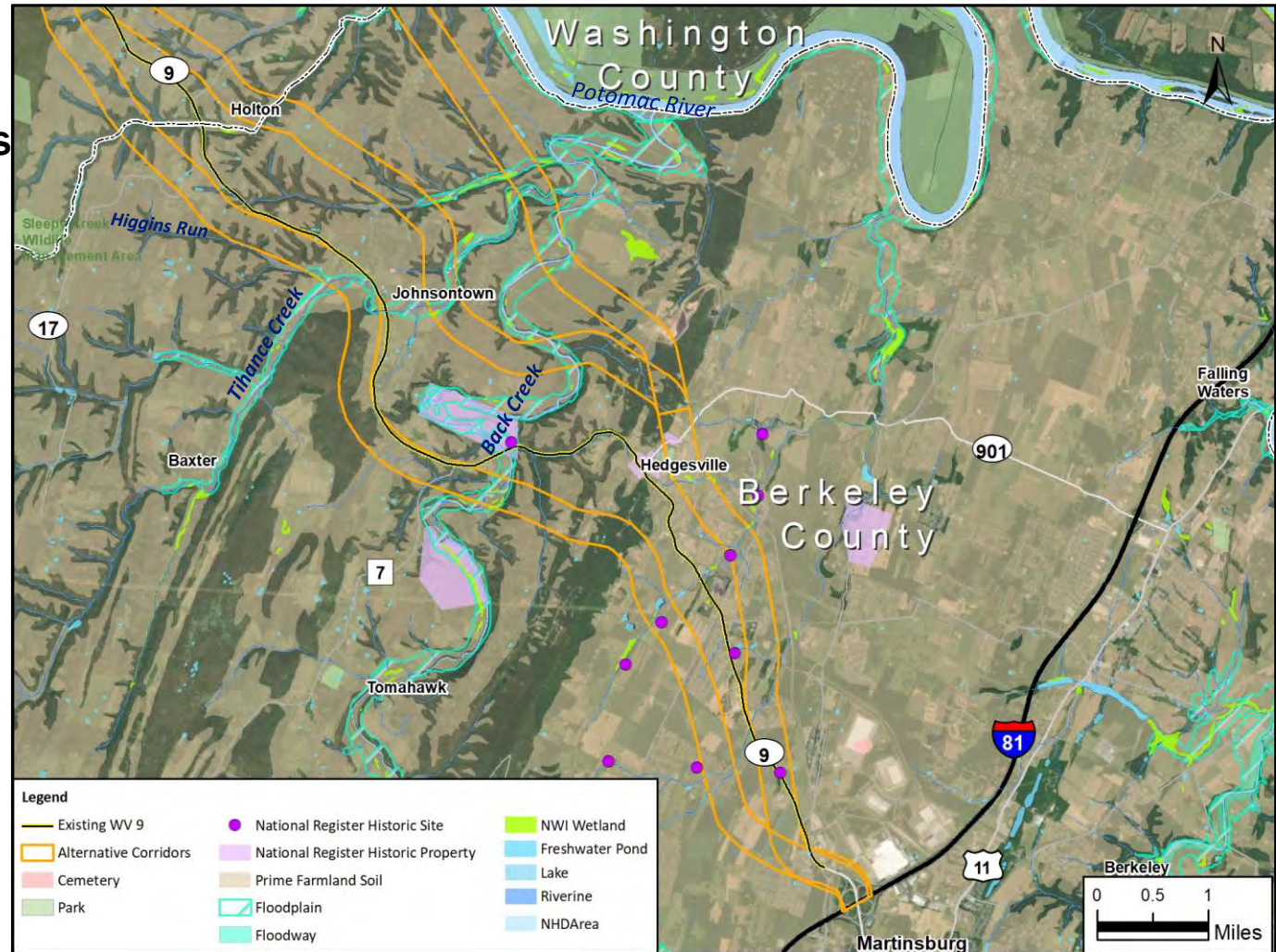
Floodplain

Prime Farmland Soils



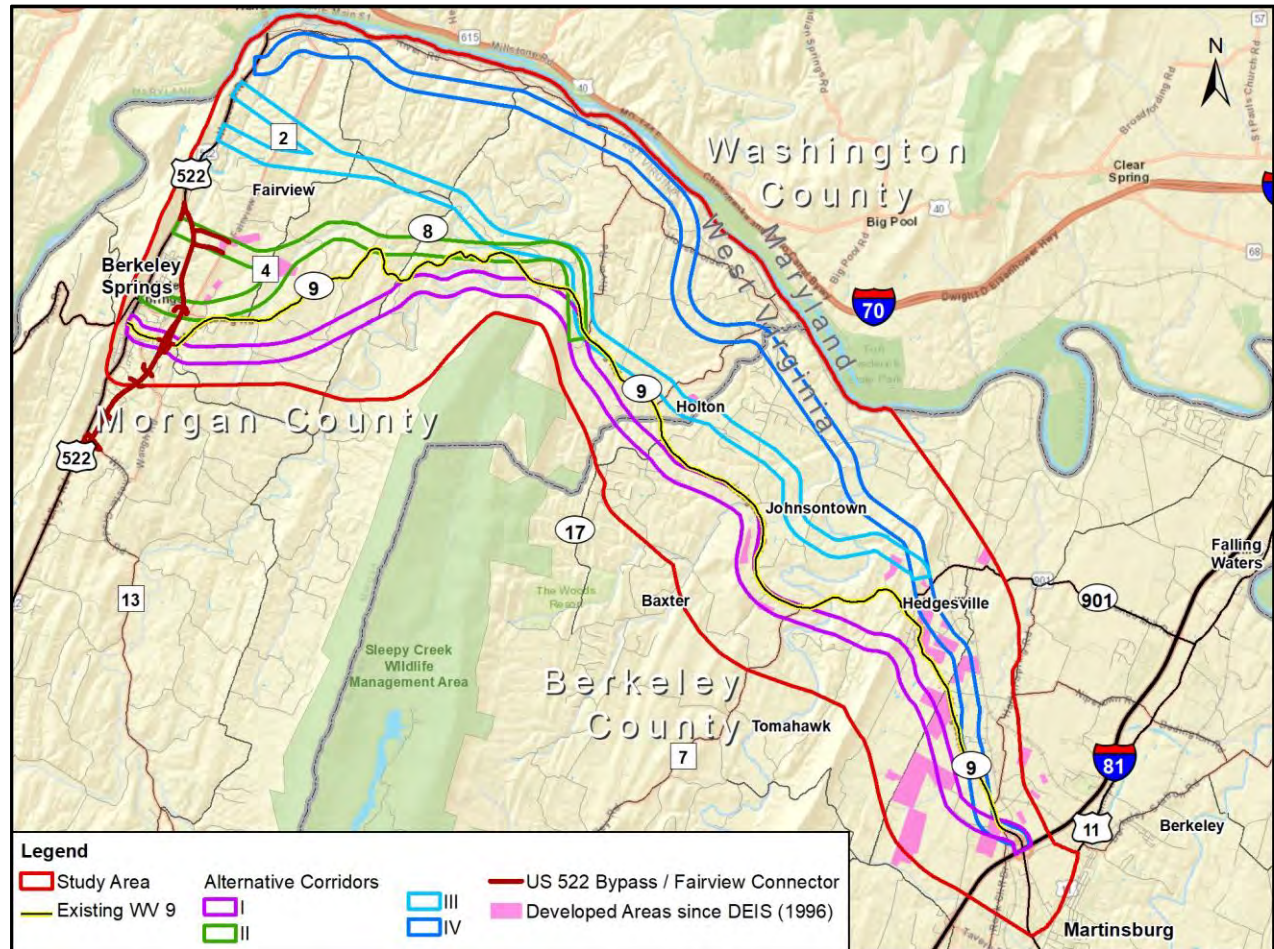


**Berkeley County**  
**National Register Sites**  
**Floodplain**  
**Prime Farmland Soils**





- Adjust DEIS Corridors due to development
- Connection to US 522 Bypass
- Consider another corridor segment



**If you have comments or questions  
after the meeting, email them to:**

**Karen Allen**

**[Karen.E.Allen@wv.gov](mailto:Karen.E.Allen@wv.gov)**

**Lu Ann May**

**[Imay@mbakerintl.com](mailto:Imay@mbakerintl.com)**





# Next Steps

**Finalize Project Goals and Objectives**

**Develop Purpose and Need Statement**

**Continue Traffic & Safety Analysis**

**Continue Collecting Environmental Constraints**

**Evaluate DEIS Alternative Corridors**



## Stakeholder Workshop Summary May 5, 2021

## WV 9 Planning and Environmental Linkage Study

### Workshop Summary

#### Stakeholder Workshop No. 3 | May 5, 2021 | 10:00 AM – 11:30 AM

Virtual Workshop via WebEx

#### Attendees

See attached attendee list

#### Workshop Materials

- PowerPoint Presentation

#### Workshop Purpose

To update the stakeholders on the status of the project, present the preliminary study findings and solicit stakeholder input on those findings and the alternatives to be recommended to move forward to a future NEPA study. Attached is the Workshop presentation. The following is a summary of the discussion and comments received during the workshop.

#### Discussion/Comments

- EPCD - Does this cost and implementation also include the 500 homes, lands, farms and businesses that will be affected?
  - Response: The cost does include a component for right-of-way acquisition but for this level of study it is a typical percentage of the construction costs. Also note that the "500 homes" would be within the 1,500 foot wide corridor alternatives being studied. During a future phase of the project, 200 foot wide alternatives within these corridors will be identified so that number will go down as the process moves forward.
- Daryl Cowles - Re Recommendations: Would "carrying all alternatives" into NEPA phase include preliminary engineering for all six corridors? How/when would the list be narrowed for efficiency of the effort? Goal screening suggests Corridor 1 and 2, should these corridors be considered the "front runner"? Thank you.
  - Response: We expect all six corridors to be carried forward into the next phase of development. Part of the Preliminary Design/NEPA phase will be to evaluate the environmental impacts and develop actual engineering of the alignments to support selection of a preferred corridor during the NEPA process. After a preferred corridor is selected, the preliminary design will focus on developing alignment alternatives within the preferred corridor to avoid or minimize impacts to the extent possible. At this time, none of the corridors are considered "front runners".
- Ken Reed - Will this be the same presentation to the public on May 11?
  - Response: For the most part, the presentation will be very similar unless the stakeholders have any concerns or suggestions to modify the presentation.





## WV 9 PEL

Stakeholder Workshop Attendees  
May 5, 2021

Name	Affiliation
Sandy Hamilton	Berkeley County Development Authority
Jim Golden	Berkeley County Engineering
Mark Schiavone BCFPB	Berkeley County Farmland Protection Board
Heather Williams	Berkeley County Planning Department
Brian Shade	Berkeley County Public Service Water District
Clint Hogbin	Berkeley County Solid Waste Authority
Kimberly Petrucci	City of Martinsburg Planning Department
Elaine Bartoldson	Eastern Panhandle Transit Authority
Chandra Inglis-Smith	FHWA
Daryl Cowles	Governors Office Legislative Liason
Kevin Donohue	Hagerstown Eastern Panhandle MPO
Matt Mullenax	Hagerstown Eastern Panhandle MPO
Tina Combs	Martinsburg Berkeley County Chamber of Commerce
Dana Keith	Martinsburg Historic Preservation Review Commission
Ken Reed	Morgan County Commissioner
Sara Volkmann	Preservation Alliance of West Virginia
Donna Van Metre	Rumsey Technical Institute
Tanner Haid	West Virginia Rivers, Eastern Panhandle Field Coordinator
Kristen Bisom	WV Conservation Agency, Eastern Panhandle Conservation District
Barry Bays	
Charlea Marsh	
EPCD	
Laura Hoffmaster	
Brian Carr	West Virginia Department of Transportation
David Bodnar	West Virginia Department of Transportation
Dirar Ahmad	West Virginia Department of Transportation
Ken Clohan	West Virginia Department of Transportation
Perry Su	West Virginia Department of Transportation

Name	Affiliation
Karen Allen	WV Department of Transportation
Matt Mullenax	Hagerstown Eastern Panhandle MPO
Lu Ann May	Michael Baker International
Max Heckman	Michael Baker International
Dan Szekeres	Michael Baker International



# WV 9 Planning & Environmental Linkage Study

## STAKEHOLDER WORKSHOP

May 5, 2021



## WVDOH

**Tim Sedosky**  
Project Manager

**Karen Allen**  
Environmental Lead

**Chris Kinsey**  
Statewide Planning

## HEPMPO

**Matt Mullenax**  
Local Coordination

## MICHAEL BAKER INTERNATIONAL

**Lu Ann May**  
Project Manager

**Max Heckman**  
Project Oversight

**Dan Szekeres**  
Traffic & Safety Analysis Lead



- **Project History and Project Status**
- **Goals and Objectives**
- **Traffic and Safety Assessment**
- **Alternative Corridors**
- **Public Input**
- **Preliminary Screening**
- **Next Steps**

# We want your input

4

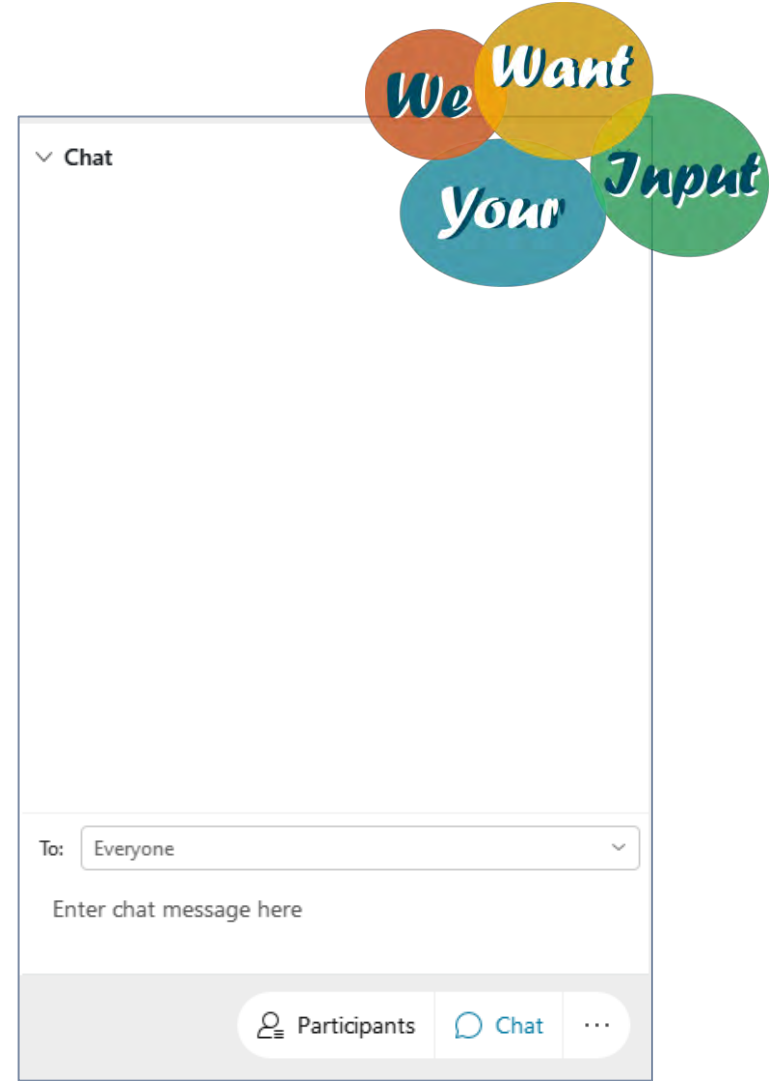
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**Lu Ann May**

**[Imay@mbakerintl.com](mailto:Imay@mbakerintl.com)**



# **Project History & Project Status**

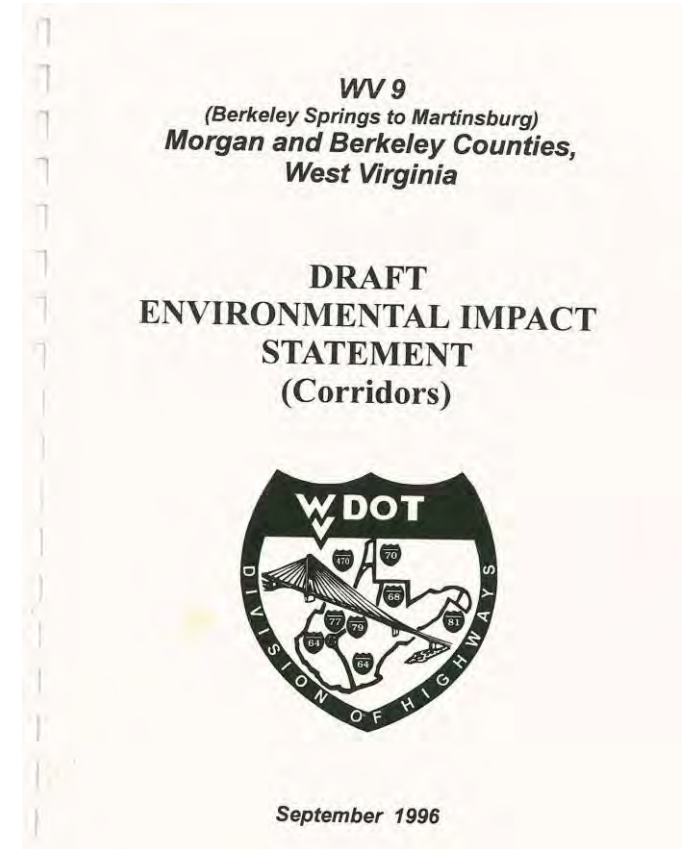
**Project History**

**Corridor Alternatives**

**Project Development Process**

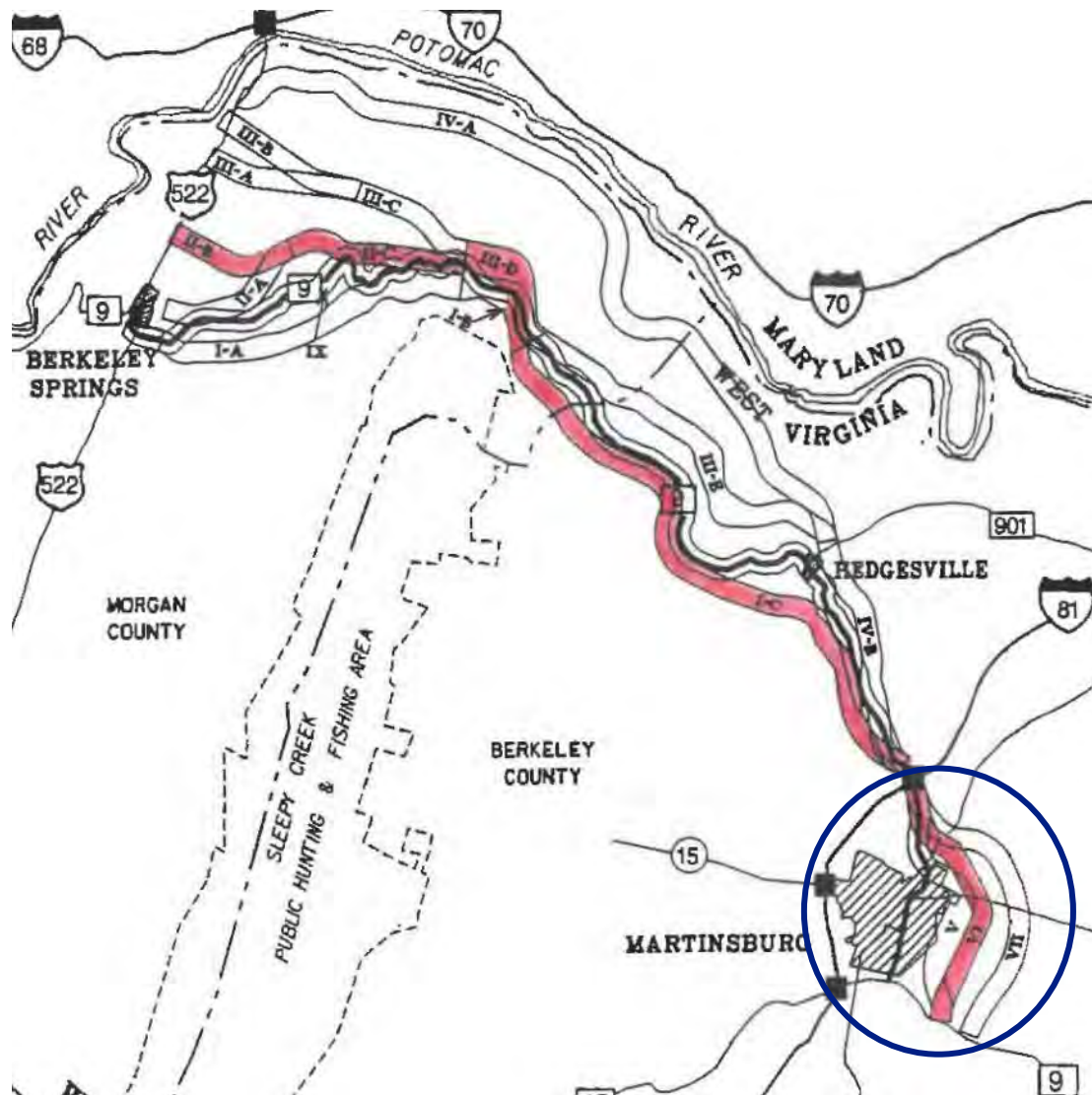
**Schedule**

- Identified in a variety of regional and statewide studies between 1978 and 2018
- Detailed Corridor Studies were undertaken in Draft EIS approved in 1996 - 1997
- These corridors were starting point for current study



## 1997 “Preferred Alternative”

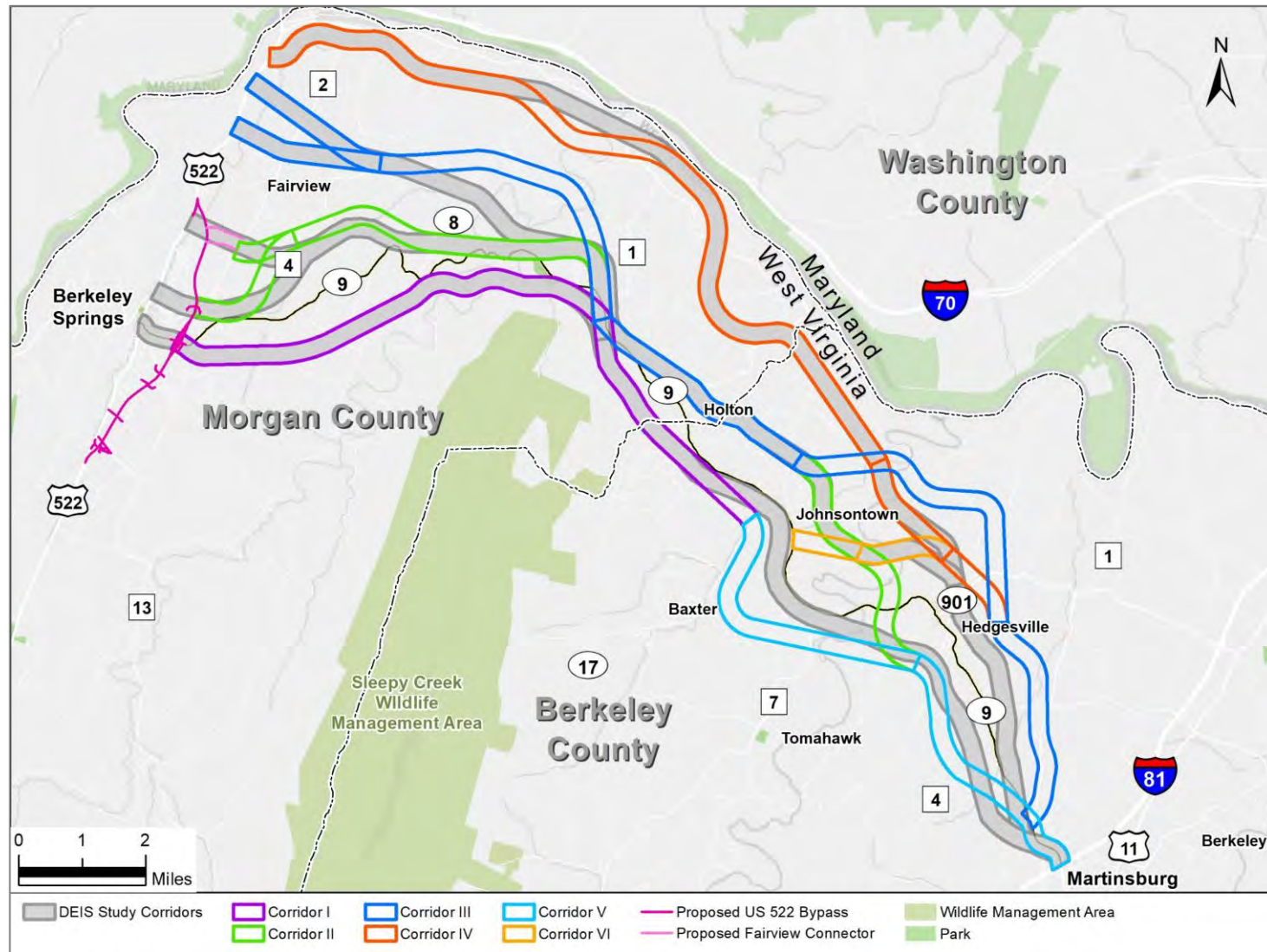
Martinsburg Bypass is no longer an active project – funding was diverted to Raleigh Street Extension





# Corridor Alternatives

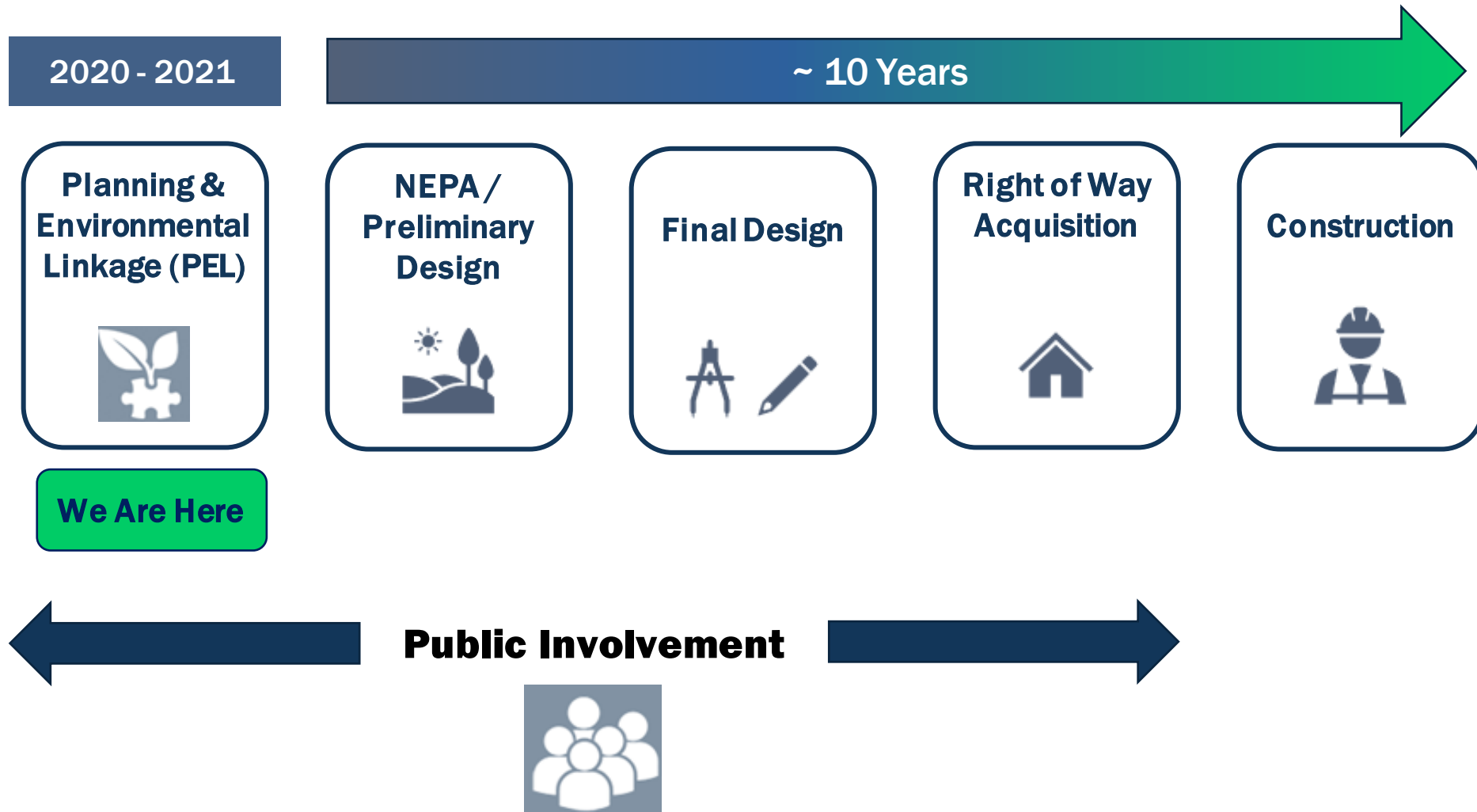
8





# Project Development Process

9



# PEL Study Tasks and Schedule

10

Activity Description	Duration	2020						2021					
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Stakeholder Meetings	---												
Public Meeting/ Plan Displays	---												
MetroQuest Survey	---												

**We Are Here**



# Goals & Objectives

**Project Goals and Objectives**  
**Transportation Needs**

## Mobility Goal

- Improve mobility between Berkeley Springs and Martinsburg while alleviating congestion on area roadways

## Safety Goal

- Improve the level of safety for motorists and pedestrians in the Study Area

## Economic Development Goal

- Support planned development and promote future growth in the area

## Environmental Goal

- Protect and preserve the Region's Environment and Resources

## Multimodal Goal

- Support and enhance all travel modes in the area

## Corridor Land Use Goal

- Support Corridor Land Use Vision

## Example Objectives

### Environmental Goal

- **Protect and preserve the Region's Environment and Resources.**

#### **Objectives include:**

- Minimize impacts to the Sleepy Creek Watershed and other environmental and cultural resources
- Evaluate stormwater runoff and related issues
- Evaluate strategies to improve water quality and protect drinking water



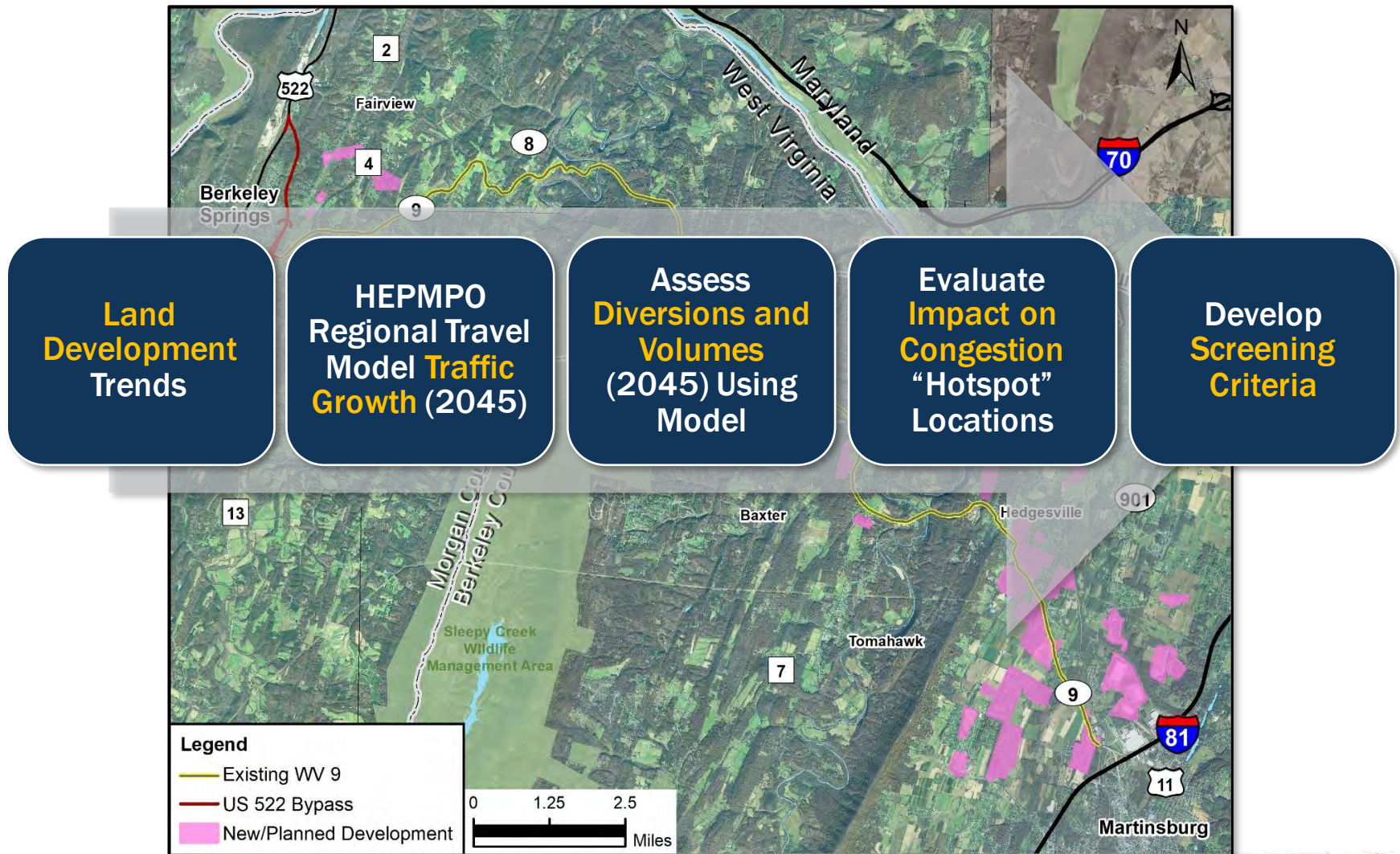
- **Improve the capability of WV 9 to meet its mandated objectives as a major east-west route in the Eastern Panhandle of West Virginia**
  - Connect US 522 to I-81 with a safe, efficient highway
  - Complete the region's long envisioned transportation network
- **Improve traffic flow along the WV 9 corridor in the Project Study Area**
  - Relieve existing congestion, especially though Hedgesville to I-81
  - Facilitate flow of people and freight throughout the corridor
- **Improve safety levels along WV 9 in the Project Study Area**
  - Address or bypass existing high crash locations
  - Address or bypass roadway geometric deficiencies

# **Traffic and Safety Assessment**

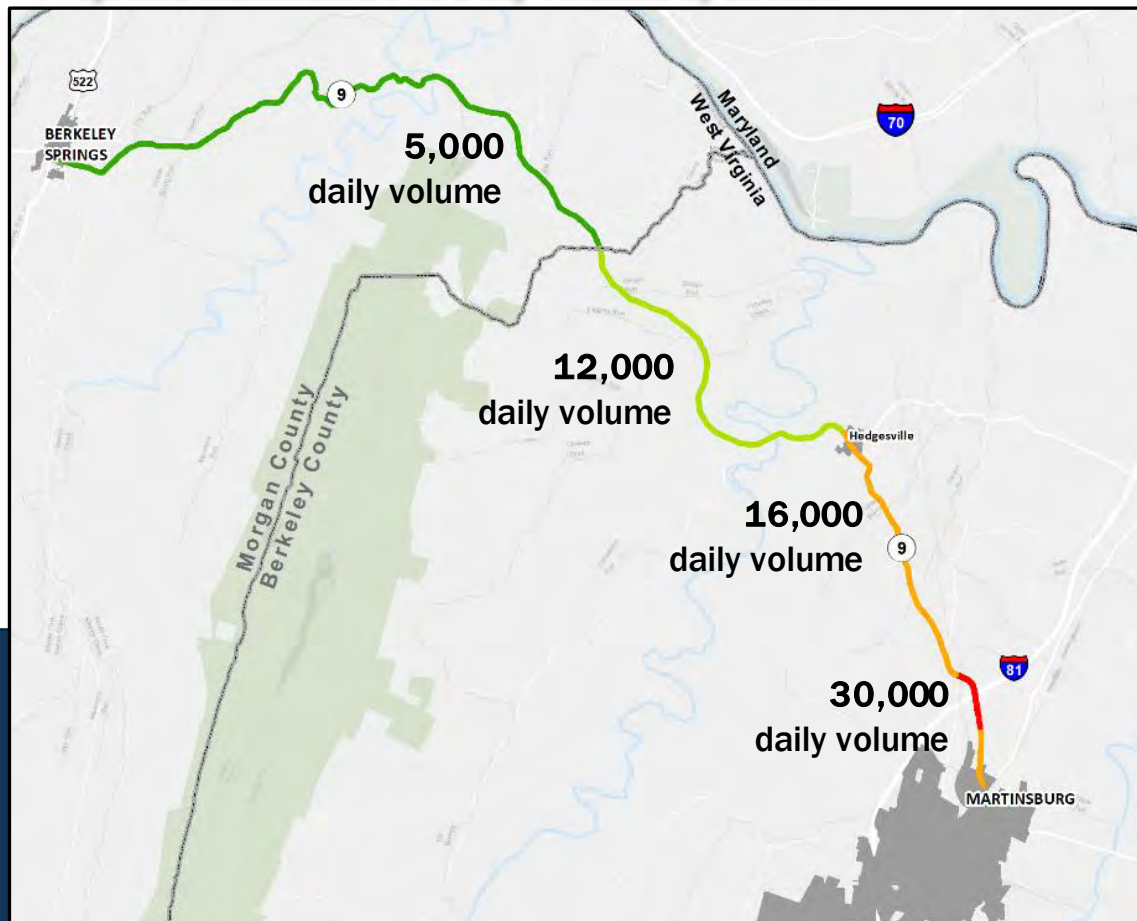
**Projected Traffic Volume Growth**

**Diversions Related to Corridor Alternatives**

**Evaluation of Traffic Congestion at Key  
Intersections**



## Projected Maximum 2045 Daily Volumes by Section



- ❑ Historic traffic count trends from 2002-2017 indicate no traffic volume growth
- ❑ The regional travel model does assume traffic growth on WV 9 due to regional land development
- ❑ Volume growth projected **+10%** over 25 years (by 2045) which is <0.5% per year

Impact of COVID and Teleworking on long-term trends?





9

A Bypass freeway significantly reduces traffic volume on the existing WV 9 roadway



Diversion percentages are impacted by the location of interchanges and the alignment of bypass



Bypass alternatives south of WV 9 may divert more volume than northern alternatives



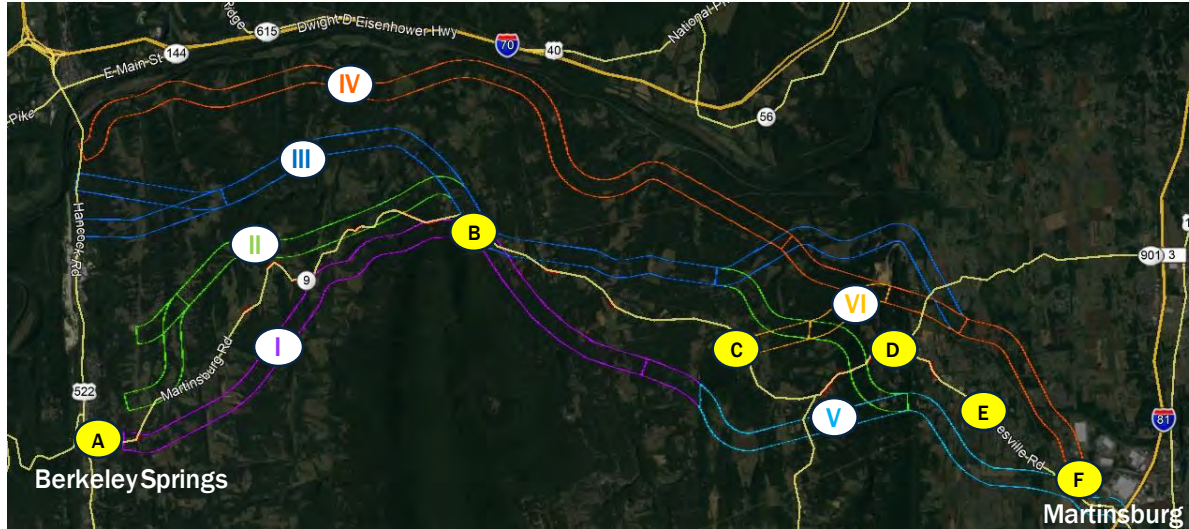
Bypass alternatives north of WV 9 support regional truck travel including access to the land fill



INTERSTATE  
70

The full northern alternative diverts more vehicles from I-70 than southern alternatives. (<500 vehicles per day)

# Model Projected Bypass Diversions from WV 9 20



## Legend:

(V) Bypass Alternative #

## Road Segment Locations:

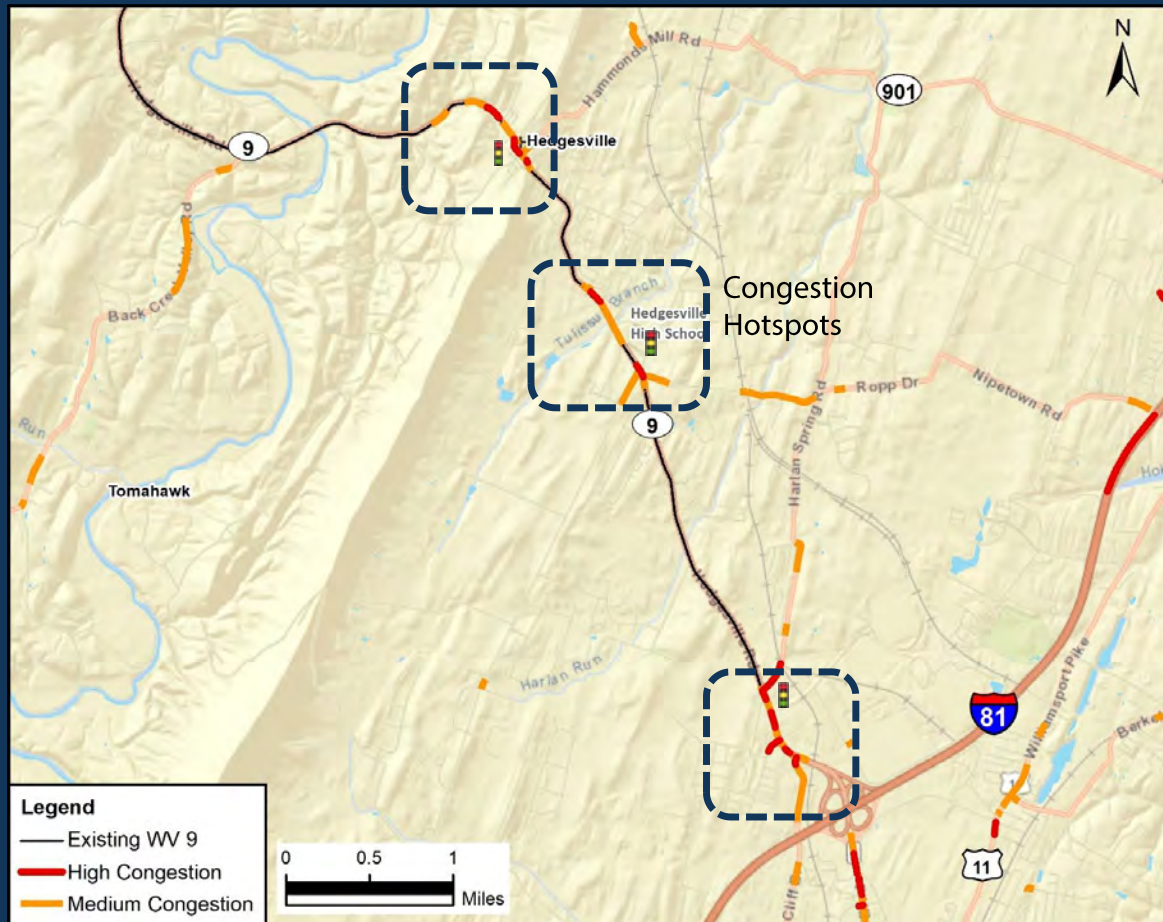
- (A) Berkeley Springs (US522)
- (B) Meridian Road
- (C) Johnstown
- (D) Hedgesville
- (E) Hedgesville High School
- (F) Harlan Springs Road

## Percentage of Traffic Change on Existing WV 9 Under Each Bypass Alternative




Road Segment	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
		South of Hedgesville		North of Hedgesville		Johnstown to I-81	
A - B	Small Traffic Increases 0-5%	-96%	Similar to Corridor I		-56%	+ 7%	+ 12%
B - C		-43%			-31%	+ 15%	+ 16%
C - D		-73%			-28%	-78%	-71%
D - E		-63%			-43%	-63%	-57%
E - F		-53%			-18%	-50%	-41%

Will new bypass spur new “induced” land use not accounted for in modeling?

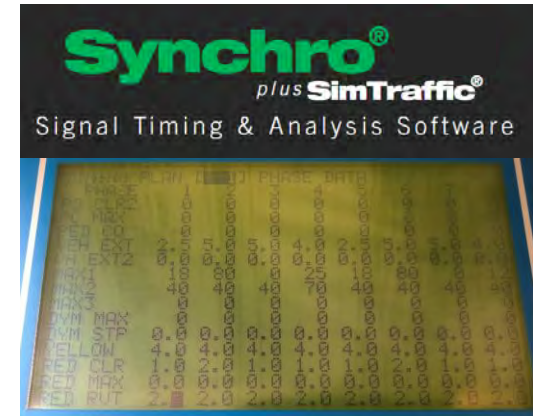




Source: 2016-2017 TomTom GPS Data HEPMPO L RTP Study (Berkeley County) – Not available for Morgan County

- ☐ Existing locations of congestion based on GPS data (2016-2017)
- ☐ 3 Locations analyzed:
  -  WV 9 / WV 901
  -  WV 9 / Ridge Road
  -  WV 9 / GM Access
- ☐ Bypass alternatives remove volume from existing WV 9
- ☐ How does this affect intersection operations?

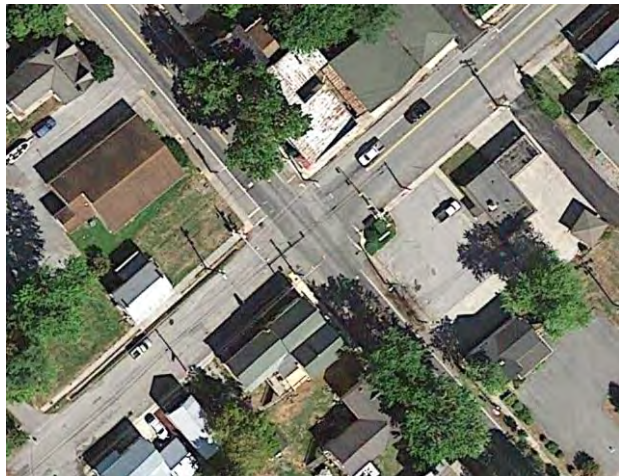
- Signal timing data and available intersection turning movement counts assembled from WVDOT
- Highway Capacity Analyses run using Synchro software to estimate Level of Service (LOS)
- Recent timing changes focused on improving WV 9 traffic flow – intersecting street LOS is deficient
- Analysis assumed “best-case” diversion percentage from modeling of bypass alternatives



Level of Service (LOS) Descriptions



WV 9 / WV 901 in Hedgesville



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	B	F	A	B
WV 901	F	F	E	C

LOS is the worst-case intersection approach

- A bypass does provide some relief to intersection LOS in combination with signal timing changes
- Without bypass, further optimization of signal timing does not benefit signal operations *[providing more green time or turn phasing (e.g. thru+left turn) for WV 901 WB significantly degrades WV 9 operations]*



## WV 9 / Ridge Road South Of Hedgesville High School



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	C	B	A	B
Ridge Rd	F	D	E	D

LOS is the worst-case intersection approach

- A bypass does provide some relief to intersection LOS. Additional strategies may be needed for Ridge Road approaches to intersection
- Intersection turn lanes and/or reconfiguration in combination with signal timing changes may provide intermediate congestion relief at intersection.

WV 9 / GM Access Road



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	A	A	A	B
GM Rd	B	B	C	C

LOS is the worst-case intersection approach

- Analyses does not indicate significant congestion issues at GM Access Road – Further monitoring of truck conditions needed
- A new bypass will likely connect back into WV 9 northwest of this intersection. Volumes may increase with bypass creating a worsening of traffic congestion.

- Analytical criteria developed for each alternative based on travel model results:

- ❑ Travel time (in minutes) from US 522 to I-81
- ❑ Miles of road segments with congestion  
(e.g. based on volume/capacity ratios  $> 0.80$  in travel model)

- Safety impacts based on expected benefits of strategies per “Crash Modification Factors” as assembled from <http://www.cmfclearinghouse.org/>

- ❑ Projected annual crashes in corridor (US 522 to I-81)

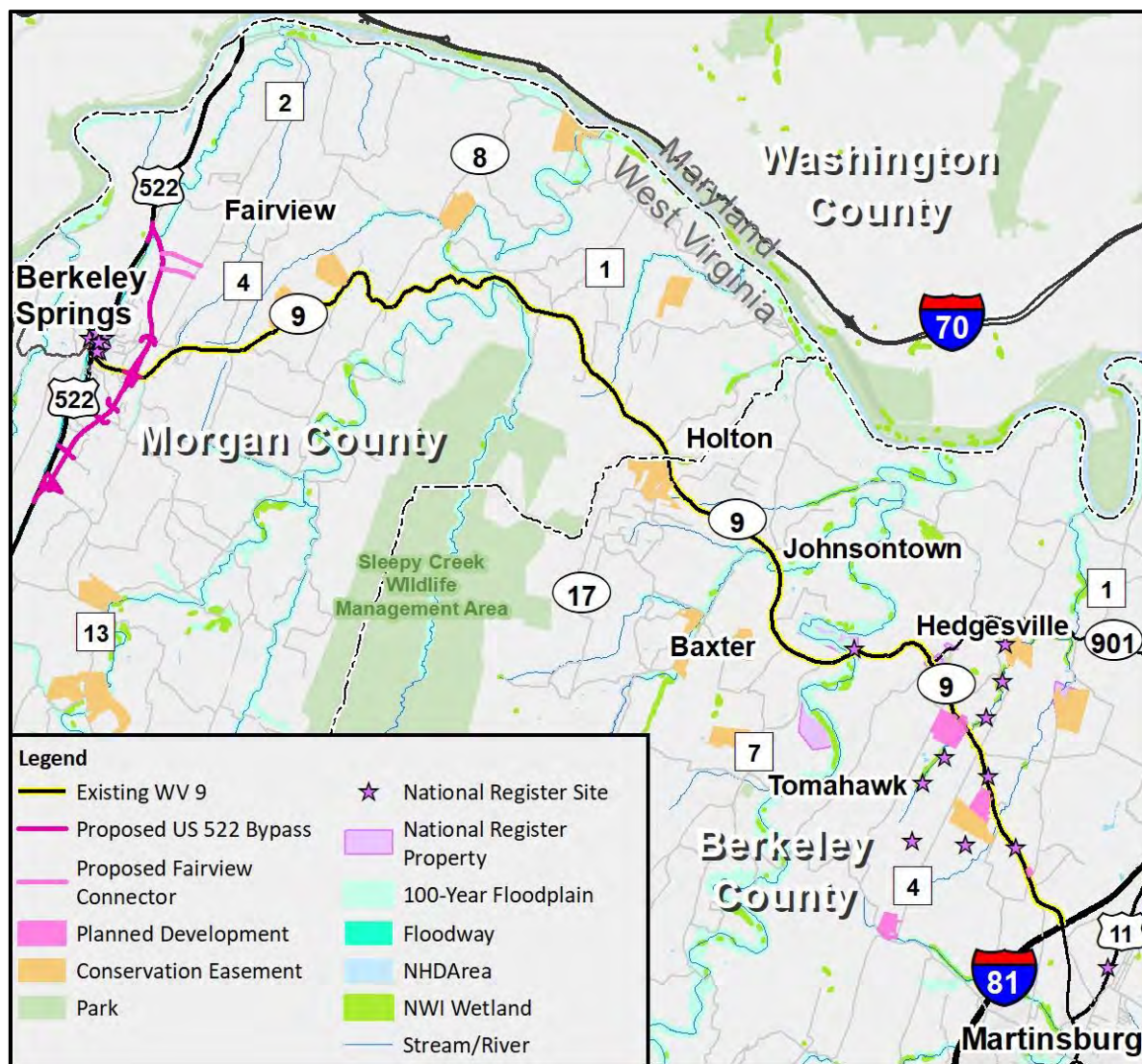


# Alternative Corridors

# No Build Alternative

28

- No new roadway would be constructed
- Maintenance projects to maintain current function
- Serves as a baseline to measure other alternatives

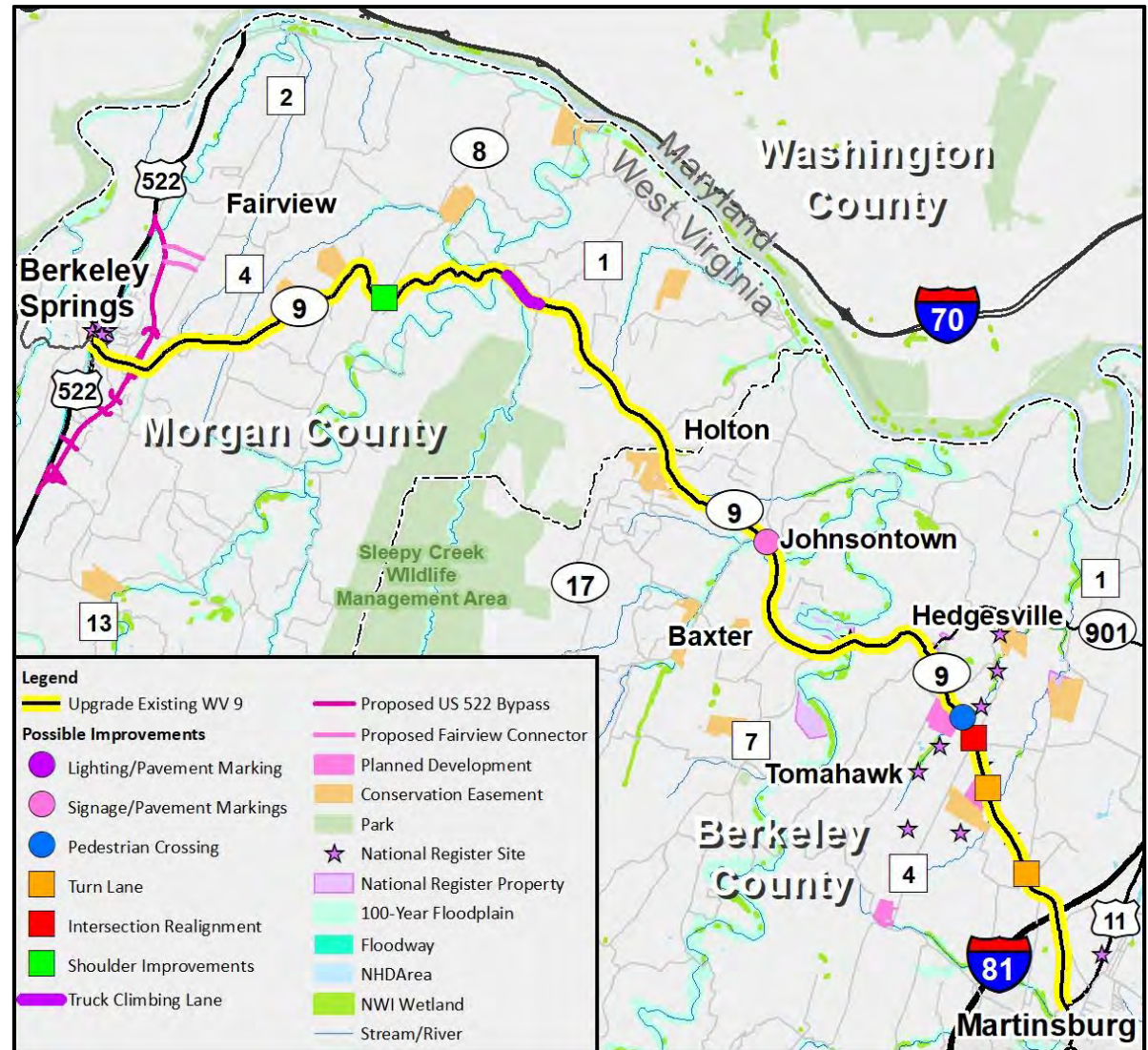




# Upgrade Existing WV 9 Alternative

29

- Upgrade WV 9 on its current alignment
- Remain primarily two-lane
- Minor and Major Improvements to address congestion & safety issues



## 30

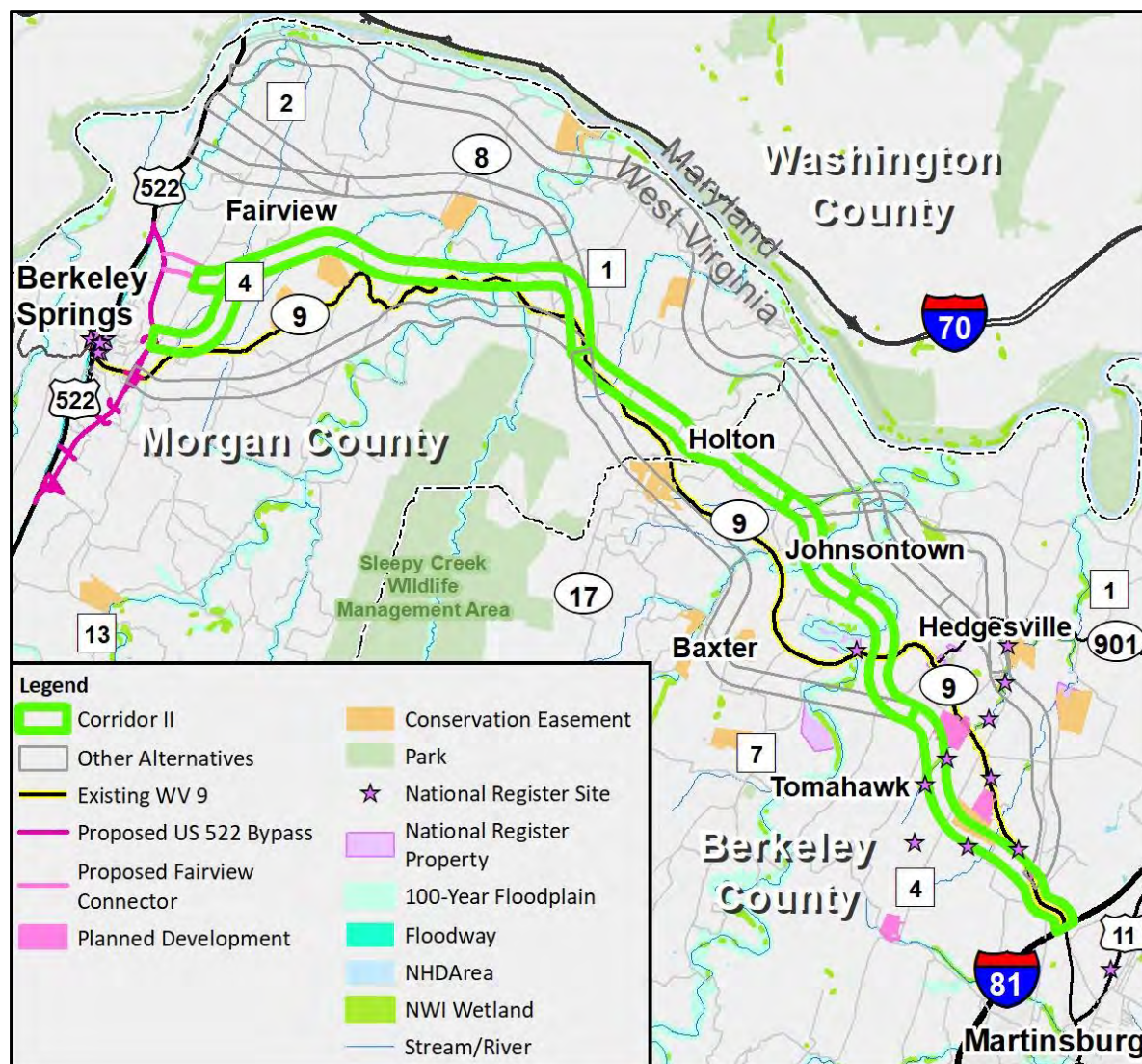
-



# Corridor II Alternative

31

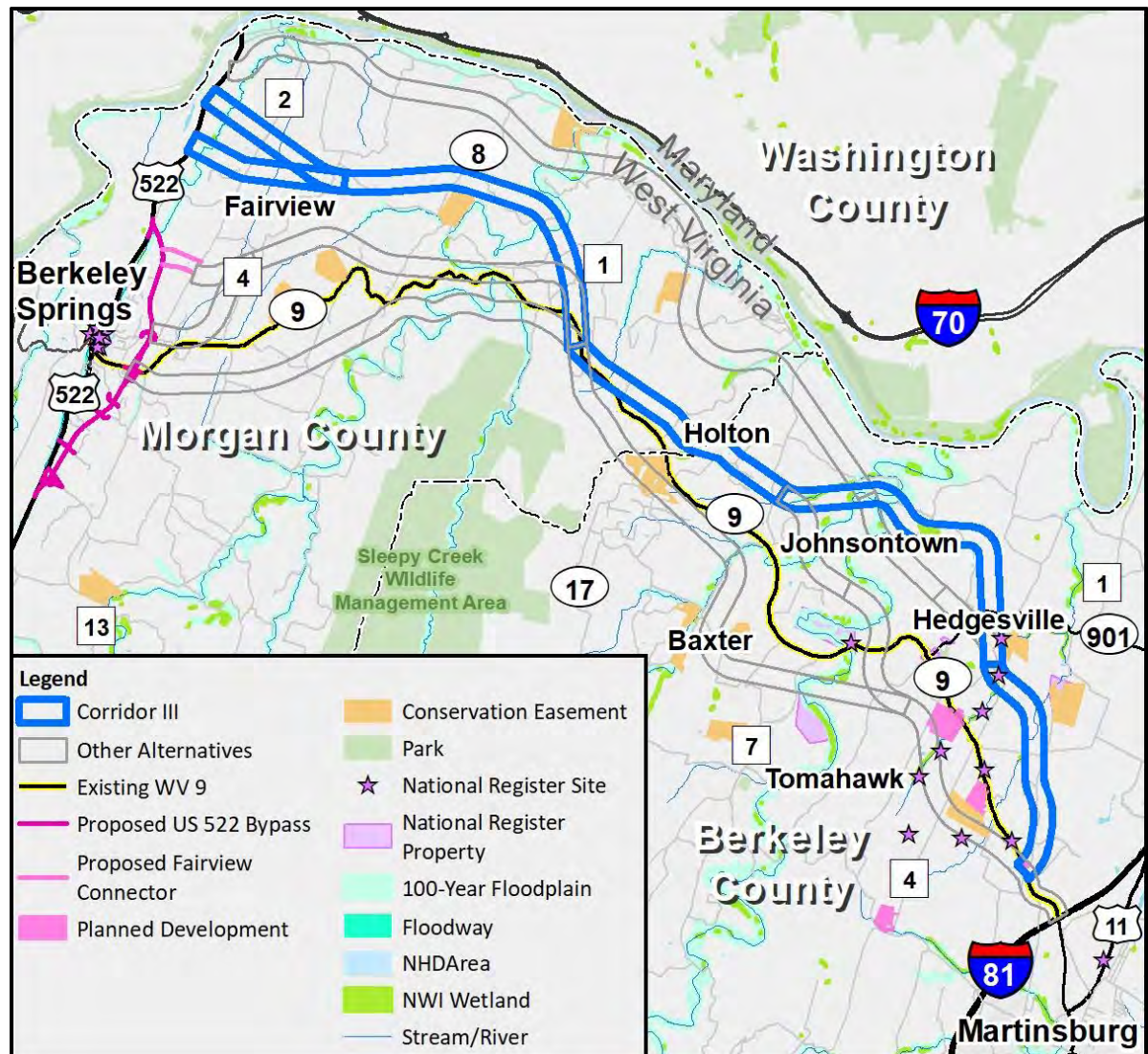
- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at either the proposed Fairview connector or US 522 bypass
- North of WV 9 to just west of Hedgesville then crosses south and connects to existing WV 9 across from Harlan Springs Rd



# Corridor III Alternative

32

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at one of two possible intersection locations on US 522
- North of WV 9 staying north of Johnsontown and Hedgesville to Harlan Springs Road

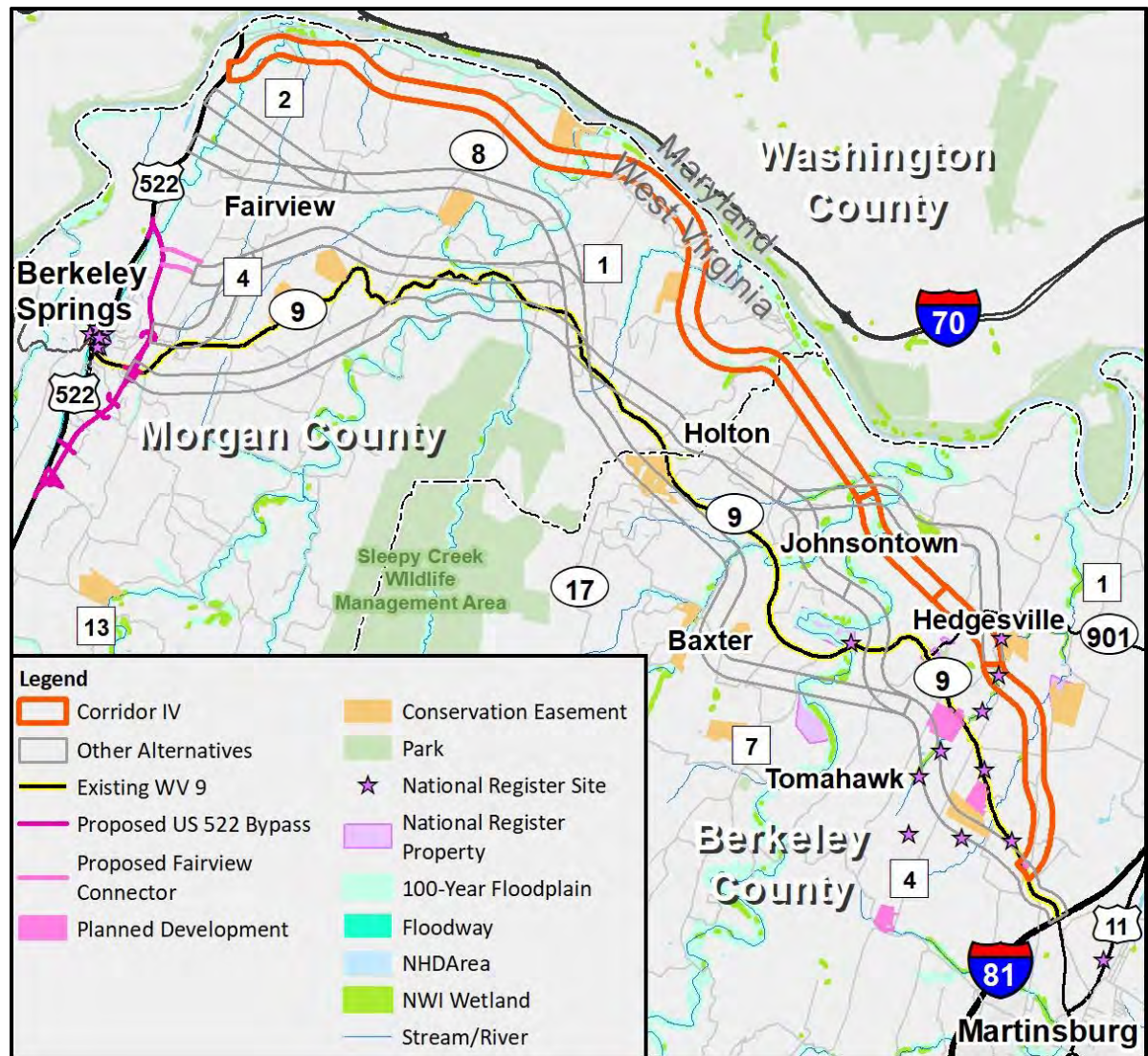




# Corridor IV Alternative

33

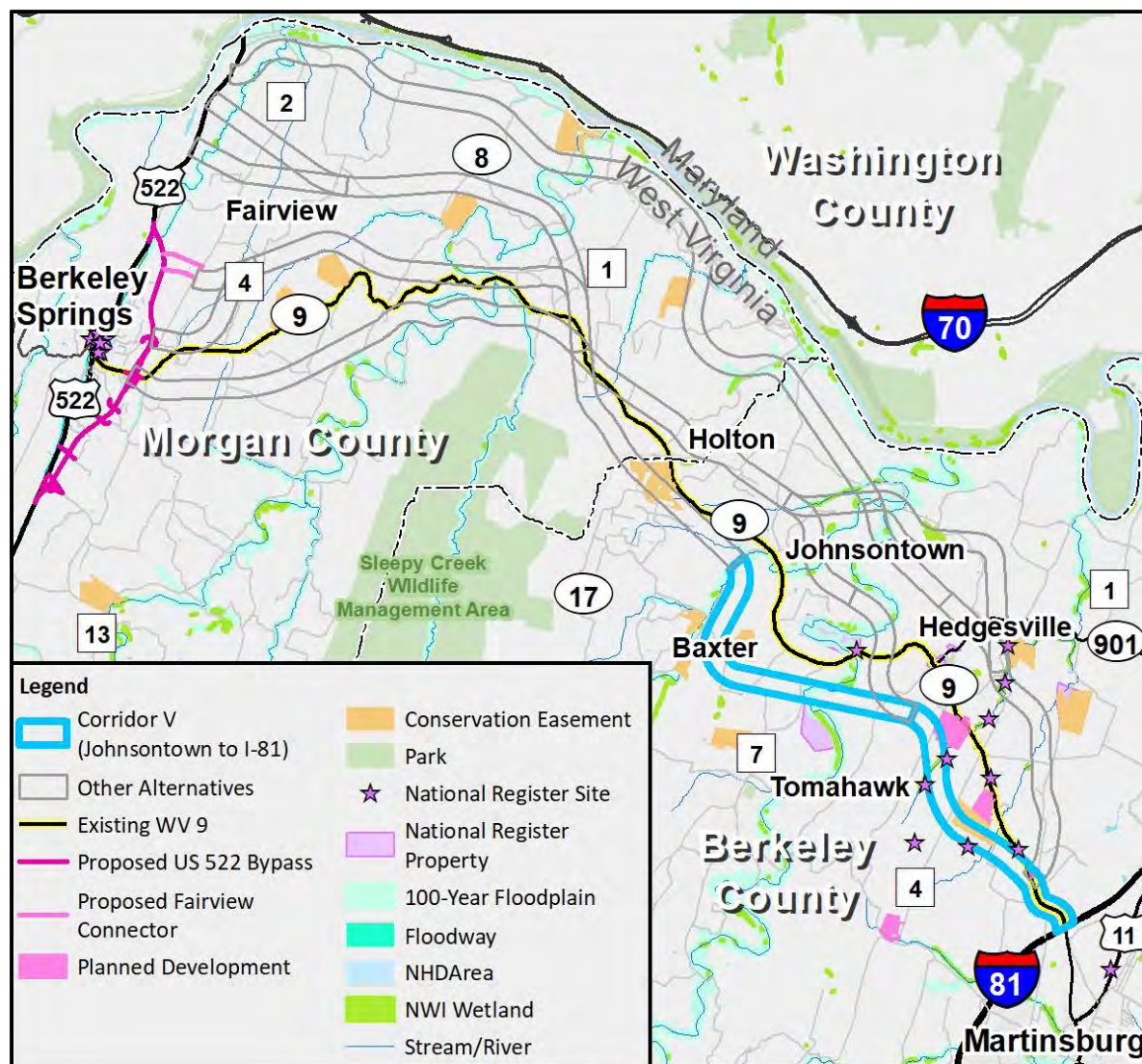
- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begin at existing US 522 just south of the Potomac River Bridge
- Stays north along the state border rejoining WV 9 near Harlan Springs Road



# Corridor V Alternative

34

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- New 4-lane roadway from Johnstown to I-81 with upgrades to existing WV 9 from Berkeley Springs to Johnstown
- Stays south of WV 9 following Corridor I

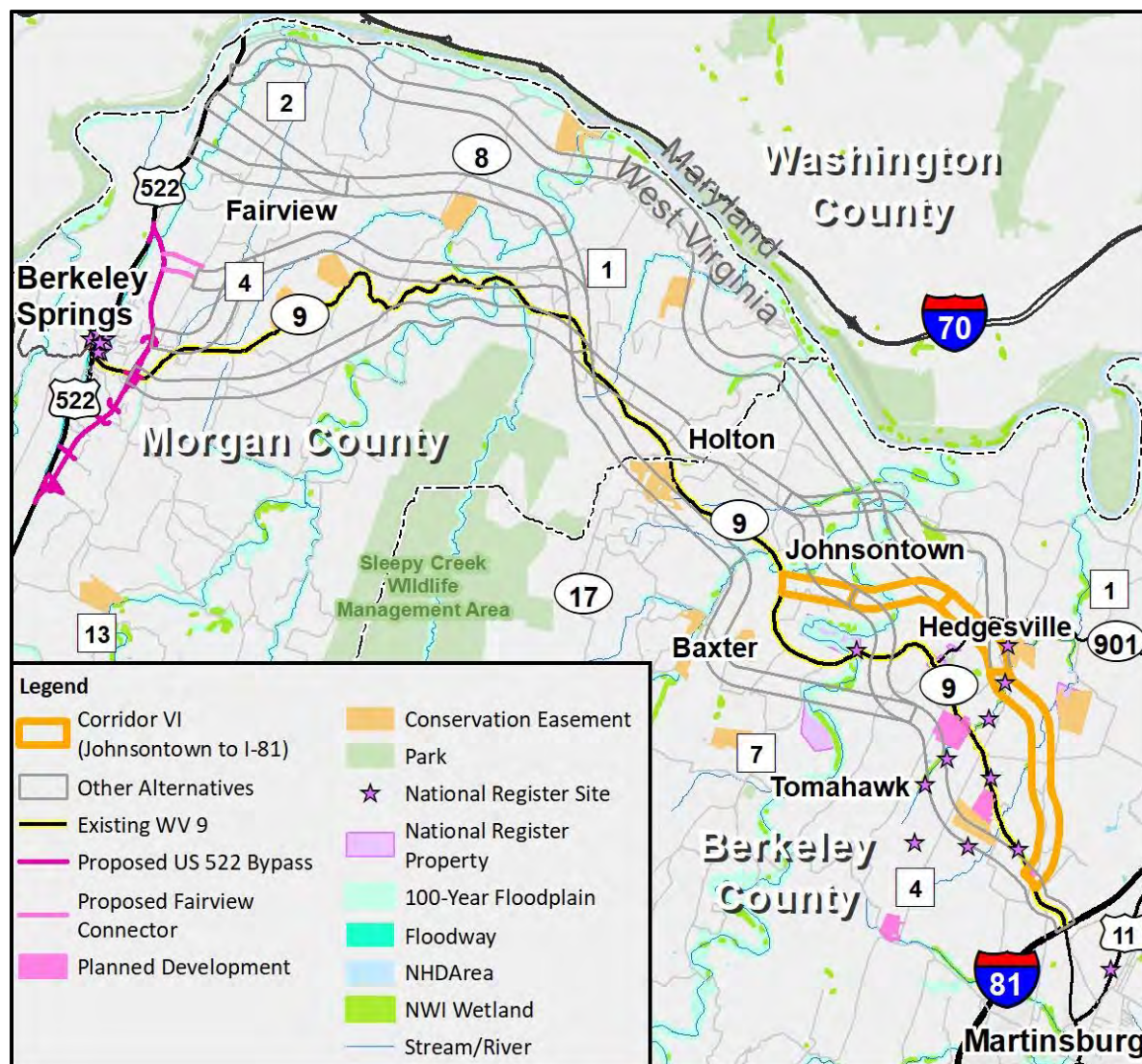




# Corridor VI Alternative

35

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- New 4-lane roadway from Johnstown to I-81 with upgrades to existing WV 9 from Berkeley Springs to Johnstown
- Stays north of WV 9 and Hedgesville joining WV 9 near Harlan Springs Road



# Public Input

**Online Survey Summary  
WVDOH Comment Forms**

- **Thank you for your input**

**THANK  
YOU!!!**



- Survey available March 5<sup>th</sup> – April 15<sup>th</sup>
- 3,330 participants

WV 9 PEL Study

More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1


Provide Your Input on Improvements to WV 9

Learn a bit about this study before you begin.

WELCOME

**We Want Your Input!**

The West Virginia Division of Highways (WVDOT) is conducting a Planning and Environmental Linkage (PEL) study to improve east-west mobility between Berkeley Springs and Martinsburg, WV. Please provide us with your insights on needs, constraints and alternative location preferences.



WV 9 is the primary east-west roadway in the region but provides poor connectivity to the surrounding major roadway network, including I-68/I-70, I-81 and US 522.

Next

CORRIDOR NEEDS

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED

## ■ Rank Corridor Needs

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

### 2 What Are The Corridor Needs?

Please rank 3-5 of the 8 corridor needs above the line in your preferred order

WELCOME

CORRIDOR NEEDS

Order your top 3 to 5 corridor needs above this line

- No Current Needs
- Traffic Congestion
- Protect Natural Resources
- Freight Reliability
- Economic Development
- Bike & Pedestrian Access
- Mobility
- Transportation Safety

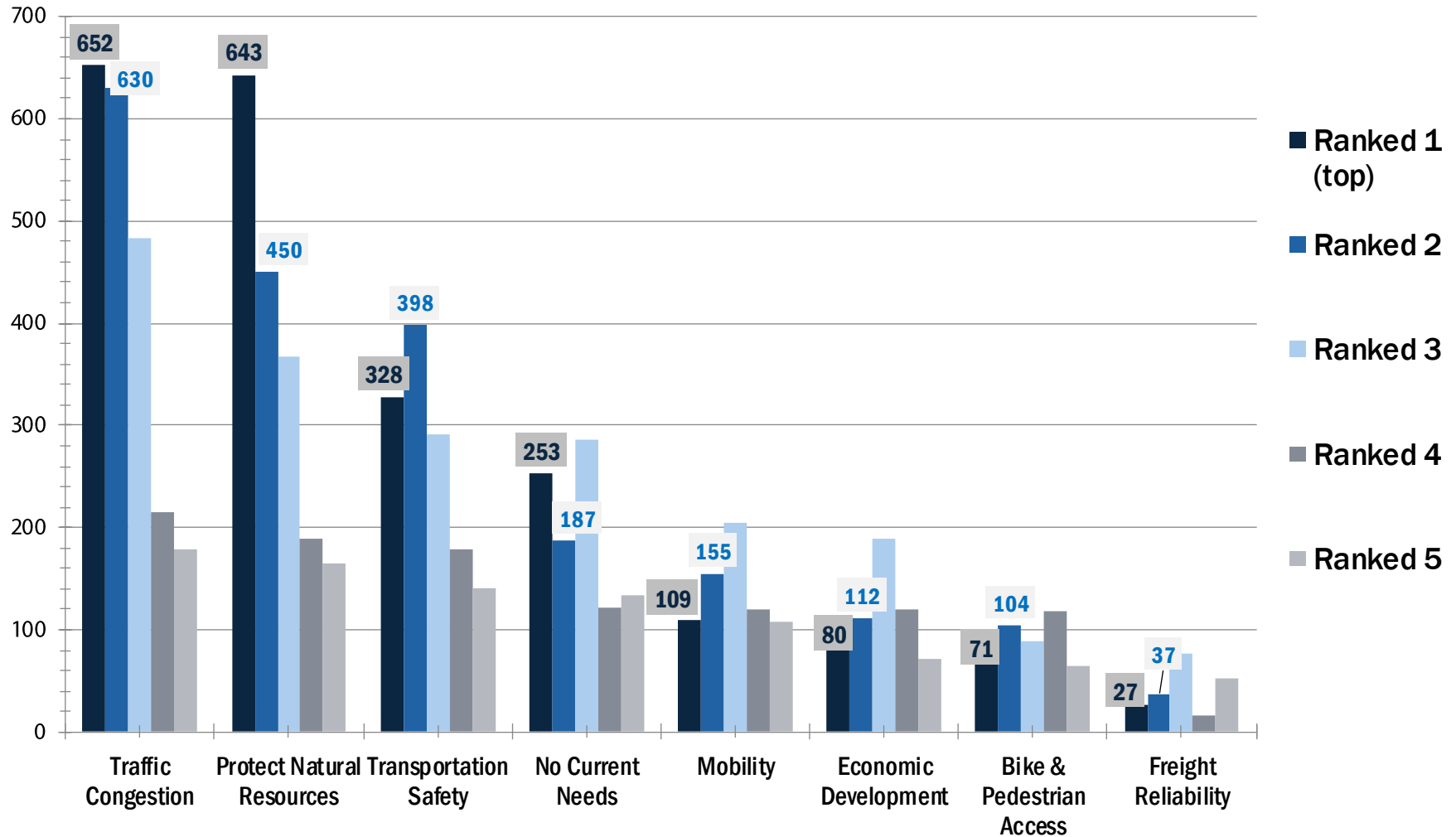
Please drag 3 to 5 of the identified corridor needs above the line in your preferred order.

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED

## Rank Corridor Needs



## ■ Rate the Alternatives

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

WELCOME

CORRIDOR NEEDS

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED

1

2

3

4

5

### Rate Alternatives

Please provide your input on the 6 proposed alternatives

No Build Alternative

Upgrade WV 9

Corridor I

Corridor II

Corridor III

Corridor IV

Corridor V

Corridor VI

Please rate this scenario

★ ★ ★ ★ ★

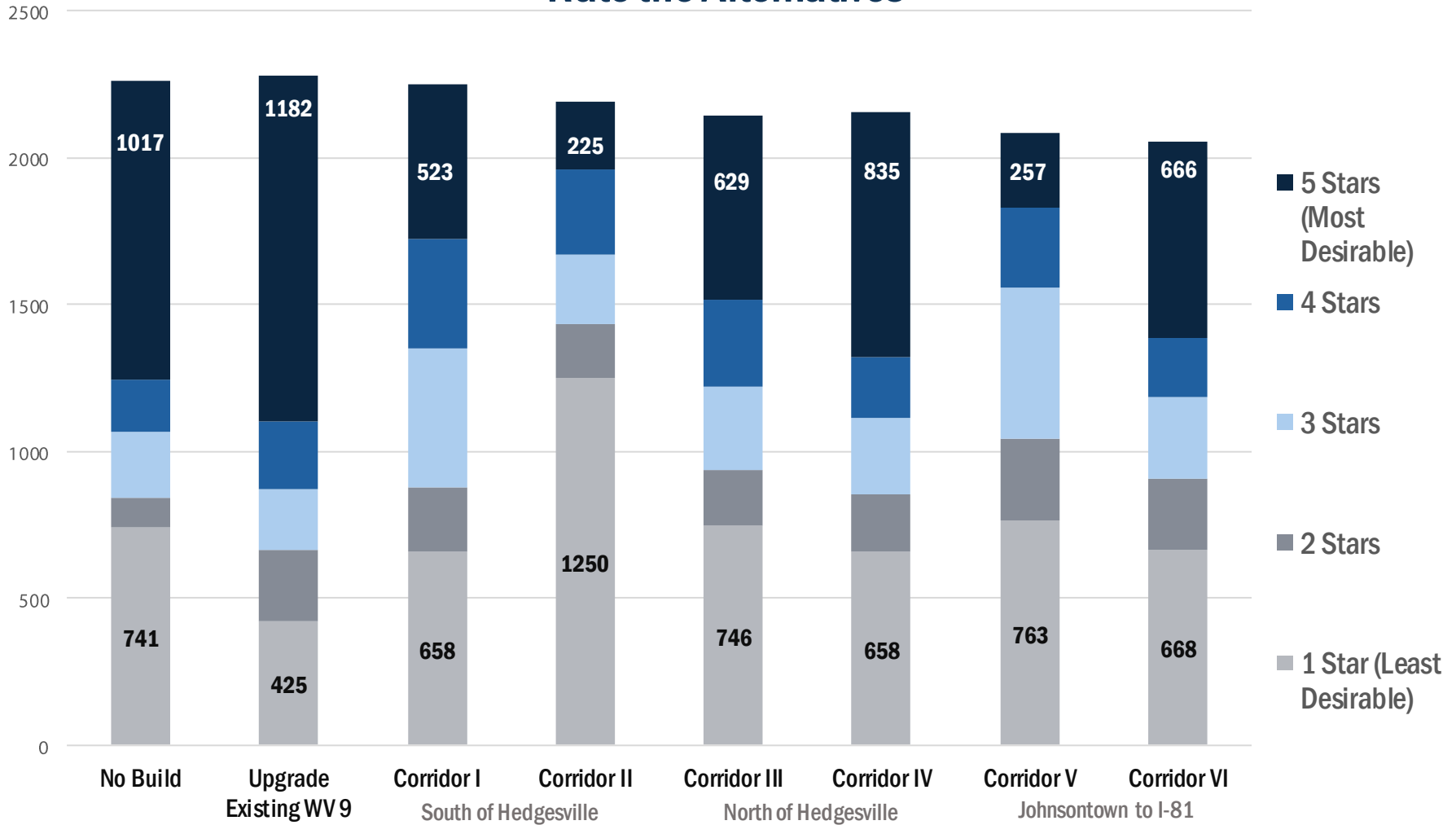
**Corridor I**

Corridor I is a 1,500 foot corridor that would contain a new road on new alignment beginning at the proposed US 522 Bypass just east of Berkeley Springs, generally keeping to the south of existing WV 9 and Hedgesville, and rejoining existing WV 9 just west of I-81 near Martinsburg.

**Legend**

- Corridor I
- Other Alternatives
- Existing WV 9
- Proposed US 522 Bypass
- Proposed Fairview Connector
- Planned Development
- Conservation Easement
- Park
- National Register Site
- National Register Property
- 100-Year Floodplain
- Floodway
- NHDA Area
- NWI Wetland
- Stream/River

## Rate the Alternatives





## ■ Identify Key Issues

WV 9 PEL Study [More at: https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx](https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx)

1 WELCOME 2 CORRIDOR NEEDS 3 ALTERNATIVES 4 Identify Key Issues on Map 5 STAY INVOLVED

Please drop at least 3 map markers.

Environmental Historic & Cultural Congestion Safety Concern Property Other Comment

Map Satellite

**Identify Key Issues on Map**

What's important to you in this study area?

Please drag & drop markers on the specific locations within the study area (shown in red) to identify important features or concerns. **Hint:** use the map's zoom tool (+) to view and comment on a specific place!

✓

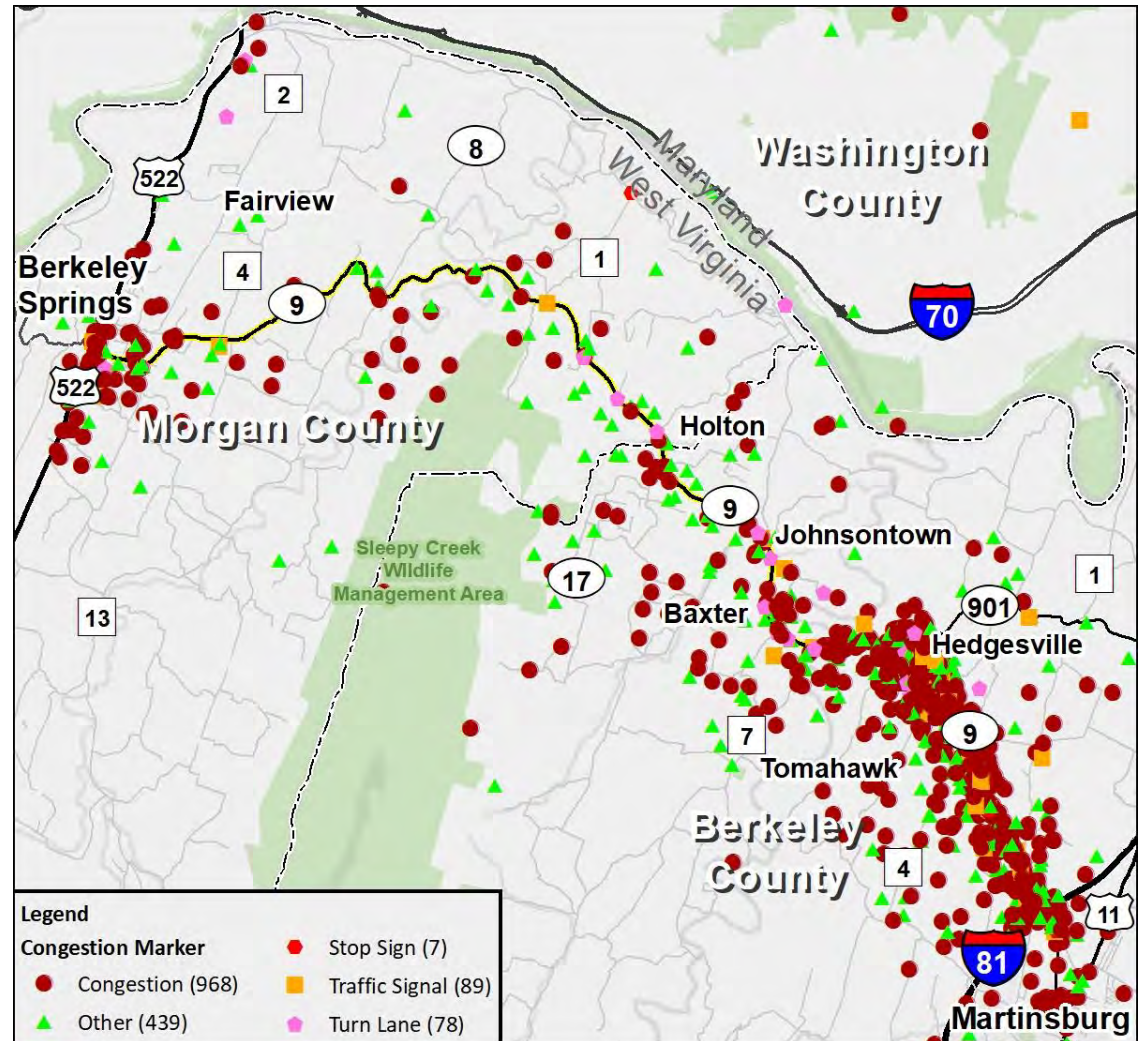
Google

Map data ©2021 Google Terms of Use Report a map error

Select Zoom Location ▾

## Identify Key Issues

Type of Marker	# Identified
Congestion	1,581
Environmental	1,183
Property	1,093
Safety Concern	896
Historic & Cultural	701
Other Comment	163
<b>TOTAL MARKERS</b>	<b>5,817</b>





## ■ About You

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

✓

2

3

4

5

WELCOME

CORRIDOR NEEDS

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED


### Tell Us About You

Tell us a bit about yourself. Please click finish when you are done.

#### Final Questions (Optional)


- How often do you travel on WV 9?
- Home Zip Code  
 0/50
- Work Zip Code
- Age
- Provide your email address to stay informed.  
 0/50


Answer the questions you want to, then click Finish:


 **Finish**

#### Thank You!

Thank you for taking your time to complete our survey! Your input is an important part of the planning process and this study.

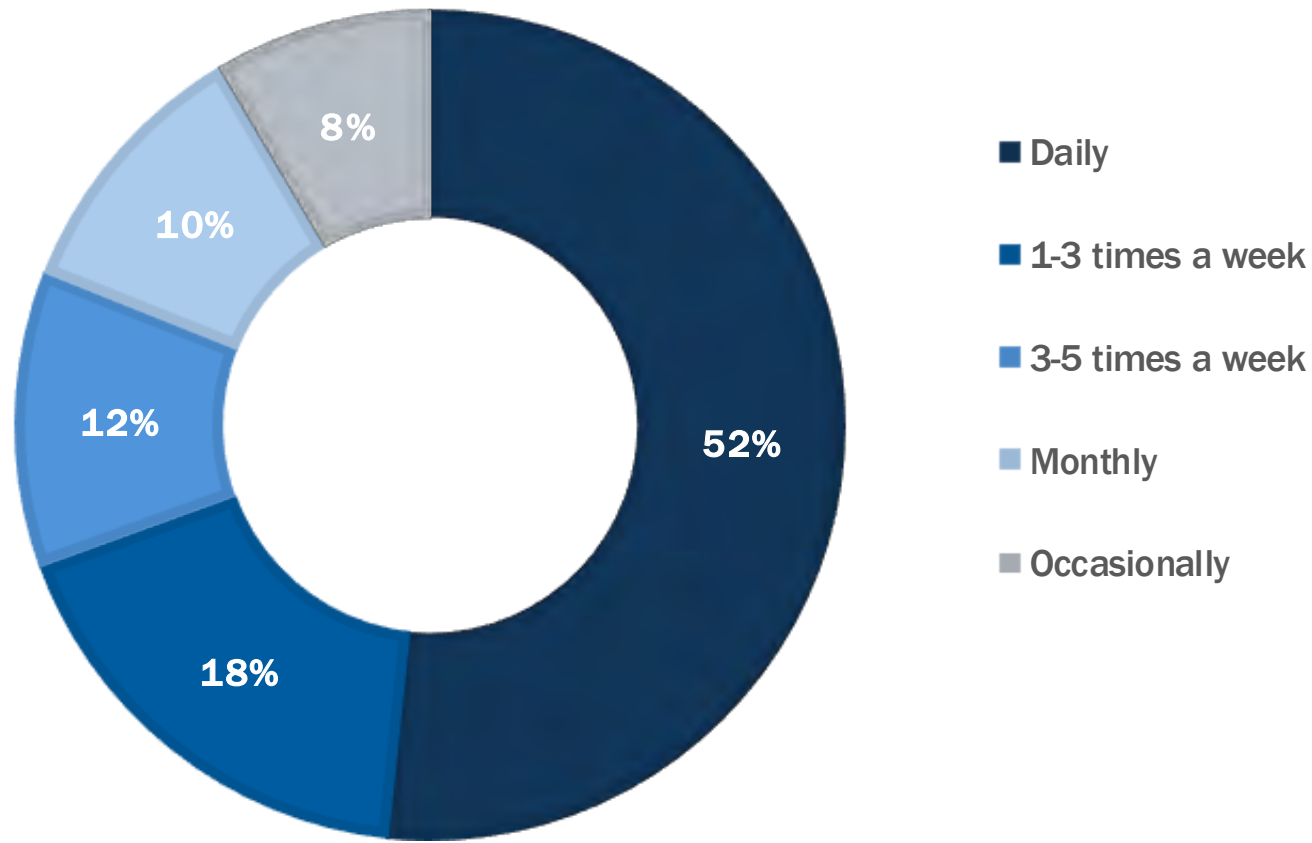


 **Project Partners**

 **Project Site**

## ■ About You

### HOW OFTEN DO YOU TRAVEL ON WV 9?



- 853 comments
- Comment period March 4<sup>th</sup> to April 5<sup>th</sup>
- Extended to April 15<sup>th</sup>

\* Required

1. First Name \*

Enter your answer

2. Last name \*

Enter your answer

3. Organization

Enter your answer

4. Email address

Enter your answer

5. Mailing Address

Enter your answer

6. City

Enter your answer

7. State

Select your answer

8. Zip Code

Enter your answer

9. Comments \*

Enter your answer

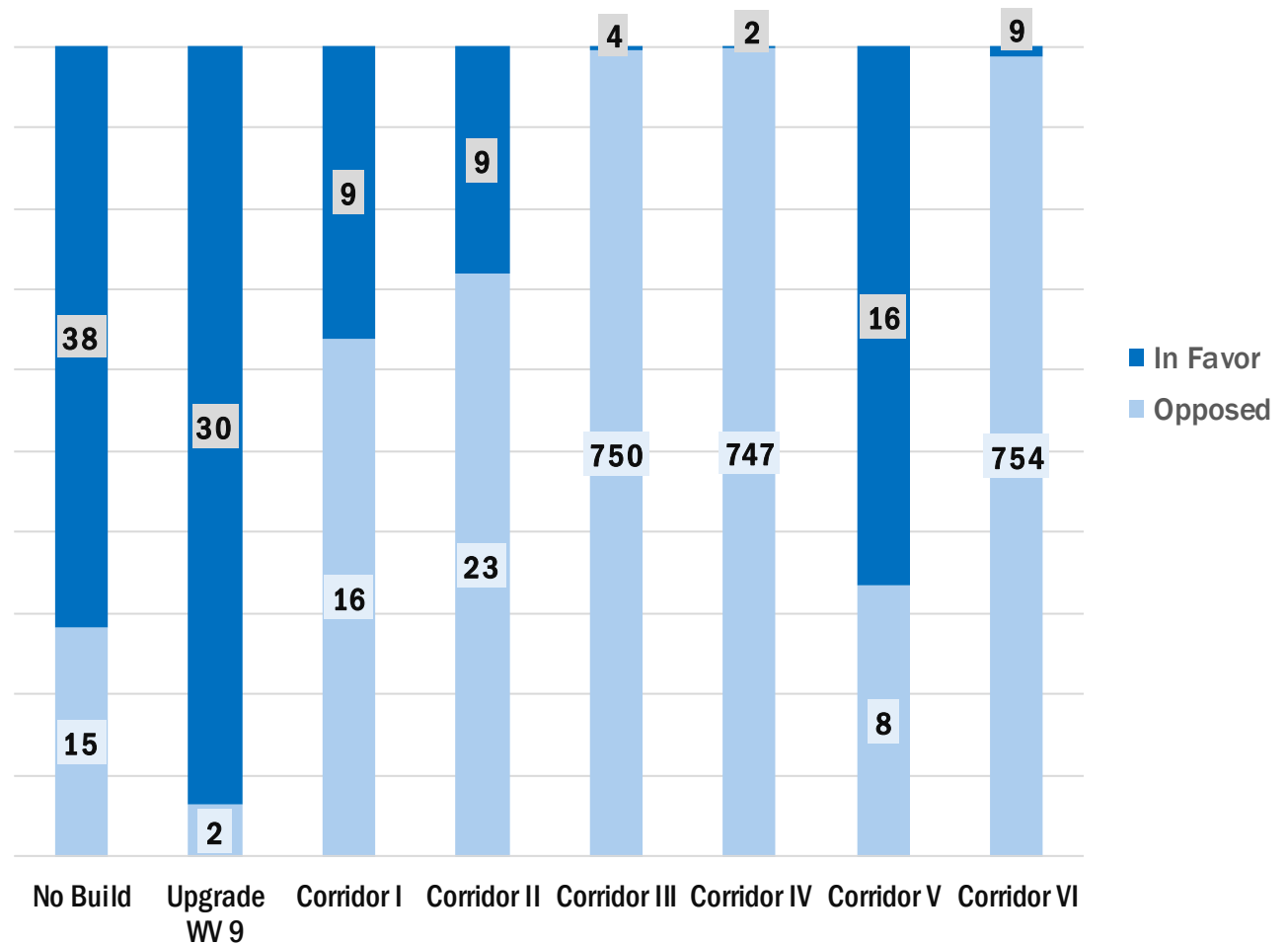
Submit

Never give out your password. Report abuse



- 85% comments in regard to Speck Spring Farm

WVDOH Website Comments



# Preliminary Screening

**Goals and Objectives**


**Transportation Needs**

**Public Input**

**Project Cost and Implementation**

**Environmental Screening**

**Screening Summary**

- Identify alternative(s) that are unreasonable / not feasible
- No alternative(s) are needlessly carried forward into the NEPA phase
- **Screening Criteria**
  - Ability to meet PEL Goals and Objectives
  - Improves the identified Transportation Needs
  - Public Support
  - Estimated Project Cost and Implementability
  - Minimizes Environmental Impacts
- **Screening Measures**
  - Favorable /Meets Criteria 
  - Moderately Meets Criteria 
  - Not Favorable / Does not Satisfy Criteria 

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Mobility Goal								
Safety Goal								
Economic Goal								
Environmental Goal								
Corridor Land Use Goal								
Multimodal Goal								

# Transportation Needs Screening

52

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Corridor Travel Time (min)	30	28 (-7%)	23 (-23%)	23 (-23%)	24 (-20%)	24 (-20%)	27 (-10%)	26 (-13%)
Segment Miles of High Congestion	1.9	1.5 (-21%)	0.3 (-84%)	0.3 (-84%)	0.8 (-68%) <i>Connections to WV9 limit some benefits in Hedgesville</i>	1.2 (-37%)	0.3 (-84%)	0.3 (-84%)
Projected Crashes Per Year	116	111 (-4%)	94 (-19%)	94 (-19%)	105 (-10%)	105 (-10%)	103 (-11%)	111 (-4%)



Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
WVDOH Comment Forms								
Supporting Comments	38	30	9	9	4	2	16	9
Opposed Comments	15	2	16	23	750	747	8	754
MetroQuest Online Survey								
Top Rated (4 and 5 stars)	1,193	1,409	899	452	924	1,057	530	1,334
Low Rating (1 star)	741	425	659	1,250	746	658	763	668

# Project Cost and Implementation

54

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Length (Miles)	-	21.6	20.7	21.2	20.2	20.2	8.9	7.4
Total Cost (\$ in Millions)	\$0	\$29	\$1,200 - \$1,490	\$1,228 - \$1,525	\$1,170 - \$1,452	\$1,174 - \$1,457	\$534 - \$659	\$445 - \$548
Project Implementability	-							

# Preliminary Environmental Screening

55

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Farmland Conservation Easements								
Length of Streams Crossed								
Acres of Wetlands								
# of Known Archaeology Sites								
# of Listed or Potentially Eligible Historic Structures								
# of Parcels								

# Preliminary Screening Summary

56

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Public Input								
Traffic Impacts								
Projected Crashes Per Year								
Goals and Objectives								
Environmental Impacts								

- **Recommend carrying all alternative(s) into the NEPA Phase**
- **Recommend evaluating Corridor I shift to avoid impact to Farmland Conservation Easement**
- **Recommend evaluating Corridors III, IV and VI shift to avoid impact to Speck Spring Farm**
- **Recommend further evaluation of truck climbing lane and other improvements to existing WV 9**
- **Recommend evaluating combining the various corridor segments to minimize impacts and provide access to existing WV 9**





# Discussion

**If you have comments or questions  
after the meeting, email them to:**

**Karen Allen**

**[Karen.E.Allen@wv.gov](mailto:Karen.E.Allen@wv.gov)**

**Lu Ann May**

**[Imay@mbakerintl.com](mailto:Imay@mbakerintl.com)**

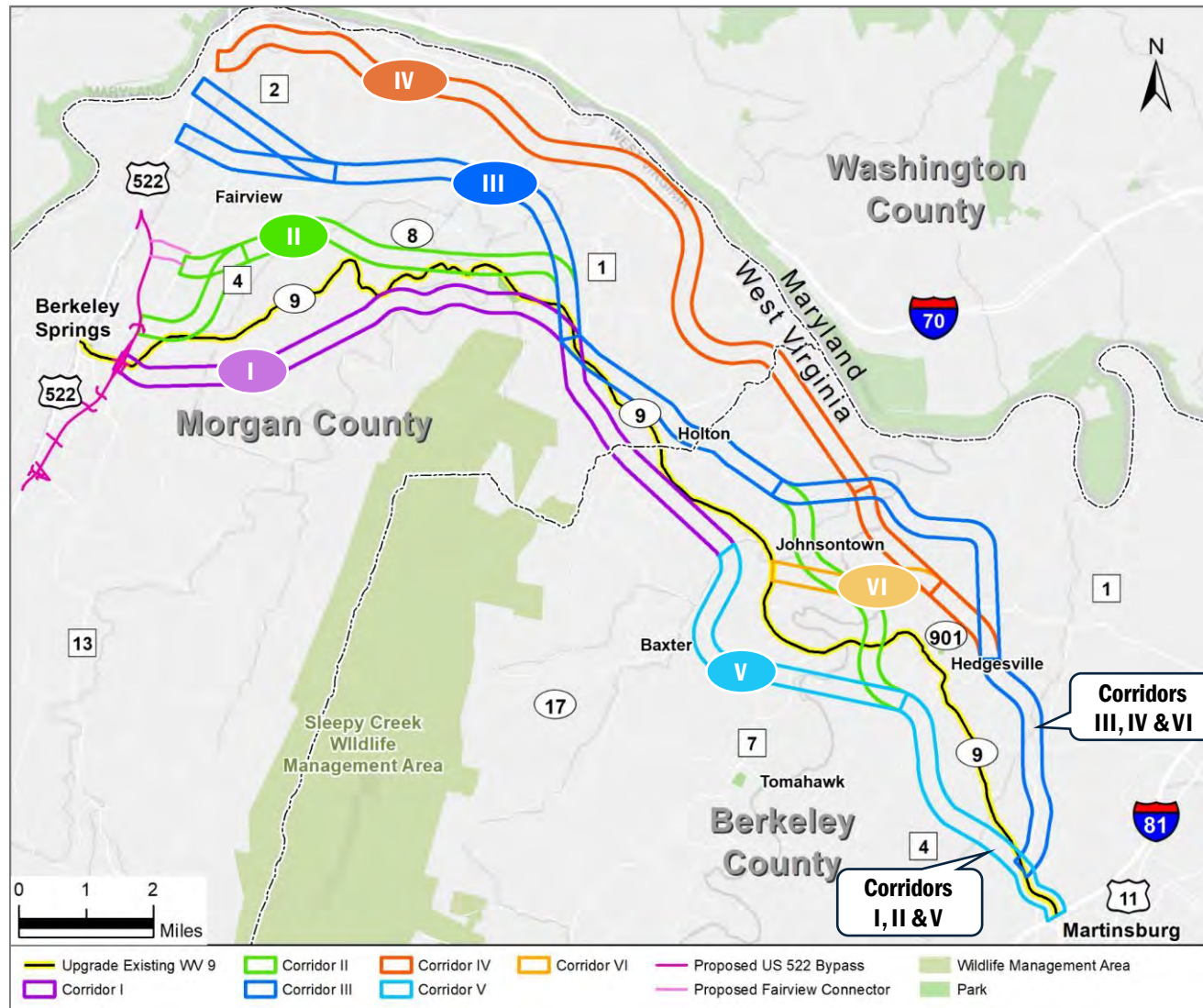


# Next Steps

**Public Workshop on May 11<sup>th</sup>**

**Comment Period until May 25<sup>th</sup>**

**PEL Study Document**





## Stakeholder and Public Workshop Newspaper Notice February 24, 2021



Legal Notices

**REQUEST FOR QUOTATIONS (RFQ) NO. 21144 HVAC MAINTENANCE SERVICES**

The WV Higher Education Policy Commission is requesting bids from qualified firms to provide HVAC Maintenance Services at the Erma Byrd Higher Education Center located at 30 University Drive, Beaver, WV 25813.

The RFQ is available at the following web address: <http://wvhpc.com/resources/purchasing>. Addenda and additional information will be posted to this address if needed. It is the vendor's responsibility to check for updates.

A Site Visit has been scheduled for Thursday, March 11th at 10:00am at the Center. Vendor must check in at the Security Desk prior to entering the property. Vendor must adhere to all COVID protocols.

Bids will be received until March 24, 2021 at 3:00 pm EST. Vendors are to mail/deliver bids to the following address by the above deadline to:

Legal Notices

Legal Notices

**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION**

**NOTICE TO CONTRACTORS**

Bids will be received electronically by the West Virginia Department of Transportation, Division of Highways, through the Bid Express Bidding Service ([www.bids.com](http://www.bids.com)) and by sealed proposals only when prequalification is waived being received at its office in Building 5, Room 843, 1900 Kanawha Boulevard East, Charleston, West Virginia until April 13, 2021 at 10:00 AM (Eastern Standard Time). The bids will be opened and/or opened and read publicly thereafter for the following project:

**CALL: 009**

Legal Notices

Legal Notices

NOTICE OF VIRTUAL INFORMATIONAL PUBLIC MEETING

WV 9 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

STATE PROJECT 1233-9-25.76

FEDERAL PROJECT #2009-0540

BERKELEY AND MORGAN COUNTIES

The West Virginia Division of Highways (WVDH) will hold an informational virtual public meeting March 4, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated will include new road construction as well as upgrades to existing WV 9. This is a planning level workshop through which the WVDH and the consultant team will present project information and seek public input regarding potential environmental and socioeconomic constraints within the project study area. The formal presentation will begin at 6:00PM. Please see below for meeting access information.

Those wishing to file written comments may send them on or before April 5, 2021 to Mr. Claude Penn, Director, Planning Division, West Virginia Division of Highways, 1900 Kanawha Boulevard, Building 5, Room 740, Charleston, West Virginia 25305. Visit the WVDH website at <http://go.wv.gov/ev9> for information on project information and the opportunity to comment on the project.

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs, and activities. Please contact us at (804) 414-6501. Persons with hearing or speech impairments can reach toll-free agencies by calling (800) 982-8772 (voice to TDD) or (800) 982-8771 (TDD to voice).

Join meeting

More ways to join:

Join from the meeting link

<https://mkakmeet.webex.com/join?mtm=1729236978&url=1729236978>

Join by meeting number

Meeting number (access code): 179 236 978

Meeting password: k7HwFuq72

Tap to join from a mobile device

(attendees only)

+12028502110 United States Toll (Washington D.C.) +16469920010 United States Toll (New York City) Global call numbers | Toll-free call numbers

Join by phone

+12028502110 United States Toll (Washington D.C.) +16469920010 United States Toll (New York City) Global call numbers | Toll-free call numbers

Join from a video screen or application

Dial 1729236978 and enter meeting number. You can also dial 173 243 268 and enter your meeting number.

Join using Microsoft Lync or Microsoft Skype for Business

Dial 1729236978. [mkakmeet@wv.gov](http://mkakmeet@wv.gov)

LC106288 02/24/2021

Legal Notices

CONTRACT:

2020000304

STATE PROJECT:

S35037-24.10.00

FEDERAL PROJECT:

NFA23737314

DESCRIPTION:

SLIDE REPAIR

W/PLIN

VRNCRS RD

BEGN 0.11 MILES

END: 0.21 MILES

E CR 30

COUNTY:

WVNE

Proposals will be received from prequalified and West Virginia

effect is hereby ordered that JACOB BALL serve upon ROBIN WARD, Plaintiff, whose address is 1101 MAIN AVE, WY 26103, a copy of this order on or before 30 days, if he fails to do so, thereafter judgment, upon proper hearing and trial, may be taken against you for the relief demanded in the complaint.

A copy of said complaint can be obtained from the undersigned Clerk of said Court, February 12, 2021.

Cathy S. Gatson, Clerk of Court

LC106069 02/07/2021

LEGAL NOTICE

PURCHASING DIVISION

The State of West Virginia will accept sealed bids for:

**BID #**

DEP210000003

Standing Unit

WVDEP

COMMUNITY

Expression of Interest for Design and Engineering Services for the Phase I and II per the project specifications.

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The West Virginia Department of Transportation, Division of Highways hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, religion, sex, or national origin in consideration for an award.

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

NOTICE TO CONTRACTORS

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**CALL: 003**

ORDER OF PUBLICATION

THE FAMILY COURT OF KANAWHA COUNTY, WEST VIRGINIA

ROBIN WARD Plaintiff

JACOB EDWARD BALL Defendant

Civil Action-21-0131

The Object of this Suit is to obtain Divorce

DEFENDANT: It appearing by affidavit filed in this action that the plaintiff has used due diligence to ascertain the whereabouts of JACOB BALL, without

effect is hereby ordered that JACOB BALL serve upon ROBIN WARD, Plaintiff, whose address is 1101 MAIN AVE, WY 26103, a copy of this order on or before 30 days, if he fails to do so, thereafter judgment, upon proper hearing and trial, may be taken against you for the relief demanded in the complaint.

A copy of said complaint can be obtained from the undersigned Clerk of said Court, February 12, 2021.

Cathy S. Gatson, Clerk of Court

LC106069 02/07/2021

LEGAL NOTICE

PURCHASING DIVISION

The State of West Virginia will accept sealed bids for:

**BID #**

DEP210000003

Standing Unit

WVDEP

COMMUNITY

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The West Virginia Department of Transportation, Division of Highways hereby notifies all bidders that it will affirmatively



# AFFIDAVIT OF INSERTION- LEGALS

This is to certify that the insertion for WEST VIRGINIA DIVISION OF HIGHWAYS  
(Advertiser Name)

titled WV-9 PLANNING MEETING appeared in the  
(Headline)

THE JOURNAL (MARTINSBURG) on 02/24/2021  
(Paper Name, County) (Run Date)

Cost Of Legal: \$89.10

Advertising Representative: BETSY MILES

Sworn to and subscribed before me this 1<sup>ST</sup> day of APRIL, 20 21.

Notary Public: Don Smith



Seal: \_\_\_\_\_

Ad Number 106288

**Affidavit of Legal Publication and Posting**

**STATE OF WEST VIRGINIA**

**COUNTY OF Kanawha, TO-WIT**

I Janice Alston, Classified Advertising

Representative of the The Charleston Gazette-Mail, a newspaper

published in the county of Kanawha, West Virginia, hereby

certify that the annexed publication was inserted in said

newspaper The Charleston Gazette-Mail.

The cost of publishing said annexed advertisement

as aforesaid was \$ 114.64

Commencing On: 02/24/2021

Ending On: 02/24/2021

Given under my hand this day 02/24/2021

Sworn to and subscribed before me 02/24/2021  
at Charleston, Kanawha County, West Virginia

Mary C. Smith

Notary Public of, in and for Kanawha County, West Virginia

MY COMMISSION EXPIRES: 6-16-24

[Signature]





## Stakeholder and Public Workshop Summary March 4, 2021

## WV 9 Planning and Environmental Linkage Study

### Workshop Summary

#### Public and Stakeholder Workshop | March 4, 2021 | 6:00 PM – 7:30 PM

Virtual Workshop via WebEx

#### Attendees

See attached attendee list

#### Workshop Materials

- PowerPoint Presentation

#### Workshop Purpose

To introduce the project, solicit input on the preliminary alternatives being considered and discuss ways to provide input on the study. Attached is the Workshop presentation. The following is a summary of the discussion and comments received during the workshop.

#### Discussion/Comments

- Page Croyder - More roads mean more crashes with wildlife trying to cross. Is your planning taking this into account like Canada does, planning for wildlife routes that do not cross the roads? Ah, I see it mentioned now... Why do we want more truck traffic, for heavens sake.
- Mark Schiavone - Berkeley County has three additional farmland protection easements in the study area now.
  - Response: The project team will request updated farmland easements from both the Berkeley and Morgan Counties Farmland Protection Boards.
- Mark Schiavone - Can you provide higher resolution shapefiles of these options?
  - Response: Google Earth kmzs of the draft alternatives will be placed on WVDOH's WV 9 PEL webpage. Shapefiles of the preliminary alternatives were also sent to Mark.
- Sara Volkmann - Can you provide more information about the National Register sites that will be impacted with Alternative 3 and 4?
  - Response: The National Register site located within corridor alternatives III, IV and VI is the Peter Speck House. Specific information about the site was sent to Sara. At this stage of the study, we are not able to identify direct impacts. During the next phase of the study, alternatives will be developed with in the corridor that minimize impacts to the extent possible.
- David O'Connell - What would happen to the Existing Rt-9 should an alternative be chosen? Would the road still be used to access the new Rt-9?
  - Response: The existing WV 9 would remain in its current configuration.
- Page Croyder - You stated you are trying to avoid development. What about exiting neighborhoods? Options 2 and 3 smash through a community of 35 owners that were built around scenic views that would be destroyed.





- Response: The corridor alternatives are 1,500 feet in width. During a future study, alternatives will be identified within the corridors which will minimize impacts to the extent possible.
- Susan Whalton - Why even pursue this based on usage of Rt. 9 figures presented? Why would you be willing to sacrifice so much environmentally for traffic conditions that do not even exist?
  - Response: There is significant congestion today through Hedgesville all the way to I-81. There are also safety conditions that need to be addressed throughout the corridor. Our study will project future traffic volumes and identify any additional congestion areas that are expected due to continued development in the area. Note there are multiple alternatives being considered in the study including a No Build and an alternative to upgrade existing WV 9. Part of the NEPA process is to develop a Purpose and Need Statement which will occur in the next phase of the project. The Purpose and Need Statement will be accepted by the environmental agencies before the project can move forward.
- Michael Whalton - As someone who drives on Route 9, from west of Hedgesville to downtown Martinsburg every day, I would say that most of the Corridor alternatives don't even address the issues just west of Martinsburg. There are simple ways to improve Route 9 and eliminate many of these problems.
- Lori Hansroth - I'm sorry. Joined late. At the end of the meeting could you please just flip through the alternate route slides?
  - Response: A pdf copy of the presentation was emailed after the workshop.
- Donna J. Dean - Where will this presentation be posted?
  - Response: A pdf of the presentation will be placed on WVDOH's WV 9 PEL webpage at <https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>
- Michael Whalton - Here's a simple, low-cost idea to address congestion. Where Route 9 goes from four lanes to two lanes just west of I-81, create a merge lane and direct drivers to take turns merging. There is room now to do that and it would address the back-up that happens every afternoon. Another suggestion is to enforce speed limits to minimize accidents. One other thing. If you look at the speed limit signs between Hedgesville and the Back Creek Bridge, you will note that they make no sense. 35 to 55 to 35, when it should all be 35 mph.
- Mark Schiavone – Corridor I goes through two new farmland easements
- Michael Whalton - Corridor I is actually splitting two farm easements and cutting right through one of the last truly rural parts of Berkeley County.
  - Response: Existing farmland easements within the study area have been requested from the Farmland Protection Boards in Berkeley and Morgan counties.
- Susan Whalton - Crashes, loss of life in travel should never be minimized, but do you break these figures down to determine if they were caused by speed, driving under the influence, texting, wildlife, etc.?
  - Response - Crashes have been broken out by type of crash to differentiate crashes that are likely caused by the physical nature of the roadway. The final report will identify the crash rates by type.



- Mary Palmer - How close to Hedgesville High School do Corridors 3, 4, 5 come?
  - Response - Corridors III, IV and V are  $\frac{3}{4}$  -1 mile from Hedgesville High School
- EPCD - When are you going to let the local landowners made aware of these plans?
  - Response - At this phase we are looking at a number of 1,500 ft. corridors. Ultimately, one corridor would be selected and then alternative 200 ft alignments would be developed within that corridor. At this stage, it is way too early to look at impacts to specific properties. We don't have any specific plans as part of this study.
- Dennis Donalson – The Town of Hedgesville needs to be included in this planning.
  - Response – The Town of Hedgesville is one of our stakeholders.
- Sherry Harper - can you email a copy of the power point?
  - Response - A pdf of the presentation will be placed on WVDOH's WV 9 PEL webpage at <https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>
- Mark Schiavone - Would be useful to post the KML files to the public too - many people know how to work with Google Earth.
  - Response - A kmz of the draft alternatives will be placed on WVDOH's WV 9 PEL webpage at <https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>
- Lori Hansroth - May I please have an email copy?
  - Response – Email Karen Allen at [Karen.E.Allen@wv.gov](mailto:Karen.E.Allen@wv.gov) to request a copy of the presentation
- Kevin D - My apologies, I was late to the meeting. Will this presentation be posted somewhere? Again, sorry for being late.
  - Response - A pdf of the presentation will be placed on WVDOH's WV 9 PEL webpage at <https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>
- Mike Shickle - Can u put the web site for the survey in the chat?
  - Response - <http://www.metroquestsurvey.com/eq2n2y>
- Ronnie Good - I'm a councilman with the Town of Hedgesville. I'm just wondering do those two alternatives (Corridors III and IV) effect the Town of Hedgesville proper?
  - Response - No, Corridors III, IV and VI are north of Town of Hedgesville proper.
- Ronnie Good - The Town of Hedgesville is a stakeholder in this study and we have not been kept in the loop of this matter. Actually, we've contacted Matt Mullenax to get some answers and we've got no response from him regarding these meetings. I think it's imperative that you keep the Town of Hedgesville informed of what is going on.
  - Response - Matt Mullenax provided a response to the Town of Hedgesville after the meeting.
- Ronnie Good - Also, there was mention of pedestrian safety and one of the options presented previously was actually putting a turn lane right up against the sidewalk at arm's length which is definitely not conducive to pedestrian safety.
  - Response – No improvements are planned along existing WV 9 within the Town of Hedgesville.



Session detail for 'WV 9 PEL Stakeholder and Public Workshop':

03-Mar-21

Participant	Name	Participant	Name
1	Adam Batty	37	Karen Allen (WVDOH)
2	Andrew Bohrer	38	Kate Shunney
4	Beth Dobson	39	Keith Deaner
5	Bill Clark	40	Ken Clohan
6	Breanna Francis	41	Ken Reed
7	Carolyn Linton	42	Kevin D
8	Chandra Inglis-Smith, FHWA	43	Kristen Bisom
9	Charlea Marsh	44	Laura Smith
10	Chris Kinsey	45	Lee Thorne
11	Clint Hogbin	46	Lesley Henry
12	dan hess	47	Lori Hansroth
13	Dan Neff	48	Lovell Facemire
14	Dan Szekeres	49	Lu Ann May
15	Danae Mcbee	50	Mark Barney
16	Darah Kehnemuyi	51	Mark Schiavone
17	David Huber	52	Mary Palmer
18	David O'Connell	53	Matt Mullenax
19	Dennis Donaldson	54	Max Heckman
20	Dennis Stottlemeyer	55	Michael Whalton
21	Donna J. Dean	56	mike shickle
22	Ed Maguire	57	Owner
23	EPCD	58	Page Croyder
24	erick hess	59	Paul Dobson
25	Frank Rodgers	60	Paul Ruppert
26	Geneva Dawn Sherbert	61	Philip Thomas
27	Heather Williams	62	Ravens Foot
28	Hugh Erskine	63	Robert Kidwell
29	Jacob Nelson	64	Ronnie Good Town of Hedgesville
30	JaysonGardner	65	Sandy Hamilton
31	jennifer	66	Sara Volkmann - Preservation Alliance of West Virginia
32	jessie	67	shally lapp
33	Jim Linsenmeyer	68	Sherry Harper
34	Jim Linton	69	Stacy Tabb
35	john pearson	70	Susan Whalton
36	joy buck	71	Toni Milbourne
		72	Zack Walburn

# WV 9 Planning & Environmental Linkage Study

## STAKEHOLDER & PUBLIC WORKSHOP

March 4, 2021



- **Respect & consideration of other's opinions is paramount**
- **Demeaning, derogatory, or vulgar language or actions will not be permitted & may result in attendee(s) being removed from the meeting**
- **Moderator will administer the rules**





## WVDOH

**Tim Sedosky**  
Project Manager

**Karen Allen**  
Environmental Lead

**Chris Kinsey**  
Statewide Planning

## HEPMPO

**Matt Mullenax**  
Local Coordination

## MICHAEL BAKER INTERNATIONAL

**Lu Ann May**  
Project Manager

**Max Heckman**  
Project Oversight

**Dan Szekeres**  
Traffic & Safety Analysis Lead

- **Project Introduction**
- **Existing and Future Conditions**
- **Project Goals and Objectives**
- **Environmental Resources**
- **Alternative Corridors**
- **MetroQuest Survey**
- **Next Steps**

# We want your input

5

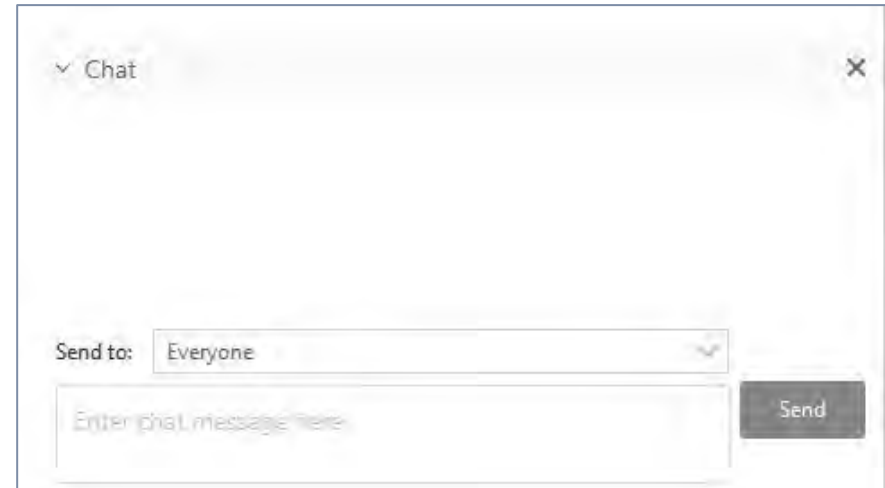
- Chat your questions or comments
- After the meeting, email comments or questions to:

**Karen Allen**

**Karen.E.Allen@wv.gov**

**Lu Ann May**

**lmay@mbakerintl.com**

A screenshot of a web-based chat interface. At the top left, there is a dropdown menu labeled 'Chat' with a downward arrow. To the right of this is a close button represented by an 'X' icon. Below the dropdown is a 'Send to:' label followed by a text box containing the word 'Everyone' and a small downward arrow. Underneath this is a large text input area with the placeholder text 'Enter chat message here'. To the right of the input area is a grey button labeled 'Send'.

# **Project Introduction**

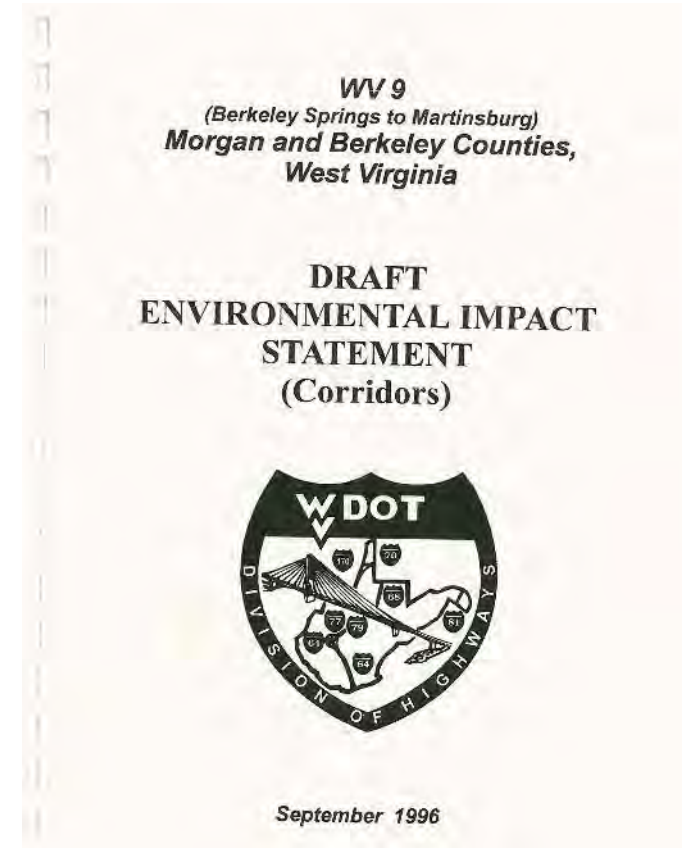
**Project History**

**Project Development Process**

**Purpose of the Study**

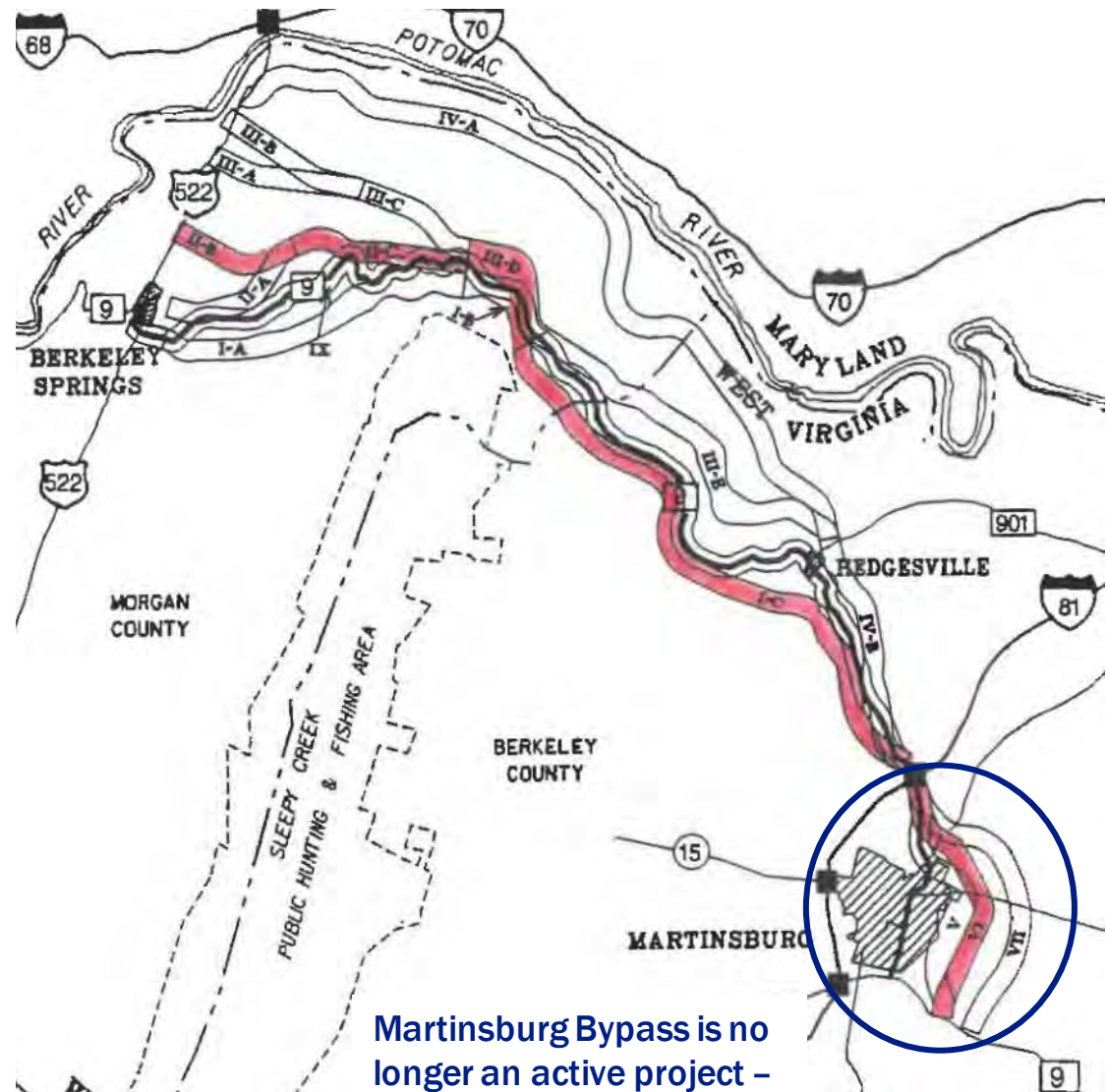
**Study Tasks and Schedule**

- Identified in 1978 Eastern Panhandle Transportation Study
- 1993 Feasibility Study identified 4 potential corridors
- Draft Corridor EIS approved in 1996
  - Established Purpose and Need
  - Evaluated corridors
  - Involved public – concern expressed about environmental and historic resource impacts
- Corridor Selection Report – 1997
  - Detailed Corridor Comparison
  - Generally favored southern corridors
  - Identified “Preferred Alternative”





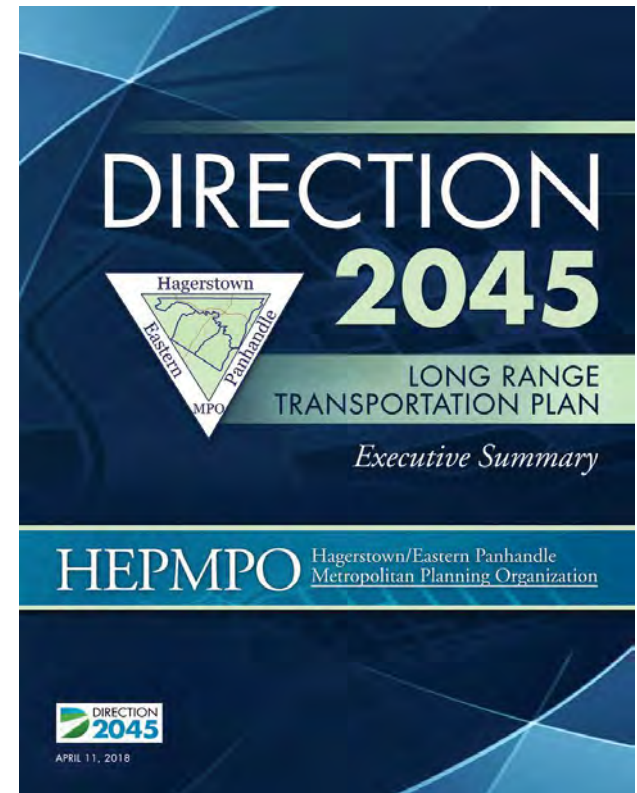
## 1997 “Preferred Alternative”



Martinsburg Bypass is no longer an active project – funding was diverted to Raleigh Street Extension

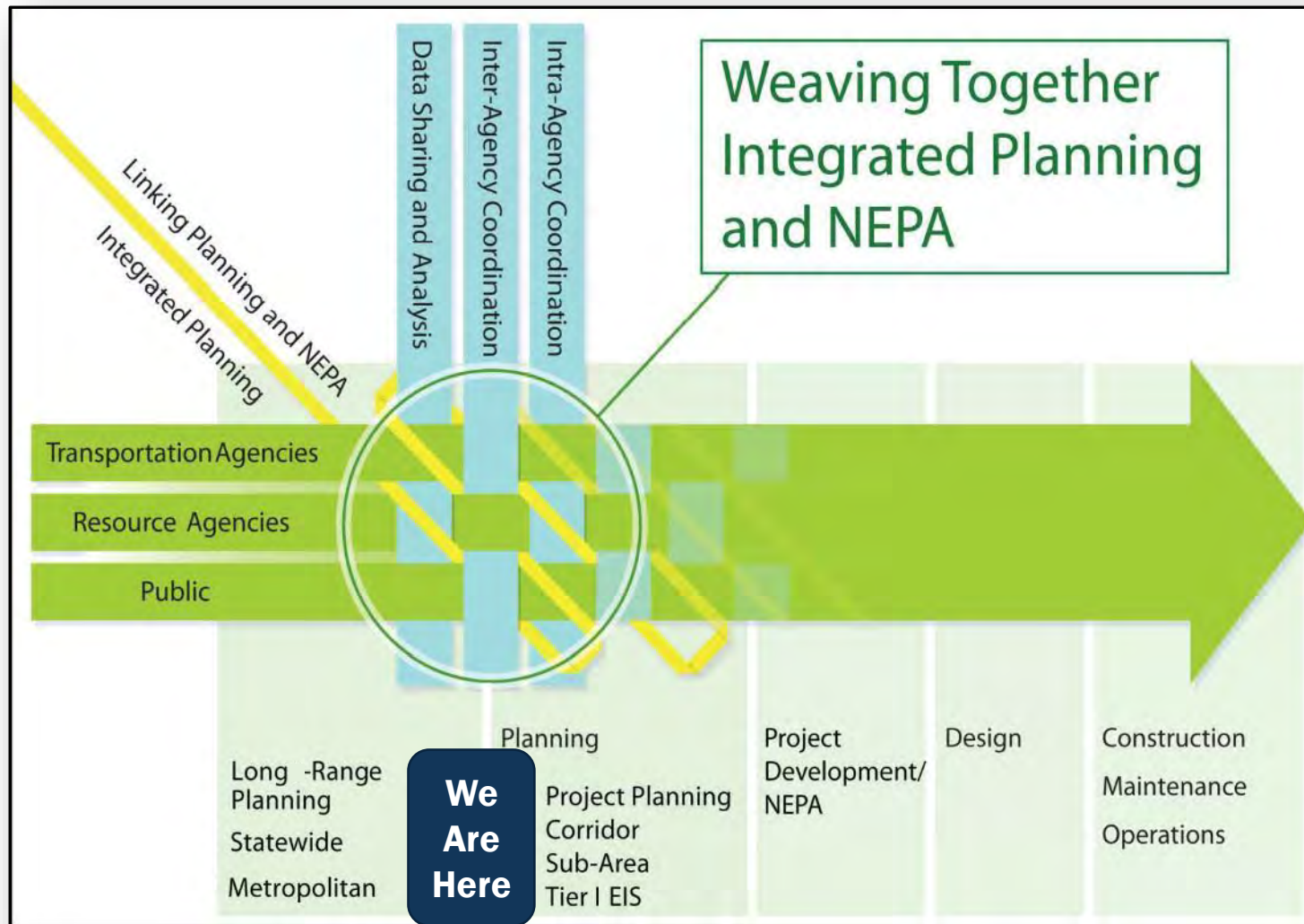
4-lane realignment of WV 9 identified as a priority project in the following transportation plans:

- 2010 WV Statewide Transportation Plan
- 2016 Berkeley County Comprehensive Plan
- 2018 HEPMPO Long Range Transportation Plan
- 2018 Statewide Freight Plan



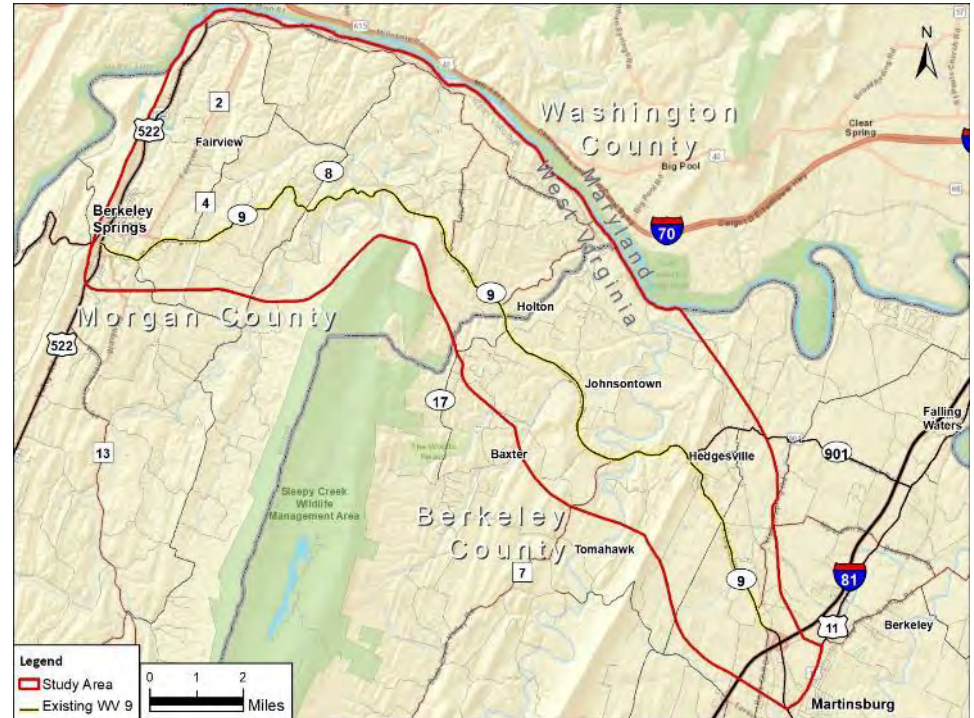
# Project Development Process

10





- Identify Purpose and Need
- Analyze traffic and safety
- Identify Region Land Use Trends and Visions
- Identify & Evaluate environmental issues
- Screen preliminary corridor alternatives



# Study Tasks and Schedule

12

Activity Description	Duration	2020						2021					
		July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June
STUDY TASKS													
Goals and Vision	7 m												
Alternative Corridors	6 m												
Traffic Data Collection & Modeling	8 m												
Affected Environment	8 m												
Windshield Survey	2 m												
Preliminary Screening	4 m												
PEL Document	4 m												
AGENCY/PUBLIC INVOLVEMENT													
Agency Meeting	---												
Stakeholder Meetings	---												
Public Meeting/ Plan Displays	---												
MetroQuest Survey	---												



**We Are  
Here**



# Existing and Future Conditions

**Traffic Demand**

**Traffic Congestion**

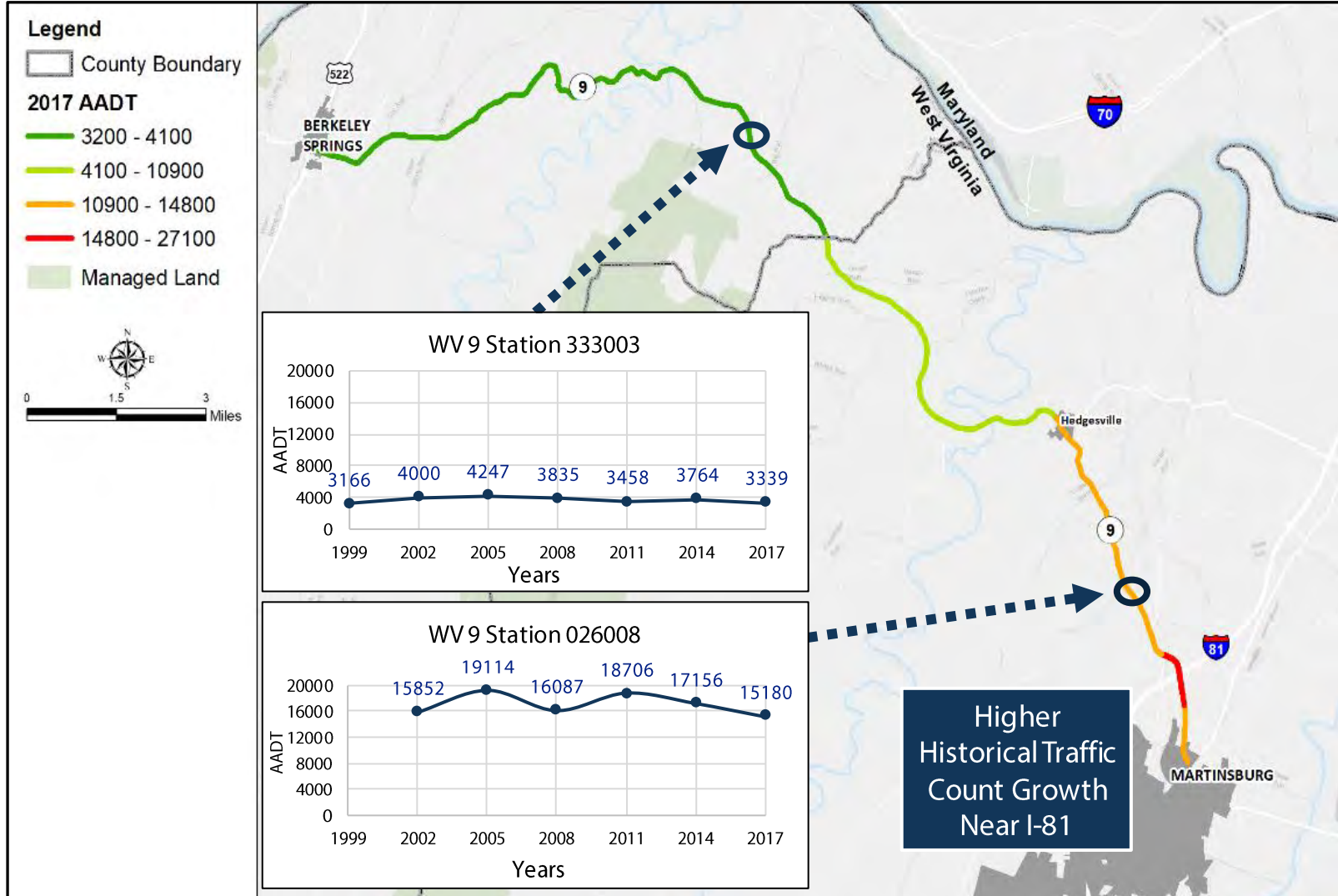
**Safety**

**Land Use and Development**

**Next Steps**

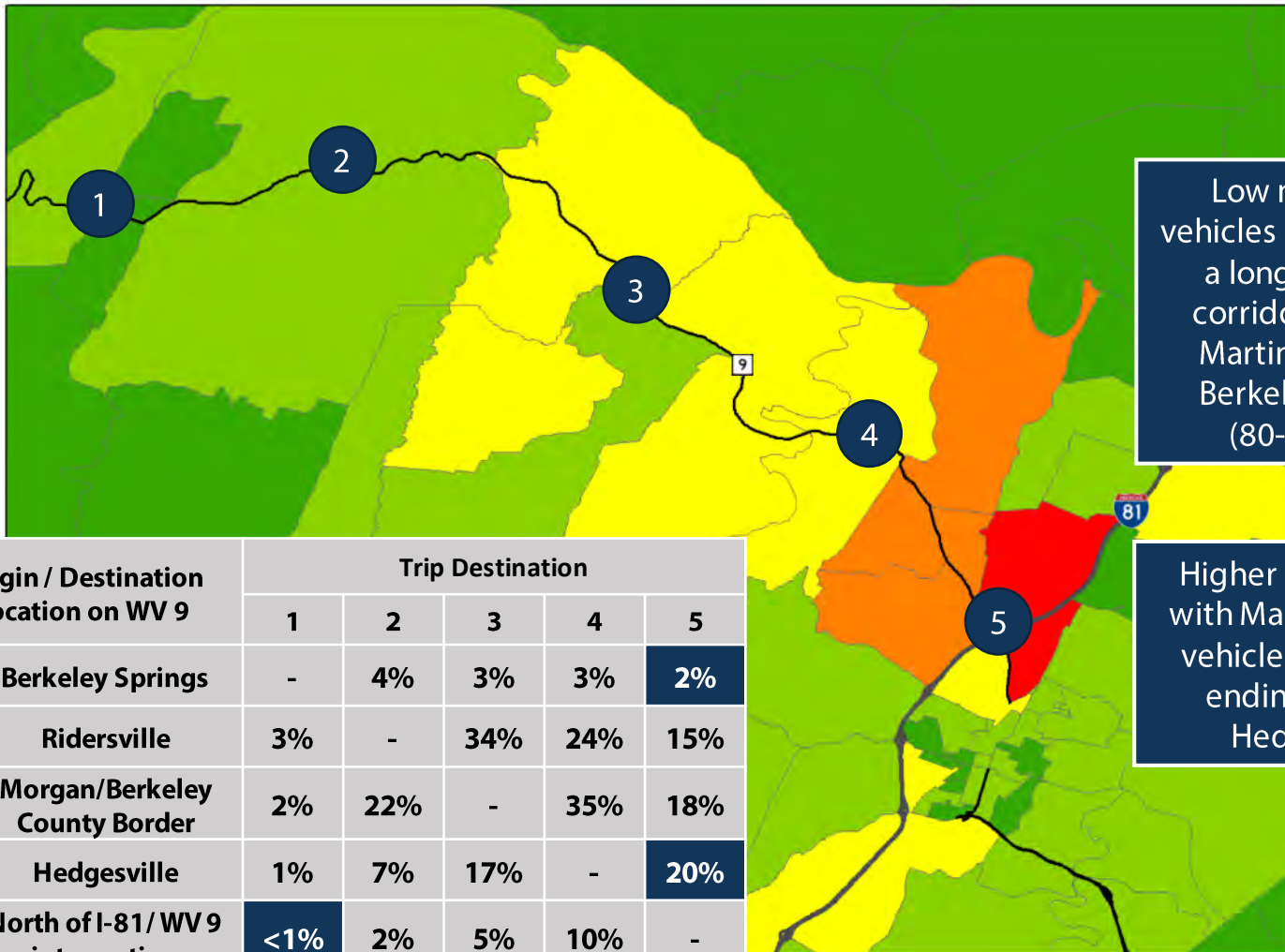
# Traffic Volumes on Corridor

14



# Who Is Using WV 9?

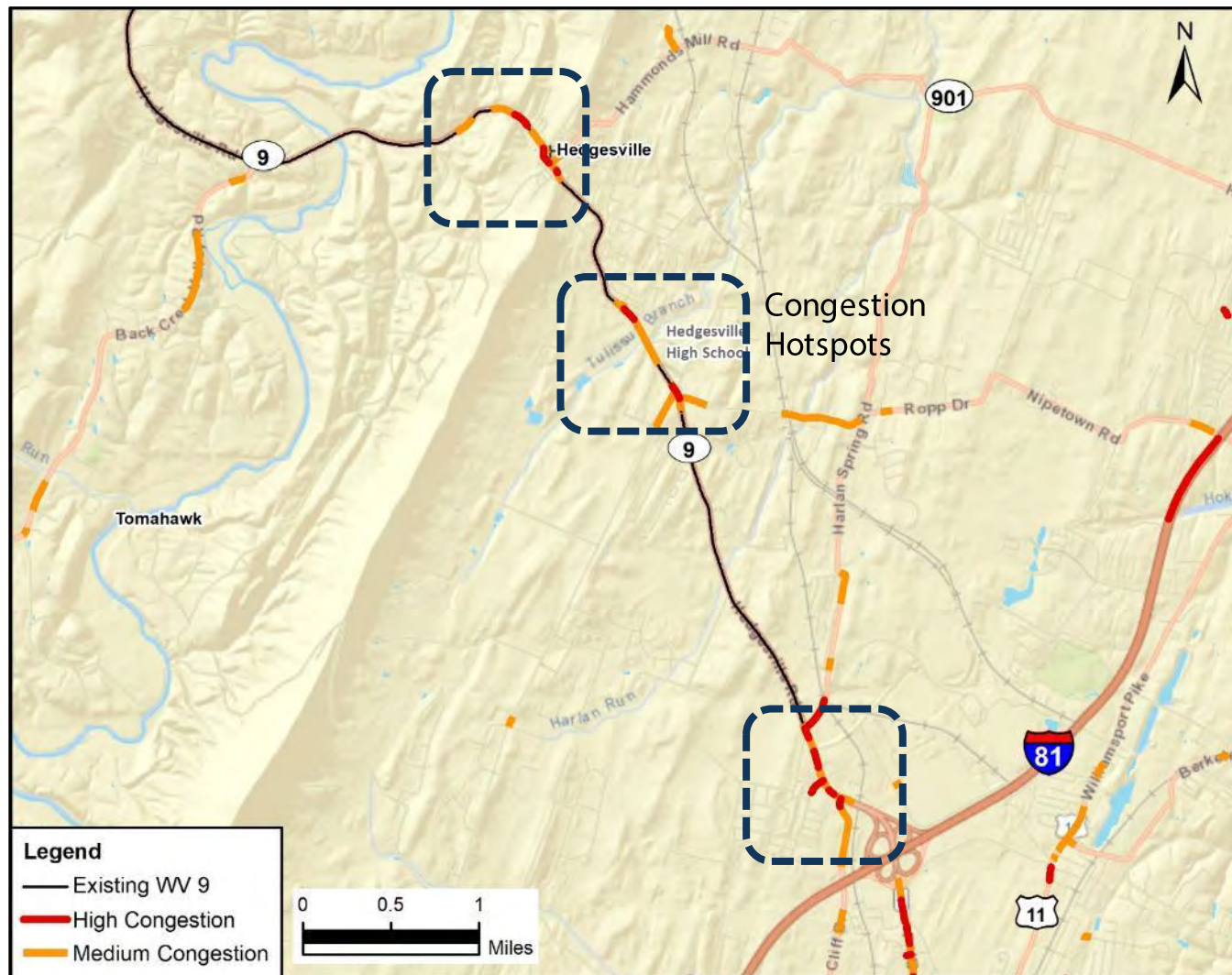
15



Origin / Destination Location on WV 9		Trip Destination				
		1	2	3	4	5
Trip Origin	1 Berkeley Springs	-	4%	3%	3%	2%
	2 Ridersville	3%	-	34%	24%	15%
	3 Morgan/Berkeley County Border	2%	22%	-	35%	18%
	4 Hedgesville	1%	7%	17%	-	20%
	5 North of I-81/ WV 9 intersection	<1%	2%	5%	10%	-

# Traffic Congestion (GPS Data)

16



Source: 2016-2017 TomTom GPS Data HEPMPO LRTP Study (Berkeley County) – Not available for Morgan County



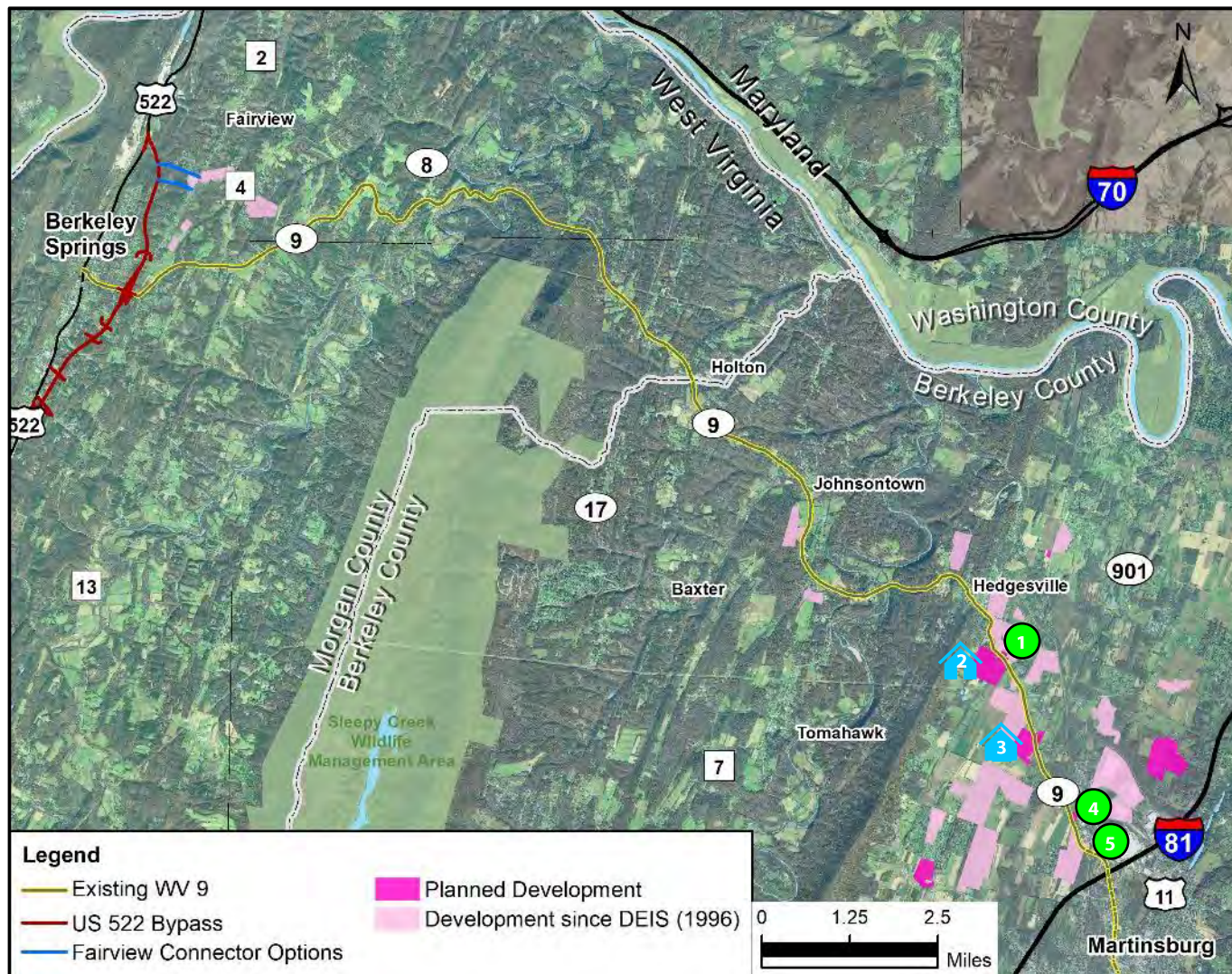
## 17



## High Numbers of Wet Surface Crashes

Source: 2015-2020 (through August) Crash Data





## Planned Future Developments Include:

- 1 ROC Store
- 2 Dillon Farms Subdivision
- 3 Stonecrest Subdivision
- 4 Rutter Store
- 5 ROC Store

Forecast Future  
Traffic Volume  
Growth

Estimate Regional  
Traffic Diversions

Evaluate Forecast  
Traffic Congestion  
Issues

Re-Evaluate  
Potential Safety  
Impacts of Growth

## Steps to Accomplish Above Evaluations

Identify Forecast  
Housing and  
Employment  
Growth in Corridor

Evaluate Scenarios  
of "Induced Land  
Use" Related to a  
New Bypass

Update the  
Regional Travel  
Model (Expansion  
to Morgan County)

Run Model and  
Highway Capacity  
Analyses at  
"Hotspot  
Locations"

Develop  
Simulations to  
Assess Impacts of  
Strategies

# Project Goals and Objectives

**Importance of Goals and Objectives**

**Project Goals and Objectives**



- Basis for Purpose and Need
- Purpose and Need is a required element in the NEPA process
- Objectives can be quantified through Measures of Effectiveness
  - Level of Service
  - Travel Time
  - Crash Rates
  - Miles of Bike Lanes
  - Acres of Impacted Wetlands
  - Etc.
- Measures of Effectiveness will be used to compare alternatives
- Goals and Objectives were developed in cooperation with Project Stakeholder Committee



## Mobility Goal

- Improve mobility between Berkeley Springs and Martinsburg while alleviating congestion on area roadways.
- Objectives include:
  - Eliminating congested areas
  - Improve roadway connectivity including connections to I-81, the US 522 Bypass, and major crossroads
  - Evaluate adding left turn lanes
  - Evaluate a bypass around the Town of Hedgesville



## Safety Goal

- Improve the level of safety for motorists and pedestrians in the Study Area.
- Objectives include:
  - Reduce overall crash rates and evaluate improvements at high crash locations
  - Evaluate adding wildlife crossings
  - Improve bicycle / pedestrian safety
  - Evaluate truck climbing lanes and improved passing zones

## Economic Development Goal

- Support planned development and promote future growth in the area.
- Objectives include:
  - Improve access to growth areas
  - Facilitate freight growth by providing improved truck travel

## Environmental Goal

- Protect and preserve the Region's Environment and Resources.
- Objectives include:
  - Minimize impacts to the Sleepy Creek Watershed and other environmental and cultural resources
  - Evaluate stormwater runoff and related issues
  - Evaluate strategies to improve water quality and protect drinking water

## Multimodal Goal

- Support and enhance all travel modes in the area.
- **Objectives include:**
  - Accommodate pedestrian and bicycle access to commercial areas and within residential areas
  - Improve trail connectivity and evaluate a multi-use path between Martinsburg and Berkeley Springs
  - Facilitate access to local transit service and regional trains

## Corridor Land Use Goal

- Support Corridor Land Use Vision.
- Objectives include:
  - Improve access to growth and recreational areas
  - Evaluate improving recreational areas
  - Minimize impacts to Farmland conservation easements
  - Support Town of Hedgesville zoning plans and restrictions



# Environmental Resources

**Study Area**

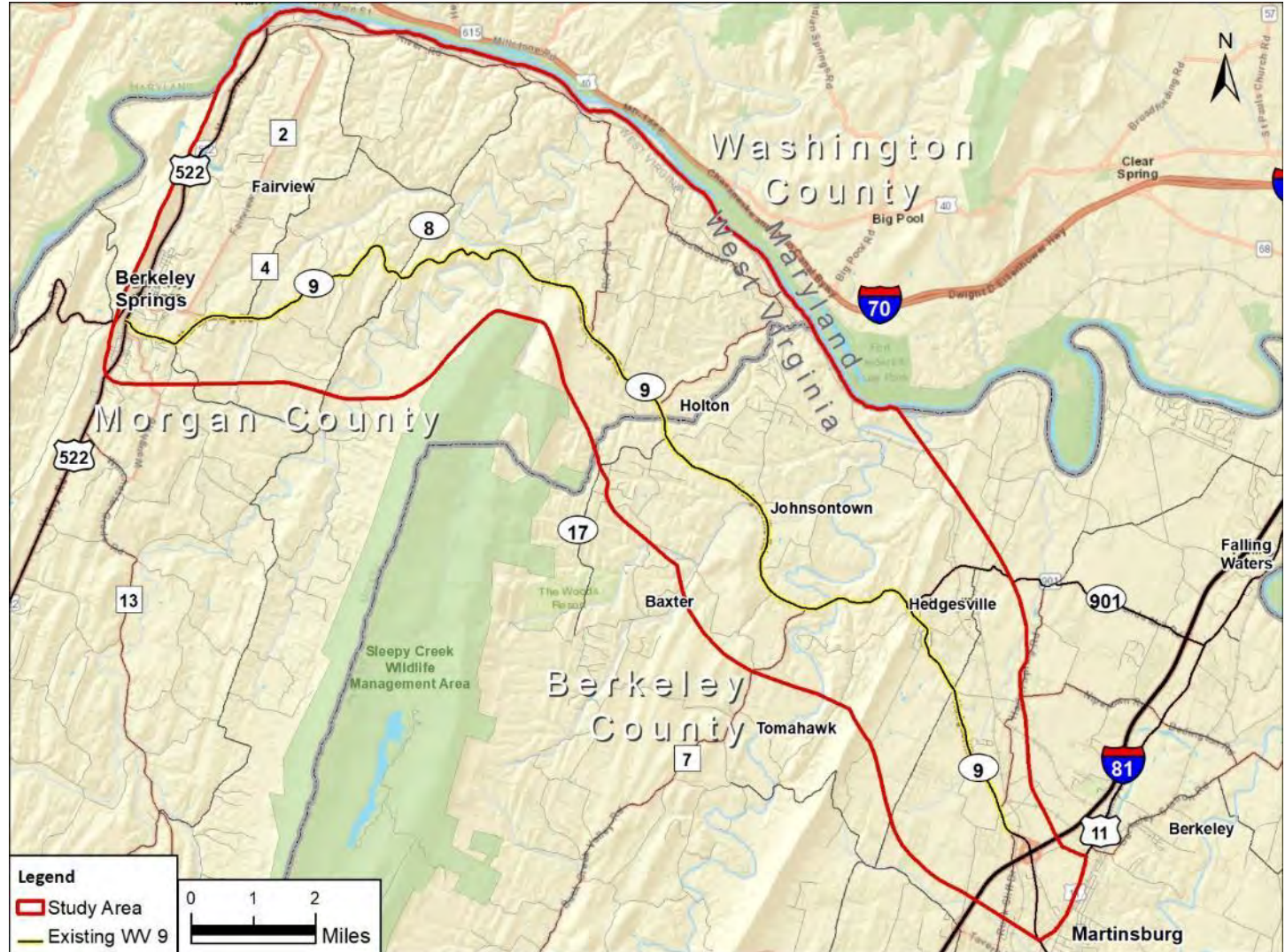
**Environmental Resources**

**Next Steps**

# Study Area

29

- Morgan and Berkeley Counties

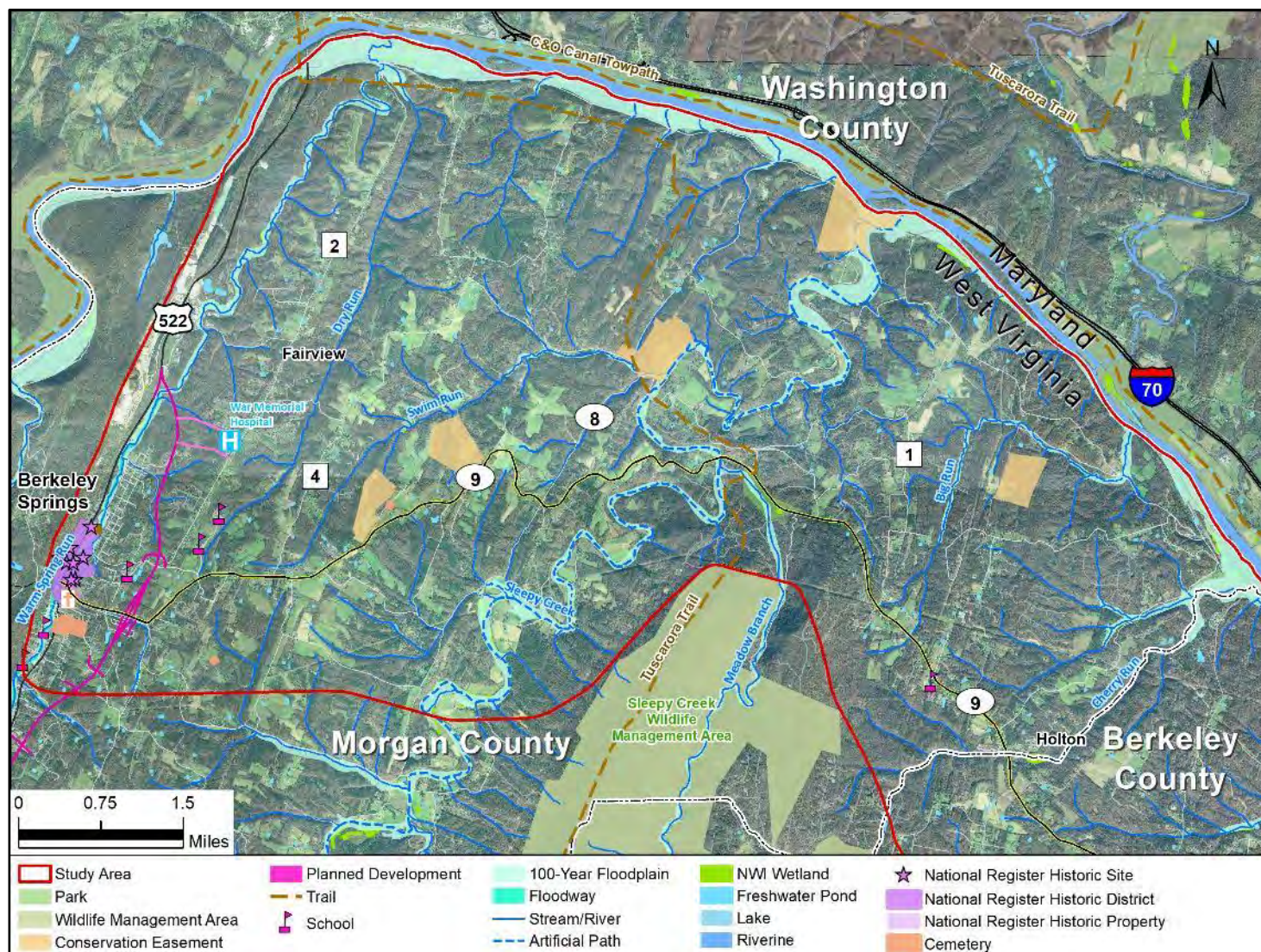




# Environmental Resources – Morgan County

30

- Warm Springs and Sleepy Creek Watersheds
- Area supports threatened plant and animal species
- War Memorial Hospital
- Warm Springs Middle and Intermediate Schools
- Pleasant View Elementary School
- Tuscarora Trail
- Sleepy Creek Wildlife Management Area
- Conservation Easements

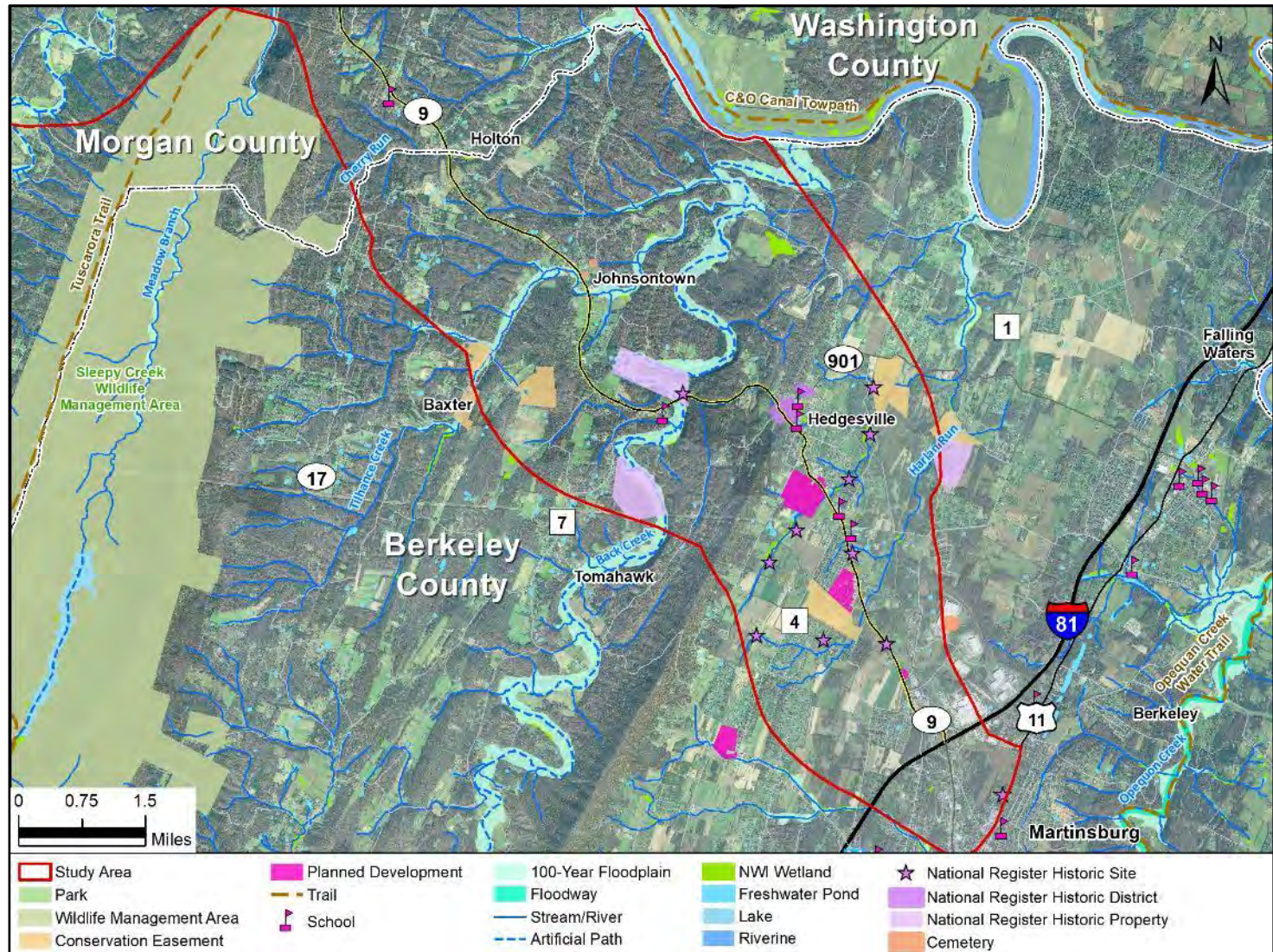




# Environmental Resources – Berkeley County

31

- Back Creek & Tilhance Creek Watersheds
- Area supports threatened plant species
- Tomahawk Intermediate School
- Hedgesville High School & Hedgesville Elementary School
- James Rumsey Technical Institute
- Planned Development
- Conservation Easements





# Next Steps

32

- Conduct windshield survey along alternative corridors
- Update environmental inventory
- Prepare preliminary screening of alternative corridors



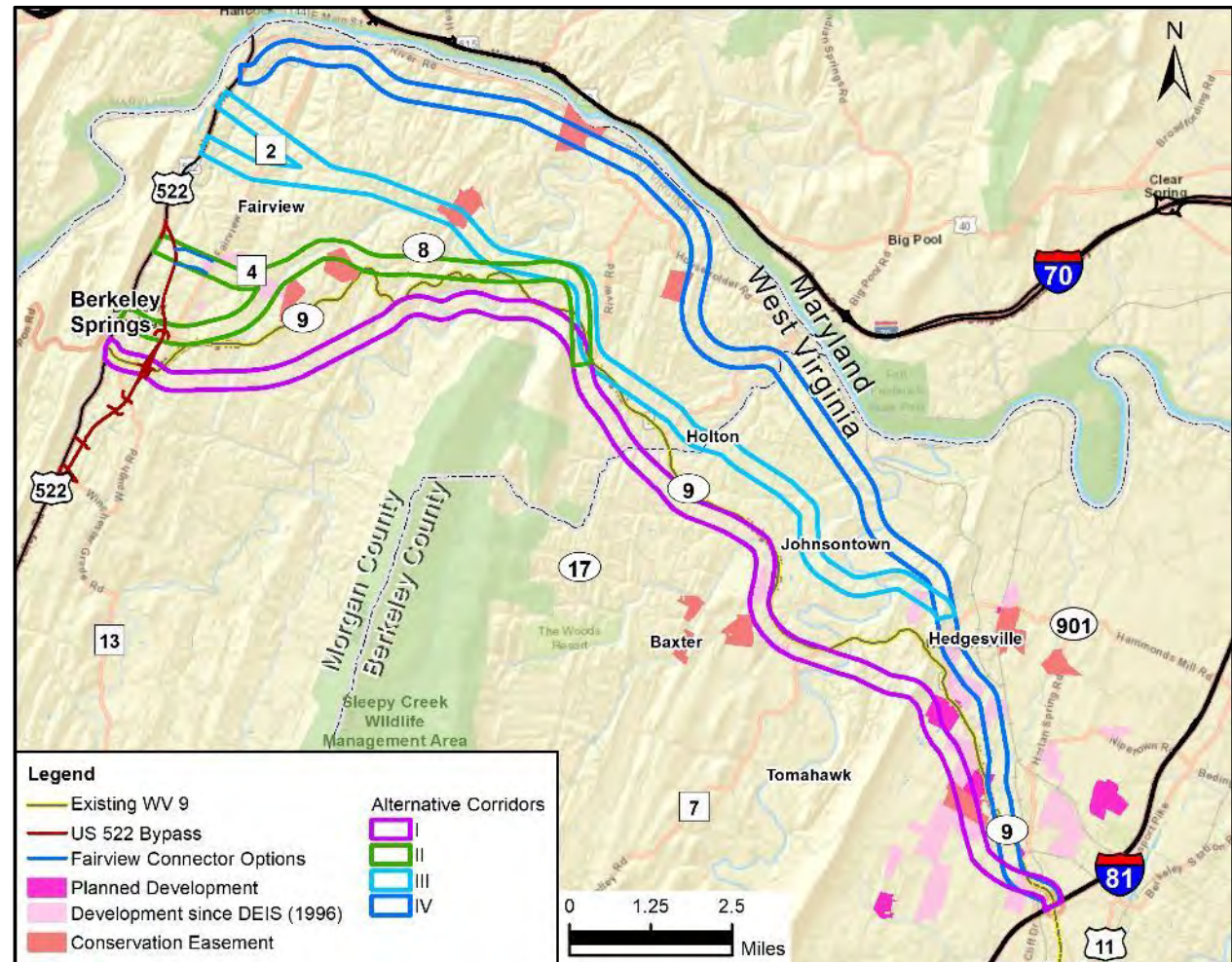


# Alternative Corridors

**DEIS Corridors**

**Draft Alternative Corridors**

- Adjust DEIS Corridors to reduce impact to farmland easements and developed areas
- Connection to proposed US 522 Bypass
- Consider another corridor segment

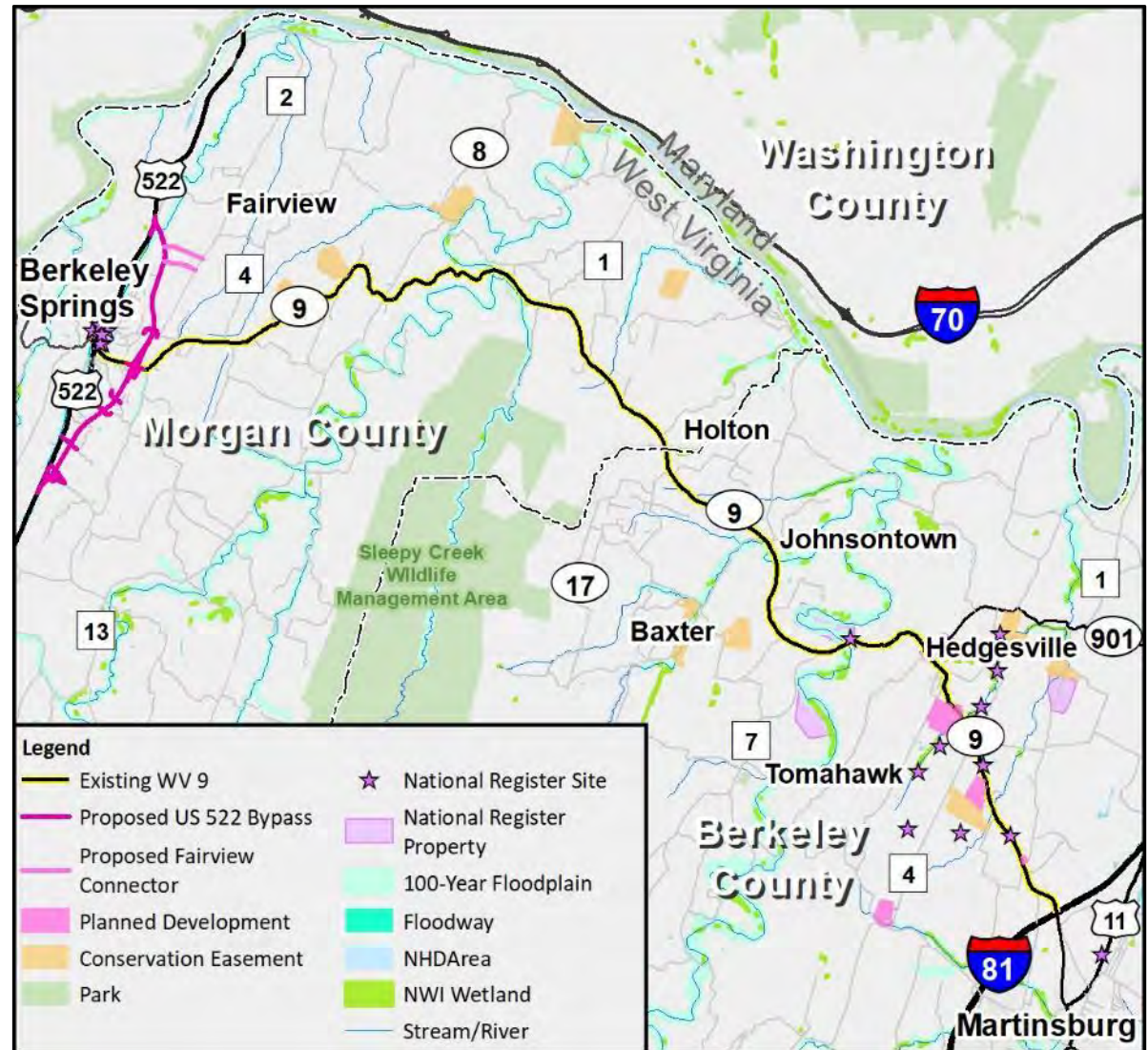




# No Build Alternative

35

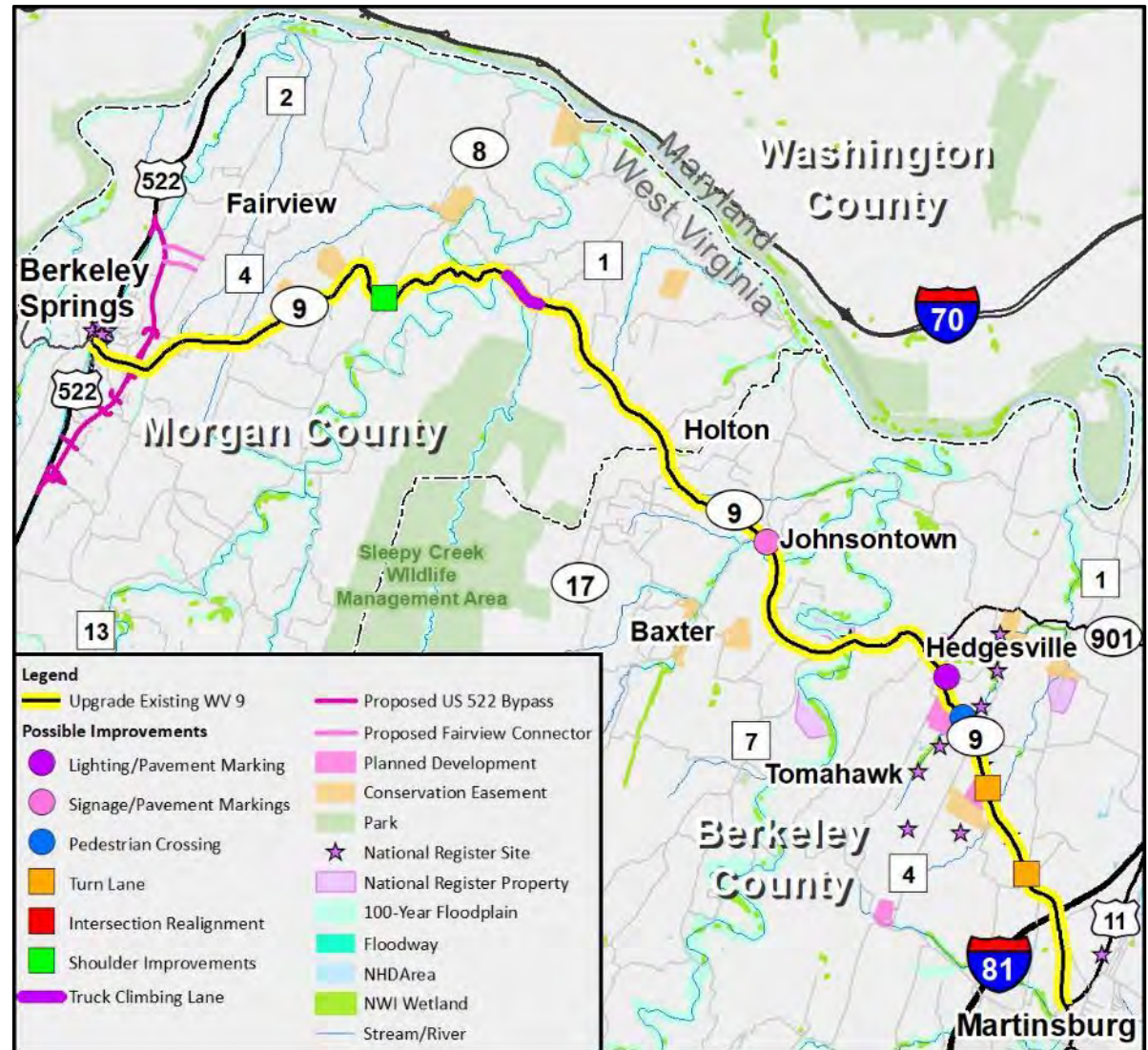
- No new roadway would be constructed
- Maintenance projects to maintain current function
- Serves as a baseline to measure other alternatives



# Upgrade Existing WV 9 Alternative

36

- Upgrade WV 9 on its current alignment
- Remain primarily two-lane
- Minor and Major Improvements to address congestion & safety issues
- Won't solve all congestion issues

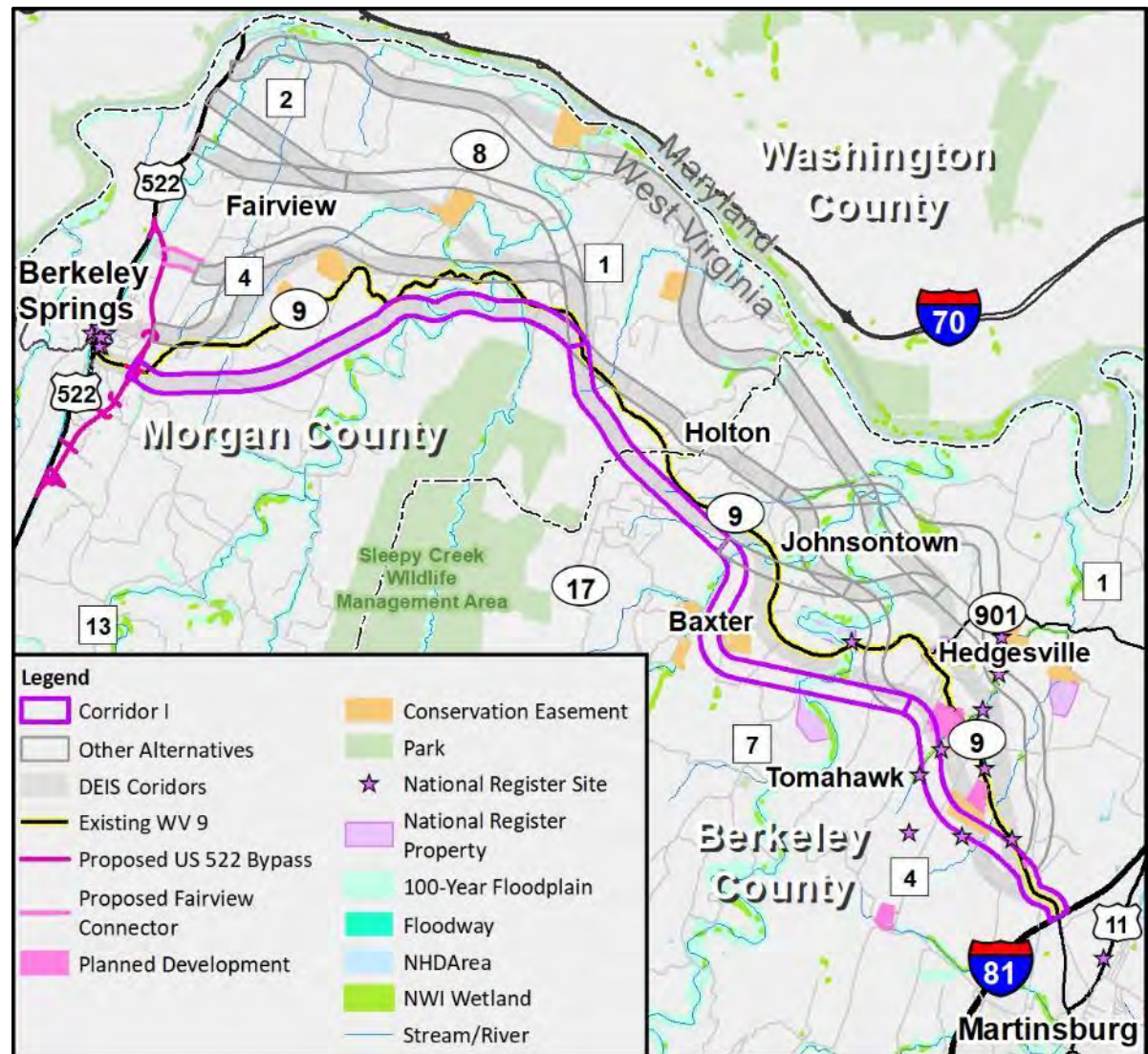




# Corridor I Alternative

37

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Generally, follows DEIS Corridor I staying south of existing WV 9
- Begins at the proposed US 522 Bypass interchange
- Impacts to residential or protected farmlands southeast of Hedgesville is likely
- Minimize conflicts with other environmental resources

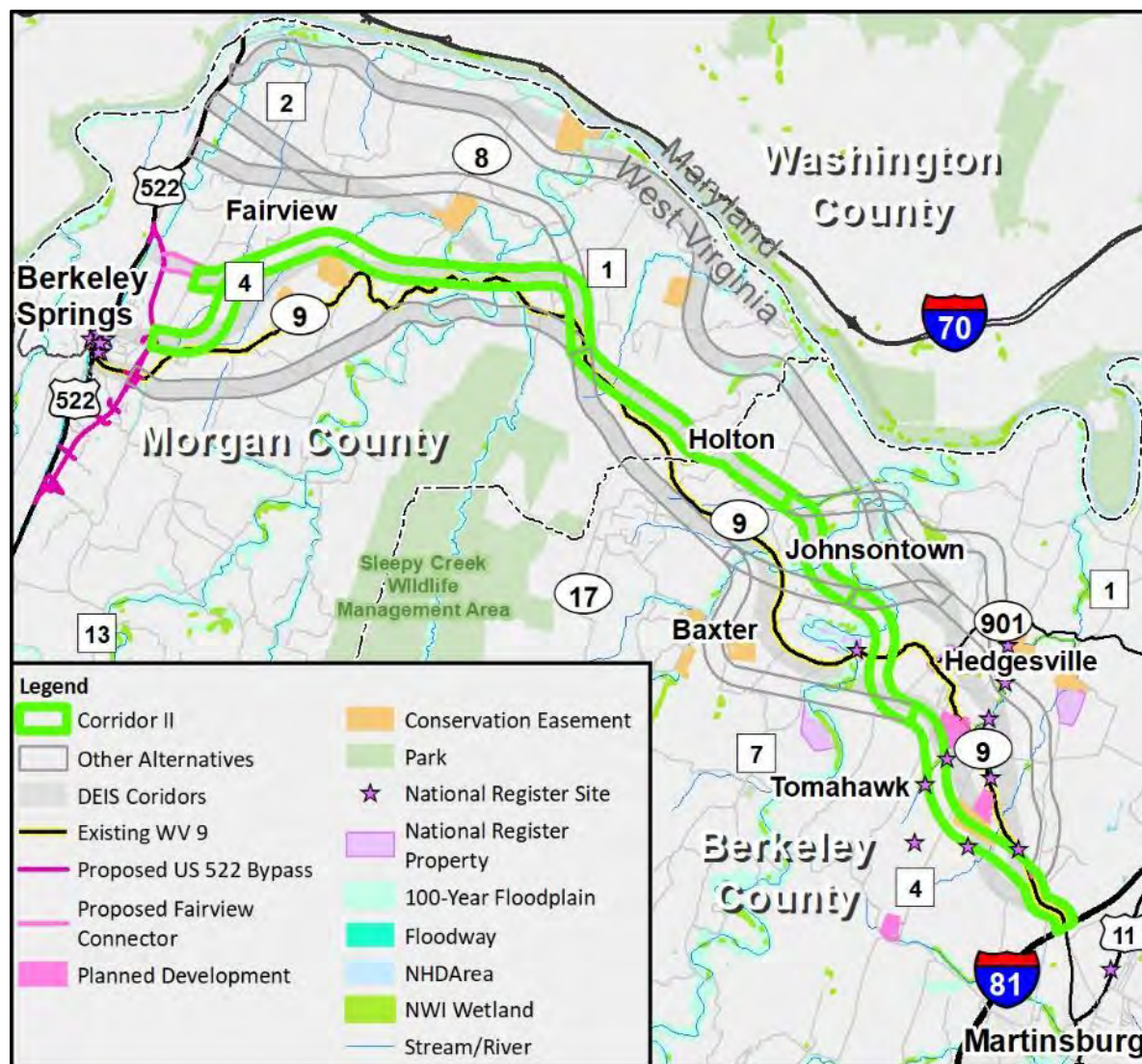




# Corridor II Alternative

38

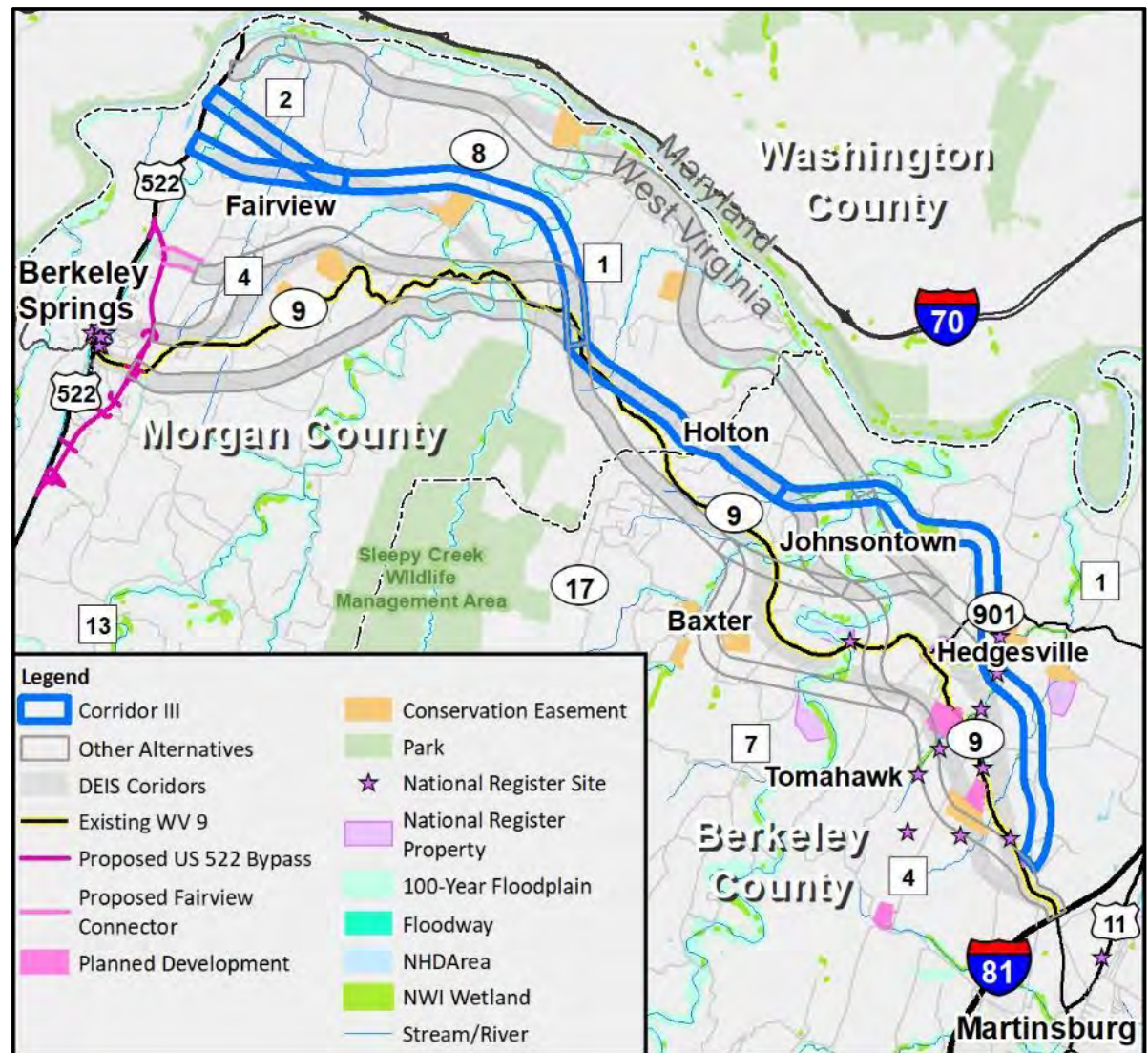
- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at either the proposed Fairview connector or US 522 bypass
- North of WV 9 to just west of Hedgesville then crosses south
- Impacts to residential or protected farmlands southeast of Hedgesville is likely
- Minimize conflicts with other environmental resources



# Corridor III Alternative

39

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at one of two possible intersection locations on US 522
- North of WV 9 staying north of Johnsontown and Hedgesville to Harlan Springs Road
- One historic National Register Site is located within the corridor
- Minimize conflicts with other environmental resources

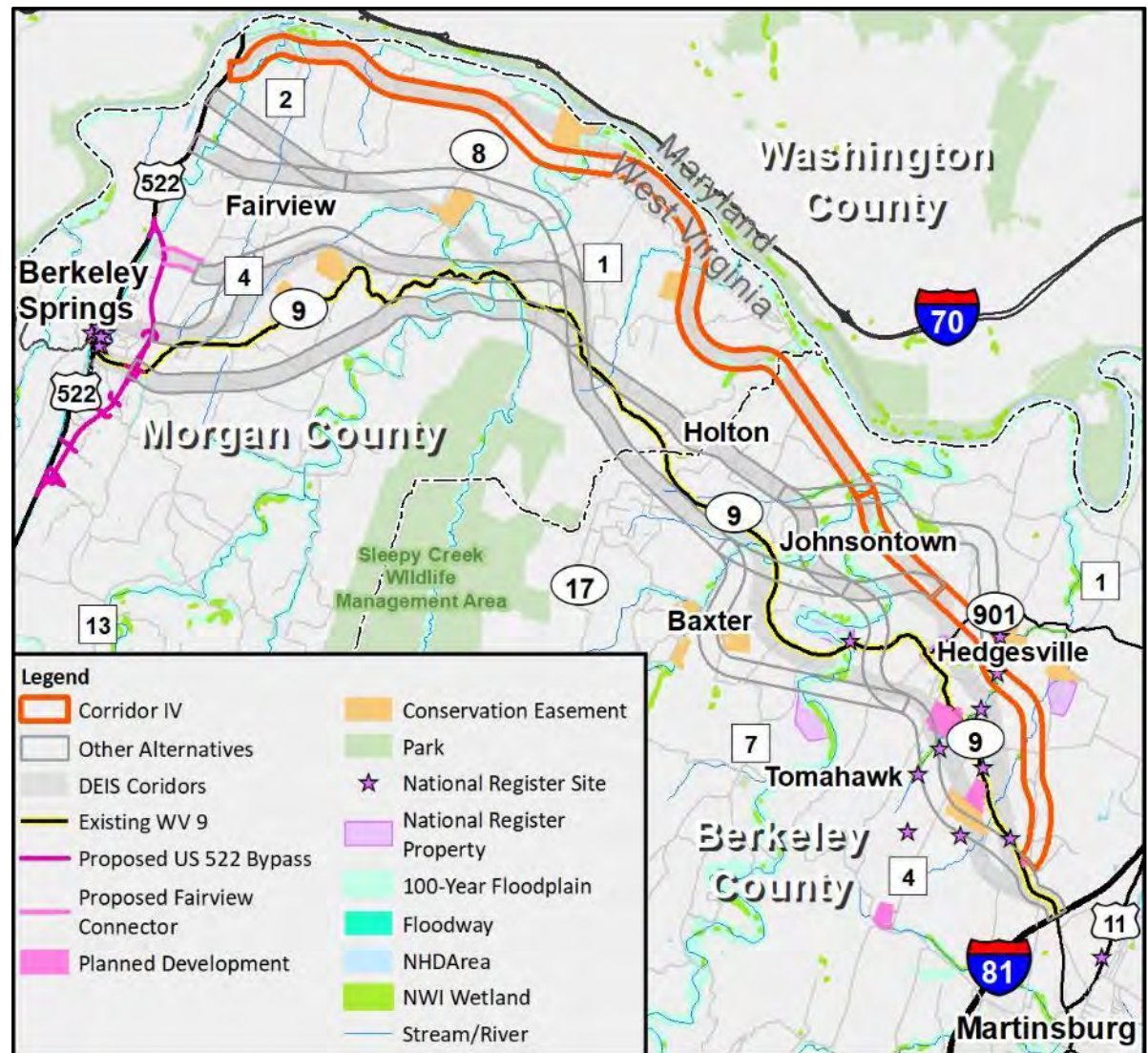




# Corridor IV Alternative

40

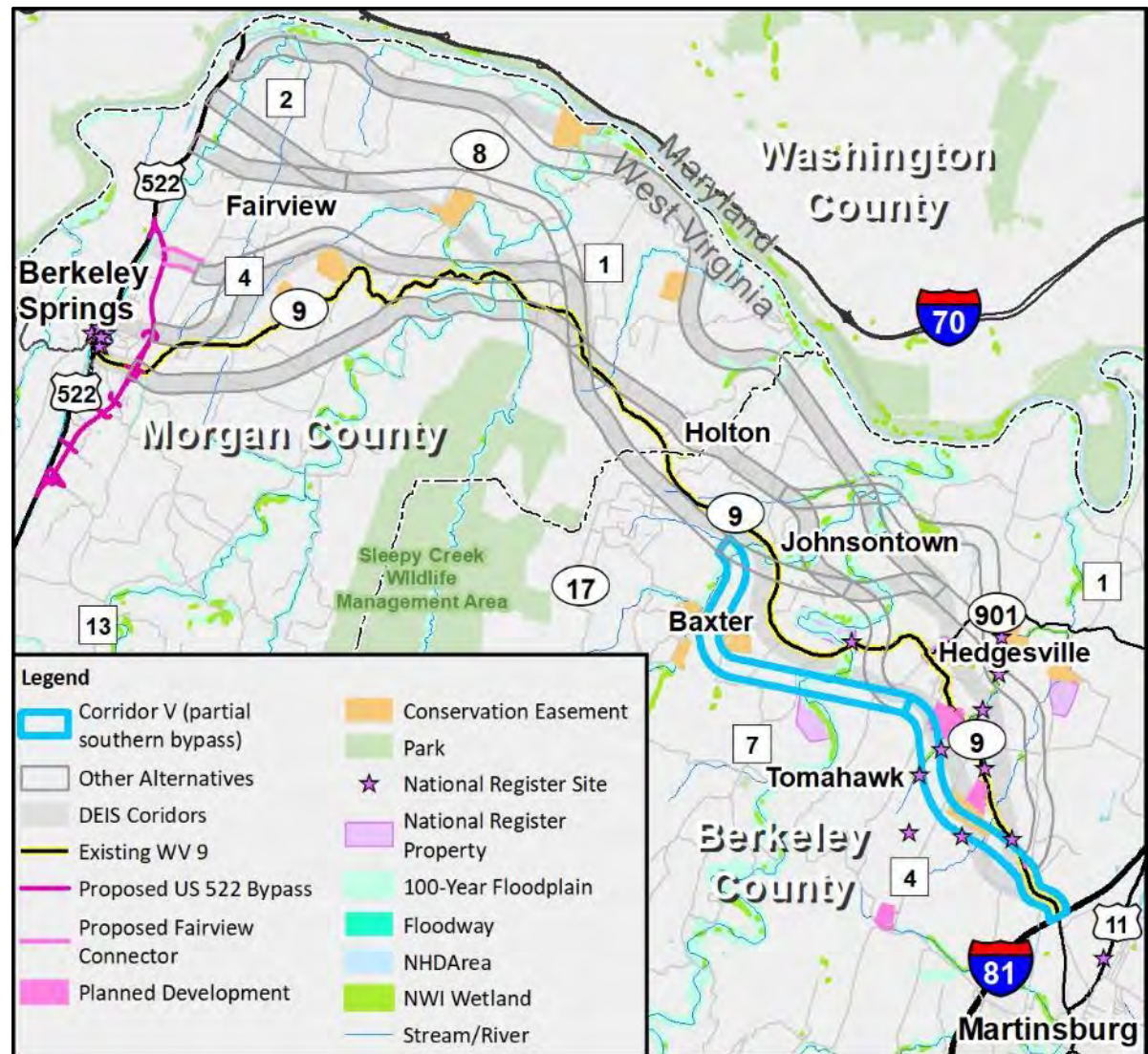
- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begin at existing US 522 just south of the Potomac River Bridge
- Stays north along the state border rejoining WV 9 near Harlan Springs Road
- One historic National Register Site is located within the corridor
- Minimize conflicts with other environmental resources



# Corridor V Alternative

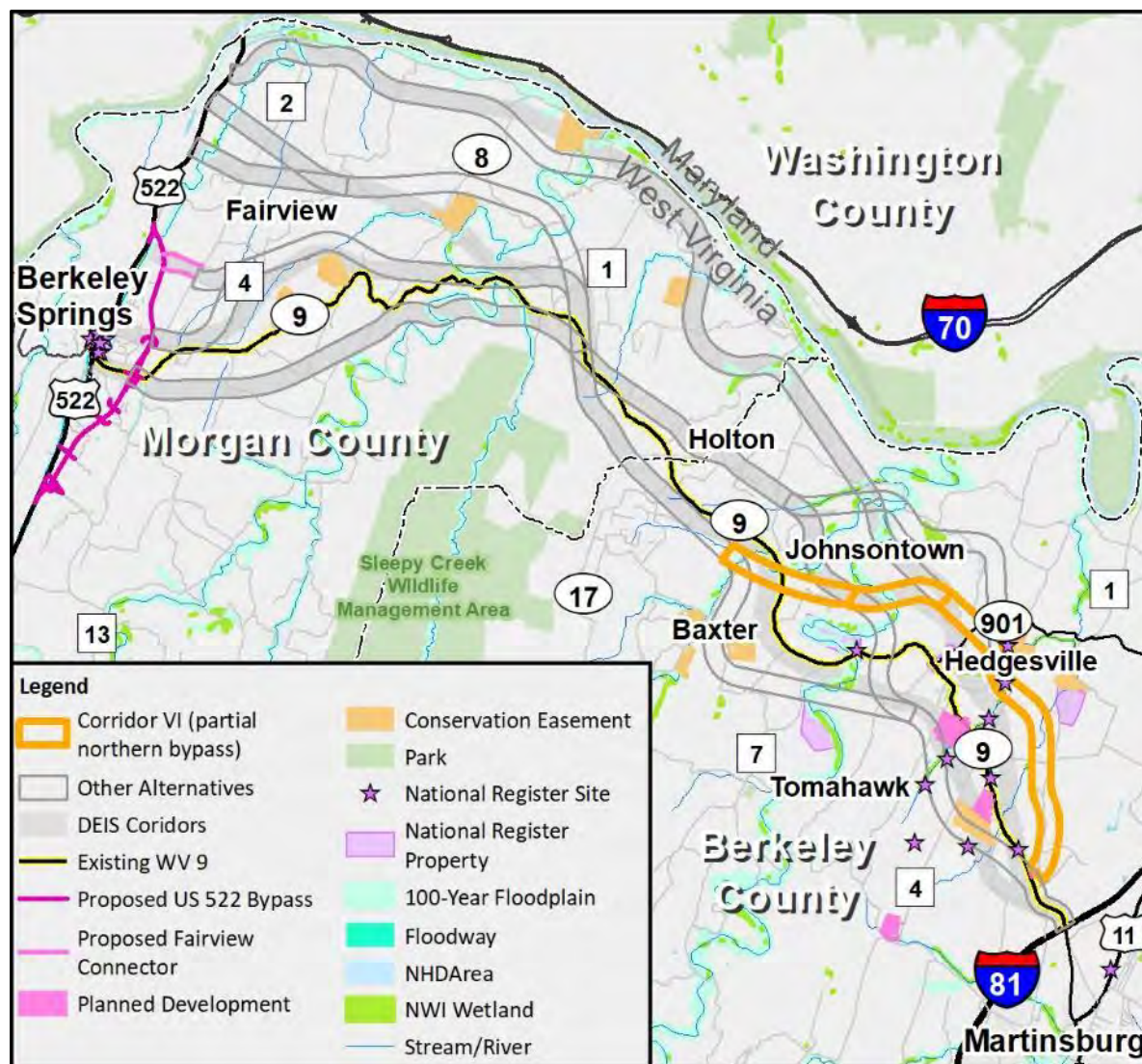
41

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Partial corridor beginning at existing WV 9
- Stays south of WV 9 following Corridor I
- Impacts to residential or protected farmlands southeast of Hedgesville is likely
- Minimize conflicts with other environmental resources
- Can be combined with other corridor alternatives





- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Partial corridor beginning at existing WV 9 near Johnstown
- Stays north of WV 9 and Hedgesville joining WV 9 near Harlan Springs Road
- One historic National Register Site is located within the corridor
- Minimize conflicts with other environmental resources
- Can be combined with other corridor alternatives





- Evaluate the No-Build, Alternative Corridors and upgrade of existing WV 9
- Determine how well each alternative meets the established goals and objectives
- Measure how well each alternative improves identified deficiencies and needs
- Assess impacts to the natural, socio and cultural resources
- Strategize potential avoidance, minimization and mitigation measures
- Identify alternatives to move forward

# Public Input

**Online MetroQuest Survey**  
**WVDOH Webpage**  
**Comments**

- MetroQuest survey

<http://metroquestsurvey.com/eq2n2y>



WV 9 PEL Study

More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1


Provide Your Input on Improvements to WV 9

Learn a bit about this study before you begin.

WELCOME

**We Want Your Input!**

The West Virginia Division of Highways (WVDOH) is conducting a Planning and Environmental Linkage (PEL) study to improve east-west mobility between Berkeley Springs and Martinsburg, WV. Please provide us with your insights on needs, constraints and alternative location preferences.



WV 9 is the primary east-west roadway in the region but provides poor connectivity to the surrounding major roadway network, including I-68/I-70, I-81 and US 522.

→ Next

CORRIDOR NEEDS

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED

## ■ Rank Corridor Needs

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

### 2 What Are The Corridor Needs?

Please rank 3-5 of the 8 corridor needs above the line in your preferred order

WELCOME

CORRIDOR NEEDS

Order your top 3 to 5 corridor needs above this line

- No Current Needs
- Traffic Congestion
- Protect Natural Resources
- Freight Reliability
- Economic Development
- Bike & Pedestrian Access
- Mobility
- Transportation Safety

Please drag 3 to 5 of the identified corridor needs above the line in your preferred order.

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED



## ■ Rate the Alternatives

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1 **WELCOME** 2 **CORRIDOR NEEDS** 3 **Rate Alternatives** 4 **IDENTIFY ISSUES** 5 **STAY INVOLVED**

Please provide your input on the 8 proposed alternatives

No Build Alternative Upgrade WV 9 **Corridor I** Corridor II Corridor III Corridor IV Corridor V Corridor VI

Please rate this scenario

★ ★ ★ ★ ★

**Corridor I**

Corridor I is a 1,500 foot corridor that would contain a new road on new alignment beginning at the proposed US 522 Bypass just east of Berkeley Springs, generally keeping to the south of existing WV 9 and Hedgesville, and rejoining existing WV 9 just west of I-81 near Martinsburg.

**Legend**

- Corridor I
- Other Alternatives
- Existing WV 9
- Proposed US 522 Bypass
- Proposed Fairview Connector
- Planned Development
- Conservation Easement
- Park
- National Register Site
- National Register Property
- 100-Year Floodplain
- Floodway
- NHDA Area
- NWI Wetland
- Stream/River

Map showing the proposed Corridor I route through Morgan County, West Virginia, connecting Berkeley Springs to Martinsburg. The map includes labels for Fairview, Berkeley Springs, Holton, Johnsonstown, Baxter, Hedgesville, Tomahawk, and Martinsburg. It also shows major roads like US 522, US 90, and I-81, and geographical features like the National Register Site and Floodway.



## ■ Identify Key Issues

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1 WELCOME 2 CORRIDOR NEEDS 3 ALTERNATIVES 4 Identify Key Issues on Map 5 STAY INVOLVED

Please drop at least 3 map markers.

Environmental Historic & Cultural Congestion Safety Concern Property Other Comment

Map Satellite

**Identify Key Issues on Map** X

What's important to you in this study area?

Please drag & drop markers on the specific locations within the study area (shown in red) to identify important features or concerns. **Hint:** use the map's zoom tool (+) to view and comment on a specific place!

✓

Google

Map data ©2021 Google Terms of Use Report a map error

Select Zoom Location ▾

## ■ About You

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

✓

2

3

4

5

WELCOME

CORRIDOR NEEDS

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED


### Tell Us About You

Tell us a bit about yourself. Please click finish when you are done.

#### Final Questions (Optional)


- How often do you travel on WV 9?
- Home Zip Code  
 0/50
- Work Zip Code
- Age
- Provide your email address to stay informed.  
 0/50


Answer the questions you want to, then click Finish:


 **Finish**

#### Thank You!

Thank you for taking your time to complete our survey! Your input is an important part of the planning process and this study.



 **Project Partners**

 **Project Site**

<https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>



Transportation > Highways > Planning Division > Public Comment > WV-9 Planning and Environmental Linkages Study

## WV-9 Planning and Environmental Linkages Study

**State Project:** T233-9/-25.76

**Federal Project:** SPR-0009(254)D

The West Virginia Division of Highways (WVDOH) will hold an informational virtual public meeting March 4, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated will include new road construction as well as upgrades to existing WV 9. This is a planning level workshop through which the WVDOH and the consultant team will present project information and seek public input regarding potential environmental and socioeconomic constraints within the project study area. The formal presentation will begin at 6:00PM. Please see below for meeting access information.

- **Comment online or in writing via WVDOT's website**
- **Due by April 5, 2021**
- **Send written comments to:**
  - Mr. Elwood Penn**
  - Director, Planning Division**
  - West Virginia Division of Highways**
  - 1900 Kanawha Boulevard**
  - Building 5, Room 740**
  - Charleston, West Virginia 25305**
- **Request a printed comment form by emailing**  
**Karen.E.Allen@wv.gov**

To:

Date:

Mr. Elwood Penn, P.E.  
Director, Planning Division  
West Virginia Division of Highways  
1900 Kanawha Boulevard, East  
Building 5, Room 740  
Charleston, West Virginia 25305-0430

DATE: March 4, 2021  
LOCATION: Virtual Meeting via WebEx  
SUBJECT: Information Public Workshop Meeting  
PROJECT: WV 9 Planning and Environmental Linkages Study  
STATE PROJECT: T233-9/-25.76  
FEDERAL PROJECT: SPR-0009(254)D  
Berkeley and Morgan Counties

COMMENTS DUE BY MONDAY, APRIL 5, 2021

Please consider the following comments:

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Please print the following information:

NAME:

ADDRESS:



# Next Steps

**Conduct Windshield Survey**

**Review Survey Results and Comments**

**Alternative Screening**

**Preliminary Findings**

**Stakeholder Workshop**

**Public Workshop**





**Public Workshop Newspaper Notice**  
**April 1 – May 5, 2021**

**NOTICE  
OF  
VIRTUAL  
INFORMATIONAL  
PUBLIC MEETING**

**WV 9 PLANNING AND  
ENVIRONMENTAL  
LINKAGES STUDY  
STATE PROJECT  
T233-9/-25.76  
FEDERAL PROJECT  
SPR-0009(254)D**

**BERKELEY AND  
MORGAN COUNTIES**

The West Virginia Division of Highways (WVDOT) will hold an informational virtual public meeting May 11, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the eastwest transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated include new road construction as well as upgrades to existing WV 9. This is a planning level workshop through which the WVDOT and the consultant team will review the preliminary study findings and alternatives and request input to move forward to a future National Environmental Policy Act study. The formal presentations will begin at 4:30PM and 6:00PM. Please see below for meeting access information.

Those wishing to file written comments may send them on or before May 25, 2021 to: Mr. Elwood Penn, Director, Planning Division, West Virginia Division of Highways, 1900 Kanawha Boulevard, Building 5, Room 740, Charleston, West Virginia 25305. Visit the WVDOT website at <http://go.wv.gov/dot> comment for project information and the opportunity to comment on the project.

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs, and activities. Please contact us at (304) 414-6901. 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).

Access for the 4:30PM virtual meeting:

When it's time, join your Webex meeting here.

Ad Number 108962

**Affidavit of Legal Publication and Posting**

**STATE OF WEST VIRGINIA**

**COUNTY OF Kanawha, TO-WIT**

I Janice Alston, Classified Advertising

Representative of the The Charleston Gazette-Mail, a newspaper

published in the county of Kanawha, West Virginia, hereby

certify that the annexed publication was inserted in said

newspaper The Charleston Gazette-Mail.

The cost of publishing said annexed advertisement

as aforesaid was \$ 383.96

Commencing On: 04/21/2021

Ending On: 05/05/2021

Given under my hand this day 05/05/2021

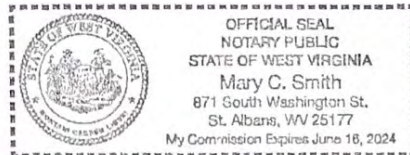
Sworn to and subscribed before me 05/05/2021  
at Charleston, Kanawha County, West Virginia

Mary C. Smith

Notary Public of, in and for Kanawha County, West Virginia

MY COMMISSION EXPIRES: 6-16-24

[Signature]



CO  
a  
CERTIFICATE OF PUBLICATION

NOTICE  
OF  
VIRTUAL INFORMATIONAL PUBLIC MEETING

WV 9 PLANNING AND ENVIRONMENTAL LINKAGES STUDY  
STATE PROJECT T233-9/-25.76  
FEDERAL PROJECT SPR-0009(254)D  
BERKELEY AND MORGAN COUNTIES

THIS IS TO CERTIFY that a legal publication as

Notice of Virtual Public

Meeting

placed by

WV Press Service Inc.

appeared for 3 consecutive weeks in  
THE MORGAN MESSENGER, a newspaper  
published in Berkeley Springs, WV, in its issue  
beginning

April 21, 2021

and ending

May 5, 2021

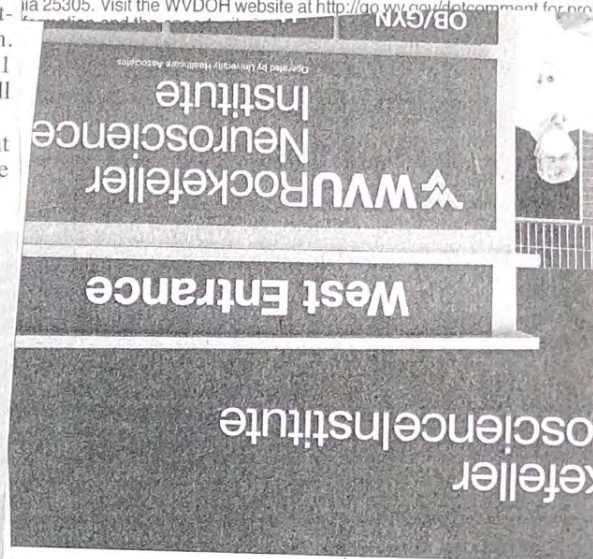
Per Bill Henry  
THE MORGAN MESSENGER, INC.

Words 1,500

Charge \$ 450.00

West Virginia Division of Highways (WVDOH) will hold an informational public meeting May 11, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated include road construction as well as upgrades to existing WV 9. This is a planning workshop through which the WVDOH and the consultant team will review preliminary study findings and alternatives and request input to move forward with future National Environmental Policy Act study. The formal presentations will be at 4:30PM and 6:00PM. Please see below for meeting access information.

Those wishing to file written comments may send them on or before May 25, 2021 to: Mr. Elwood Penn, Director, Planning Division, West Virginia Division of Highways, 1900 Kanawha Boulevard, Building 5, Room 740, Charleston, West Virginia 25305. Visit the WVDOH website at <http://go.wv.gov/dotcomment> for more information and the meeting agenda.





# INFORMATIONAL WV 9 PLANNING AND ENVIRONMENTAL LINKAGES STUDY STATE PROJECT T233-9/-25.76 FEDERAL PROJECT SPR-0009(254)D BERKELEY AND MORGAN COUNTIES

The West Virginia Division of Highways (WVDOT) will hold an informational virtual public meeting May 11, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the eastwest transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated include new road construction as well as upgrades to existing WV 9. This is a planning level workshop through which the WVDOT and the consultant team will review the preliminary study findings and alternatives and request input to move forward to a future National Environmental Policy Act study. The formal presentations will begin at 4:30PM and 6:00PM. Please see below for meeting access information.

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## Access for the 4:30PM virtual meeting:

Join from the meeting link  
<https://mbakermeet.webex.com/mbakermeet/j.php?MTID=m922aca0b12d4ae6f0769fc14613d3ac>  
Join by meeting number  
Meeting number (access code): 129 831 4073  
Meeting password: PVgbbhC3j32  
Tap to join from a mobile device (attendees only)  
Join from a video system or application  
Dial 1298314073@mbakermeet.webex.com  
You can also dial 173.243.2.66 and enter your meeting number.  
Join using Microsoft Lync or Microsoft Skype for Business  
Dial 1298314073.mbakermmeet@lync.webex.com

Need help? Go to <https://help.webex.com>

## Access for the 6:30PM virtual meeting:

Join from the meeting link  
<https://mbakermeet.webex.com/mbakermeet/j.php?MTID=mbc4a157a67218723a29bd32aad14664d>  
Join by meeting number  
Meeting number (access code): 179 011 0999  
Meeting password: 73bPMjexYk3  
Tap to join from a mobile device (attendees only)  
+1-202-860-2110, 1790110999## United States Toll (D.C.)

## Certificate of Publication

This is to certify the annexed advertisement

Virtual Public  
Meeting Notice

appeared for three consecutive days/weeks  
in The Journal Publishing Company, a newspaper  
published in the City of Martinsburg, WV  
in its issue beginning

21 April 2021

and ending:

5 May 2021

The Journal  
207 W. King Street  
Martinsburg, WV 25401

Fee \$ 836.85

THE STATE OF WEST VIRGINIA  
COUNTY OF BERKELEY

the foregoing instrument was acknowledged

before me this 17 May 2021

SPH/SPS by

My commission expires Apr 29 2023

Carol Bush

Notary Public







## Public Workshop Summary

May 11, 2021

4:30 – 6:00 PM

## WV 9 Planning and Environmental Linkage Study

### Workshop Summary

#### Public Workshop | May 11, 2021 | 4:30 PM – 6:00 PM

Virtual Workshop via WebEx

#### Attendees

See attached attendee list

#### Workshop Materials

- PowerPoint Presentation

#### Workshop Purpose

To update the public on the status of the project, present the preliminary study findings and solicit input on those findings and the alternatives to be recommended to move forward to a future NEPA study. Attached is the Workshop presentation. The following is a summary of the discussion and comments received during the workshop.

#### Questions/Comments

- Cody Miller – Was the impact of railroad crossings included in the model/analysis? There is certainly an imbalance of railroad crossings when comparing corridor options. This is critical to understand as 5 or 6 crossings will impact the mobility and safety measures heavily. May not be "green" once this variable is included.
  - Response: The rail crossings are not included in the travel modeling. For the new corridor alternatives, it is assumed all rail crossings will be grade separated. In addition, we do not currently have information on the number of trains and the current impact it has on congestion.
- Lee - This screening does not seem to reflect the public's opinions.
  - Response: Public opinion is a separate screening item on the screening summary. Overall public opinion is very important.
- Rosemary - It doesn't represent my goals, especially since I live on Barksdale Lane.
  - Response: The comments were made in regard to the Goals and Objectives which were looking at the whole corridor. Public Opinion was included as a criterion in the overall project screening and is very important. Also, current corridors are 1,500 foot wide. Ultimately, a much smaller alignment 200 Ft. +/- wide would be developed within the chosen corridor, so it is too early to assess impacts on one specific location. This input is very important, and all comments will be passed into the next step in the NEPA process.
- Matthew Campbell - It's obvious that the existing route 9 could be widened from the existing point by GM Access Road to just south of Hedgesville and avoid major disruption.
  - Response: This is true, but it cannot be widened through Hedgesville and therefore would not address all the congestion issues in the corridor.



- Roger Goodwin - Will this study be available on the WVDOH web site?
  - Response: Yes the study will be available at <https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>
- Robin Alman - When will you have a single selection on the corridor selection?
  - Response: In the first phase of the NEPA / Preliminary Design step, which is currently not funded. It would be at least a year into that process.
- Rosemary Johnson - Which corridor includes Barksdale Lane?
  - Response: Corridor IV
- Roger Goodwin - Will this project be eligible for Roads to Progress funds?
  - Response: Not likely (the program is Roads to Prosperity) but is for projects already well along in the process and those projects have already been identified.
- John Hausman - What time frame will the final route be determined?
  - Response: Typically, about 10 years. Alignment selection would typically be 2-3 years into the future process.
- Andrea F - Can you summarize the overall timeline? NEPA, scheme selection, funding and final implementation?
  - Response: Typically, about 10 years. Alignment selection would typically be 2-3 years into the future process.
- Matthew Campbell - a new major highway from US 522 to I-81 for freight is not needed as it already exists as I-70
  - Response: A new highway would be a more direct route to Martinsburg from the northwest.
- Mary Palmer - Is there a possibility of seeing a potential corridor route on the north side of Rt. 9 that avoids the Speck Spring Farm?
  - Response: We believe so and have recommended it be studied in the next phase. Shifting however could impact a farmland conservation easement
- Barry Bays – When will this be constructed?
  - Response: Unknown, but likely 10 years or more out.
- Sue DeVall - Will date of passage of federal infrastructure bill impact 10 year time frame?
  - Response: Yes, delays in funding would impact the implementation schedule
- Roger Goodwin - Does the study take into account traffic impact caused by school system? When schools are in session?
  - Response: Not specific school impacts. The model assesses overall peak hours which would likely include school impacts
- Lee - How much does the public opinion affect this project despite the project's objectives? It seems all the congestion needing attention is in Hedgesville? Why are these billion dollar extensions being considered, despite the little traffic along the routes?
  - Response: Public opinion is important all the way through the process. Safety is also an issue, as is travel time reliability. All these items are important.



- Jessi Knipe - Is there any information about how much time this would save trucker traffic going from Berkeley Springs to I-81 vs. just taking I-70?
  - Response: Don't have specific information, but the through truck volume is relatively low, so it is not likely to significantly divert trucks from I-70. However, incidents on I-70 could cause significant diversions to occur.
- Roger Goodwin - You can't even get left turn lanes in Hedgesville, so you have to by-pass it?
  - Response: That is why a bypass is considered – you can't widen in Hedgesville so the bypass would be the only way to mitigate the congestion.
- Hannah Rosensteel - Why can it not be widened through Hedgesville, but it is possible to take homes and land from residents between Hedgesville and Berkeley Springs where there are little to no congestion issues?
  - Response: In rural areas, most residences can likely be avoided. Widening through Hedgesville would clearly impact many residences
- John Landi - The no build and upgrade options, had the most supporting comments, and were also the top rated. Why would you still considering doing the alternatives, when the public prefers no build, and the cost is also better for no build or to upgrade
  - Response: The total number of comments favoring Build options is as high as the No-Build or upgrade, but are diluted over six options. The public opinion and cost numbers are important, but other factors also are important and one purpose of the studies is to identify these issues and identify the tradeoffs. For a project of this magnitude, it wouldn't be stopped right away due to the public comments, but they will be a very important consideration moving forward.
- Charlie - I see that one of the routes go straight through my farm off of Baxter Road I have so many questions
  - Response: Again, at this phase we are looking at a number of 1,500 ft. corridors. Ultimately, one corridor would be selected, and then alternative 200 ft alignments would be developed within that corridor. At this stage, it is way too early to look at impacts to one property. A major purpose of this study is to learn about the issues in the corridor so that they can be addressed in the future.
- Rosemary Johnson - Having lived here for over 20 years, I see no congestion other than that from Hedgesville to I-81.
  - Response: Again, congestion in Hedgesville is not the only deficiency in the study area. Safety and travel time reliability (especially when there are incidents or poor weather) are also deficiencies in the corridor
- Lee - I second that Rosemary!
- Charlie - I third
- Fiona Harrison - Fourth!
- John Hausman - 5th
- Bobbie Bond - agree Rosemary!

- Roger Goodwin - The impact from the schools is huge
  - Response: Yes, that is a factor that needs to be considered for all the alternatives
- Rosemary Johnson - What is the purpose of spending billions of taxpayer dollars when there is no urgent need...fix 9 from Hedgesville to I-81 . This congestion is primarily due to residential over development.
- Charlie - Agreed
- Bobbie Bond - absolutely!!! Rosemary!!!!
- Paul Taylor - you said it !!!!!!!
- Bobbie Bond - Corridor #4 seems to consider only intermodel (t/t) traffic
- Charlie - Then what's the point
  - Response: All of these comments are important and will be part of the record going forward in the process.
- Lee - Could safety be addressed with speed cameras and congestion with traffic circles?
  - Response from Matt Mullenax - Red light and speed cameras are prohibited in WV. Currently covered in legislation prohibiting these items.
  - Response from design team: Traffic circles would be considered as designs are advanced.
- Charlie - Lee I agree
- Paul Taylor - Do you guys care about the families that are going to lose the house they been in all their lives and when will we know what roads you are looking at
  - Response: Again, we are very early in the process and don't know what properties would be impacted.
- Rosemary Johnson - Leave our homes alone...there is absolutely no need for this disruption of our lives. Address the problem where the congestion exists
- John Hausman - I agree with Paul. It seems like the corridors are for other people and not who actually lives there.
- Rosemary Johnson - With all this conjecture you are making our homes unsaleable and worthless
  - Response: We are too early in the process for property values to be impacted.
- Hannah Rosensteel - It sounds like more value is placed on homes, buildings, and residents in the town of Hedgesville... and the rural residents living in the path options are less valuable. The over development that has been allowed IN Hedgesville caused this problem, our rural residents shouldn't have to pay the price or be robbed of homes and land to pay for it. Fix the problem where the problem lies.
  - Response: Again, this is not the intention, and as the project advances every effort will be made to avoid or minimize residential impacts, rural or otherwise
- Jessi Knipe - Good point, Hannah!
- Paul Taylor - well said HANNAH





- Roger Goodwin - Traffic at times during the peak period will back up all the way to the post office in Hedgesville and at times to
- Lee - Who are these people concerned about reliable travel times in the mountains?
  - Response: Freight and trucking companies are concerned about this. Travel time reliability is a standard consideration in state and regional highway planning
- David Costello - If a person were to drive Route 9 from Berkeley Springs to Charles Town, They will have to either drive through downtown Martinsburg, or merge onto 81 south and get off at exit 12 on Apple Harvest Drive. The intersection of 81 and Apple Harvest drive and down to route 11 is incredibly dangerous and very congested. Can anything be done to improve this area? for example, bypass around Hedgesville to help with that issue, and link to the route 9 section from Martinsburg to Ranson.
  - Response (Matt Mullenax): - WVDOT is finalizing engineering on WV 45 Widening Project that will add additional thru lanes between Exit 12 and Queen Street Exit, as well as additional left turn lane heading EB at Foxcroft Avenue intersection. This project tentatively going out to bid next year.
- Rosemary Johnson - Safety issues can be addressed by no cell phone use and obeying speed limits. If you can't drive twisty roads and if you can't drive in the snow, stay out of WV and leave our Country Roads alone
  - Response: These elements contribute to safety issues, but so does roadway design. A two-lane roadway is inherently less safe than a four-lane divided highway.
- Greg Kahler - Why no public notification? How about sending by mail, not just newspaper.
  - Response: Newspaper ads were increased above the normal process due to high interest in the project.
- Lee - You did not address the speed cameras Dan. If you could please
  - Response: Was provided above
- Hannah Rosensteel - A traffic circle requires space, but very little compared to an entire and unnecessary bypass between Hedgesville and Berkeley Springs.
  - Response: Yes, they will be considered in future phases
- John Hausman - I agree with Greg
- Paul Taylor - who was surveyed we weren't
  - Response: The survey was on-line and was heavily advertised
- Paul Taylor - sure you don't live around here I bet
- Lee - Despite the earlines in the process, if any of these options ran anywhere near your home, you would all be concerned as we are currently.
  - Response: Any potential acquisitions will be studied in depth in the future to avoid or minimize them.
- Fiona Harrison - You keep saying you WILL choose a corridor! What about the no build option?
  - Response: This is incorrect. The No Build option will be considered all the way through the process and is a viable outcome.



- Rosemary Johnson - I wasn't surveyed either and the new road will go right through my home. Also the threat to all homes in each of these corridors makes our homes undesirable to potential buyers
  - Response: Again, it is way too early to make this determination.
- Jessi Knipe - My Husband wants to know if Dominion Voting Systems was used to collect this data (sorry, had to LOL)
- John Hausman - I think that instead of wasting money on roads why don't we hire more police and have them get the poor drivers off the road
  - Response: Enforcement helps, but highway design is always an important factor
- Lee - Why are we prioritizing freight companies and trucking companies over residents?
  - Response: We are not prioritizing anyone at this time, the purpose is to get input
- Lee - Me too Rosemary, corridor two blasts right through us located on Sleepy Creek.
  - Response: It is too early to make this determination

**The meeting ended prior to responding to the following comments. They were substantially repeats of earlier themes.**

- Nancy Melonas - Is storm water management taken into consideration in the planning at this time?
- Matthew Campbell - very little freight on rt 9 now why build a freight road through residential areas. seem to be a big amount of preference to freight.
- Rick Lauderdale - I agree Rosemary and one of the corridors wipes my property completely and another wipes out my way of life anyway!
- Rosemary Johnson - Right on Lee...Trucks won't have any gas in their tanks in the very near future. Precedence to Residents
- Paul Taylor - who reads the newspapers anymore ????
- Greg Kahler - Poor response to public notification ! What if I do not get newspaper.
- Anita - How about stop building developments
- Rosemary Johnson - I have a 501 c 3 Cat Rescue. my neighbor rescues farm animals in need. Where should we go when you take our property and real estate prices are at a record high
- Hannah Rosensteel - Avoiding homes doesn't take away the negative impact that a 4 lane bypass will have. Residents between Hedgesville and Berkeley Springs live here because we want it to be rural, we want a back country road, we want our privacy, we want to maintain a simple small town back woods life and land. Bringing 4 lanes anywhere close to my home is as damaging as 'acquiring' it.
- Rosemary Johnson - I agree with Hannah !!!



**Session detail for 'WV 9 PEL - Public Workshop':****May 11, 2021 4:30-6:00 PM****Participant Name**

1	Andrea F.
2	Aneesh Sompalli
3	Anita
4	Anthony
5	Arthur Q. Peer
6	Barry Bays
7	Bob Lloyd
8	Bobbie Bond
9	Bradley Noll
10	Brandon Ciocco
11	Bryan Vogelsang
12	carol
13	charlie
14	cheryl morgan
15	Chris Kinsey
16	CHULL
17	Clint Hogbin
18	Cody Miller
19	Colleen Landi
20	Dan Szekeres
21	David Costello
22	David Hartley
23	Donna J. Dean
24	Eric Keesecker
25	Fiona Harrison
26	Greg Kahler
27	Guy Aversa
28	Hannah Rosensteel
29	J
30	Jared Morgan
31	Jeanette Scofield
32	Jerry Ortel
33	jess

**Participant Name**

34	Jessi Knipe
35	jim
36	John Christensen
37	John Landi
38	JohnHausman
39	Joy Johnson
40	K. Reed
41	Karen Allen (WVDOH)
42	Larry D. Kump
43	Lee
44	Lu Ann May
45	Lynch Christian
46	Mary Palmer
47	Matt Mullenax
48	matthew campbell
49	Max Heckman
50	Mike Willey
51	Nancy Melonas
52	nelson wood
53	Owner
54	Paul Taylor
55	Rick Lauderdale
56	RMHutton
57	Robert Gardner
58	Robin Alman
59	Roger Goodwin
60	rosemary johnson
61	Samantha Barrett
62	Sarah Arena
63	Sue DeVall
64	Susan C Rooney
65	tim
66	Vincent Miller
67	W

# WV 9 Planning & Environmental Linkage Study

## PUBLIC WORKSHOP

May 11, 2021



## WVDOH

**Tim Sedosky**  
Project Manager

**Karen Allen**  
Environmental Lead

**Chris Kinsey**  
Statewide Planning

## HEPMPO

**Matt Mullenax**  
Local Coordination

## MICHAEL BAKER INTERNATIONAL

**Lu Ann May**  
Project Manager

**Max Heckman**  
Project Oversight

**Dan Szekeres**  
Traffic & Safety Analysis Lead



- **Project History and Project Status**
- **Goals and Objectives**
- **Traffic and Safety Assessment**
- **Alternative Corridors**
- **Public Input**
- **Preliminary Screening**
- **Next Steps**

# We want your input

4

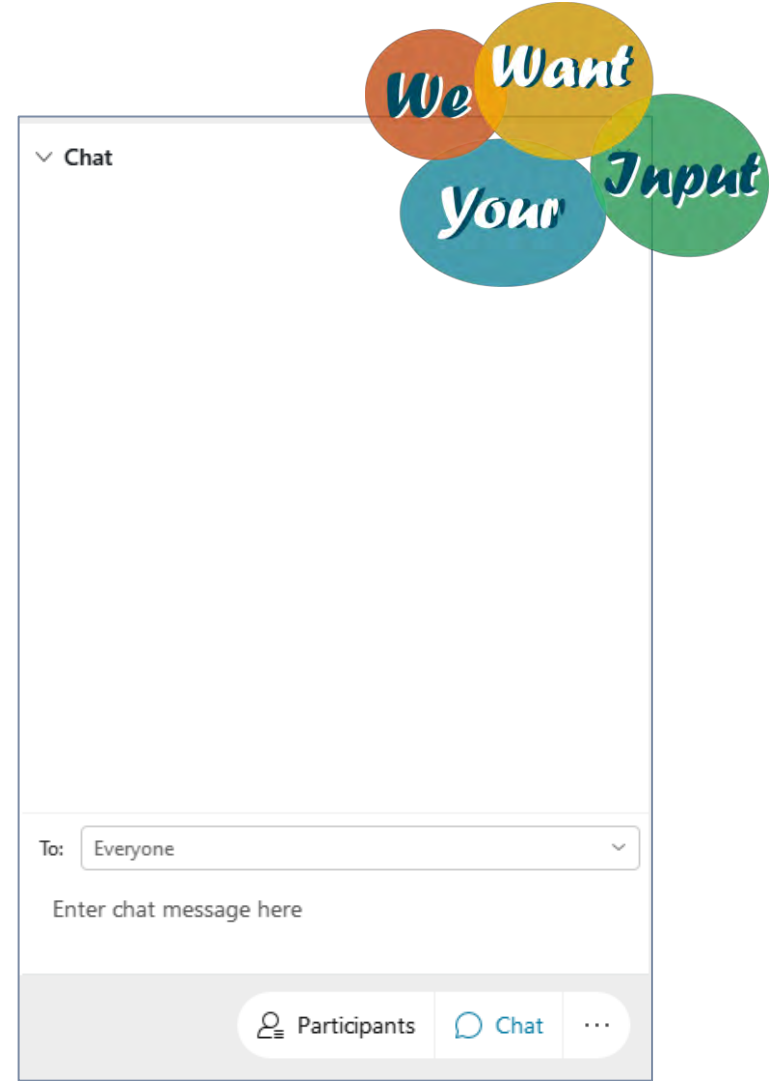
- Chat your questions or comments
- After the meeting, email comments or questions to:

**Karen Allen**

**Karen.E.Allen@wv.gov**

**Lu Ann May**

**Imay@mbakerintl.com**



# **Project History & Project Status**

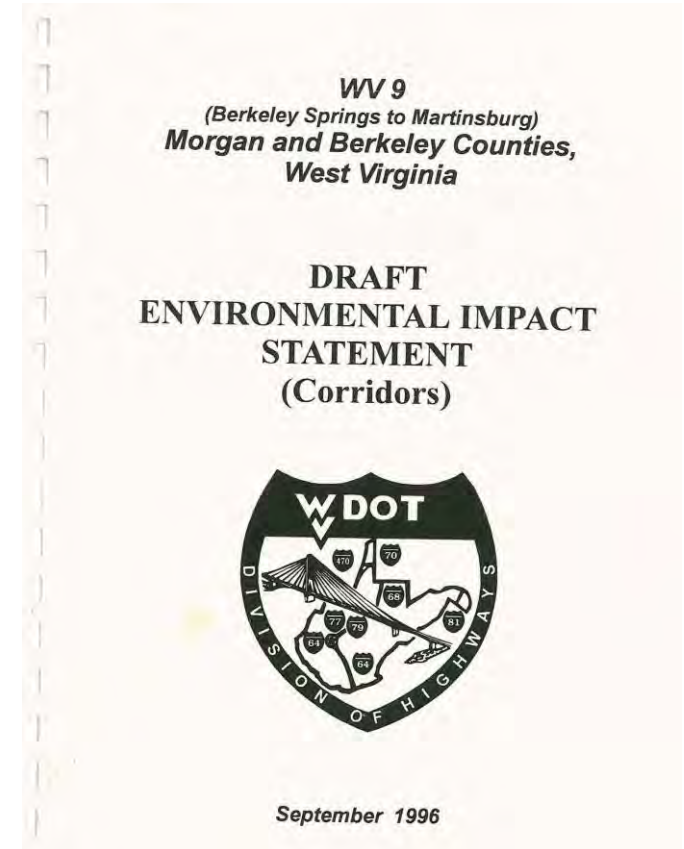
**Project History**

**Corridor Alternatives**

**Project Development Process**

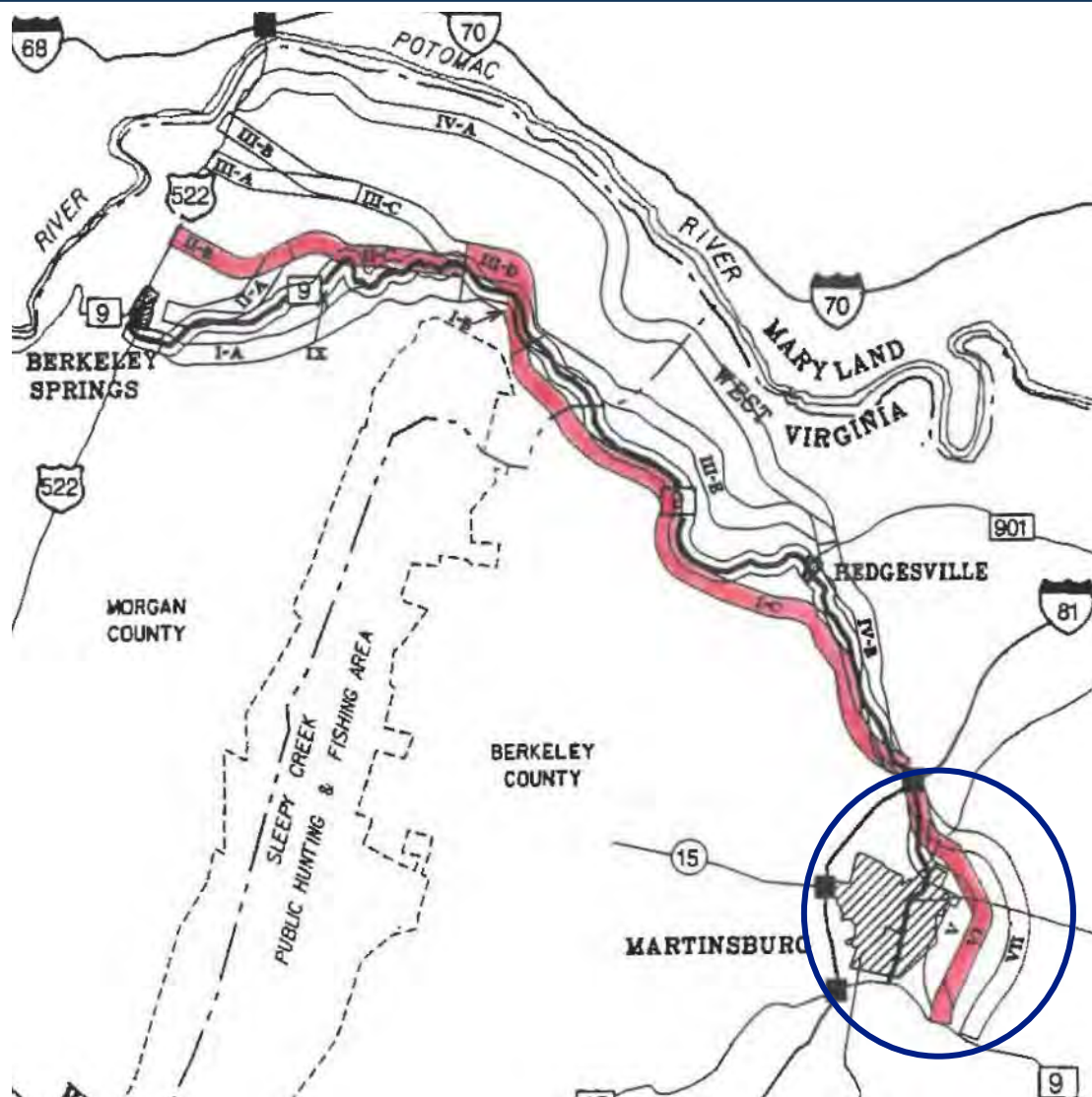
**Schedule**

- Identified in a variety of regional and statewide studies between 1978 and 2018
- Detailed Corridor Studies were undertaken in Draft EIS approved in 1996 - 1997
- These corridors were starting point for current study

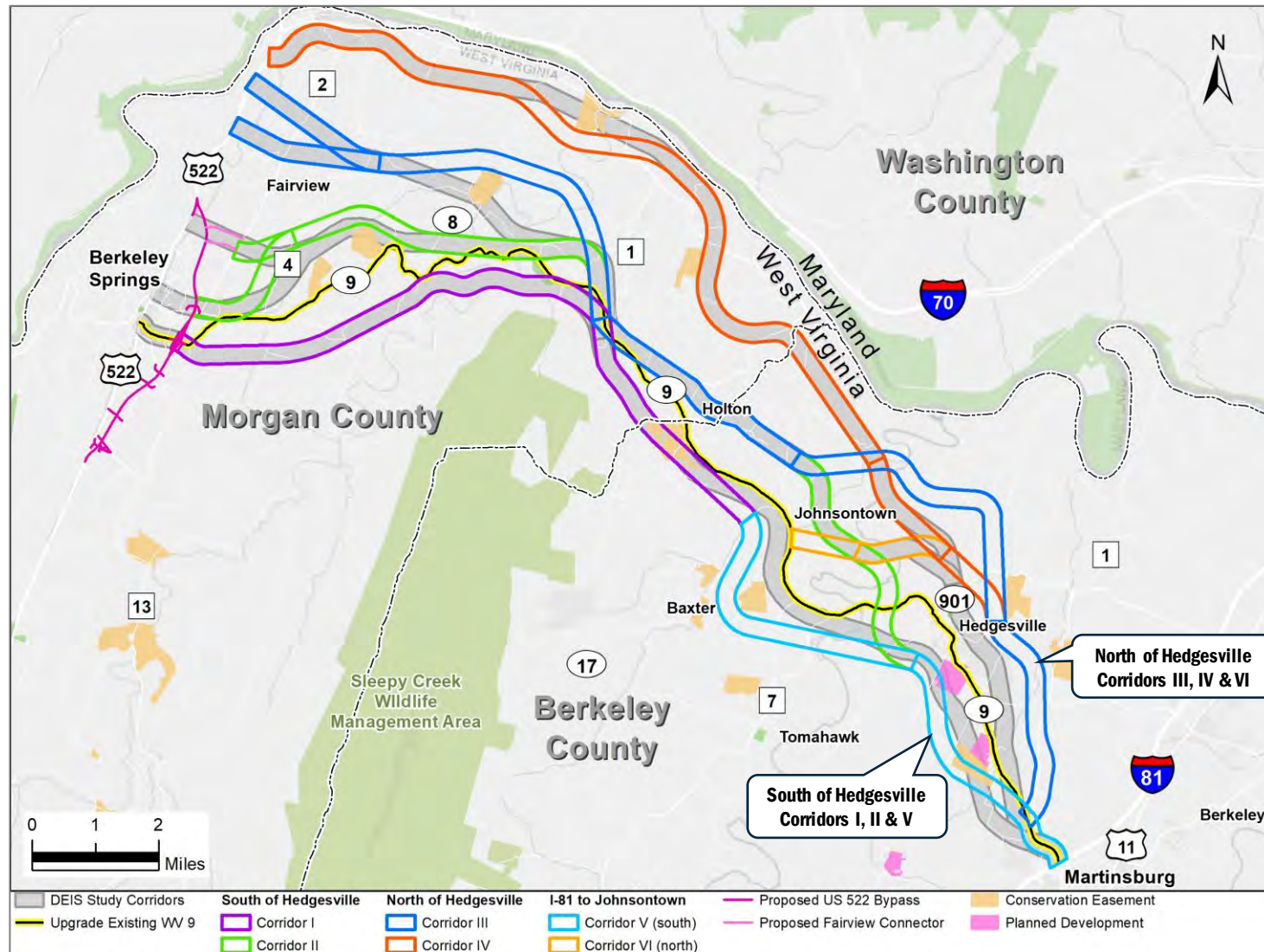


## 1997 “Preferred Alternative”

Martinsburg Bypass is no longer an active project – funding was diverted to Raleigh Street Extension

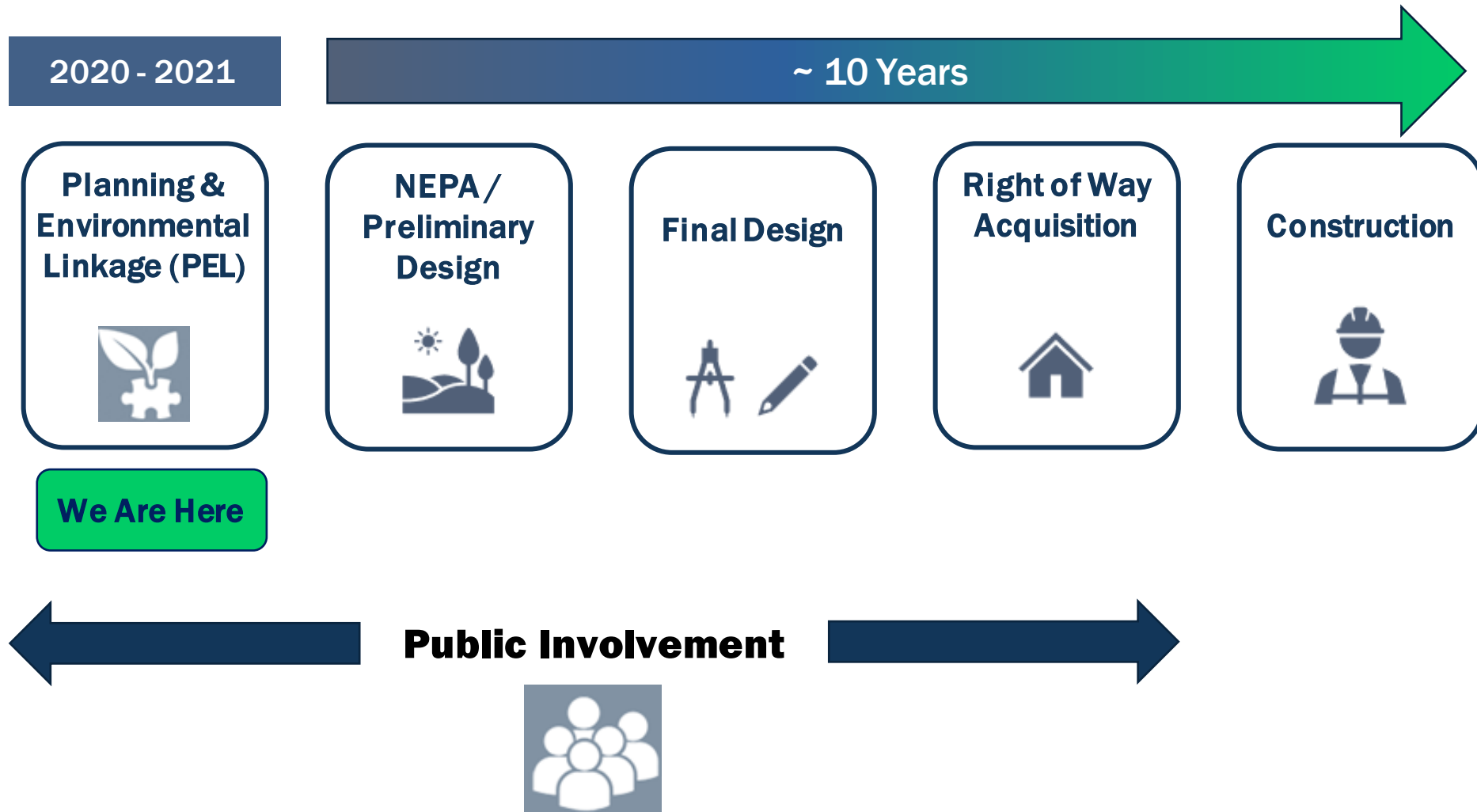






# Project Development Process

9



# PEL Study Tasks and Schedule

10

Activity Description	Duration	2020						2021					
		July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June
STUDY TASKS													
Goals and Vision	7 m												
Alternative Corridors	6 m												
Traffic Data Collection & Modeling	8 m												
Affected Environment	8 m												
Windshield Survey	2 m												
Preliminary Screening	4 m												
PEL Document	4 m												
AGENCY/PUBLIC INVOLVEMENT													
Agency Meeting	---												
Stakeholder Meetings	---												
Public Meeting/ Plan Displays	---												
MetroQuest Survey	---												

**We Are Here**



# Goals & Objectives

**Project Goals and Objectives**  
**Transportation Needs**



## Mobility Goal

- Improve mobility between Berkeley Springs and Martinsburg while alleviating congestion on area roadways

## Safety Goal

- Improve the level of safety for motorists and pedestrians in the Study Area

## Economic Development Goal

- Support planned development and promote future growth in the area



## Environmental Goal

- Protect and preserve the Region's Environment and Resources

## Multimodal Goal

- Support and enhance all travel modes in the area

## Corridor Land Use Goal

- Support Corridor Land Use Vision

## Example Objectives

### Environmental Goal

- **Protect and preserve the Region's Environment and Resources.**

#### **Objectives include:**

- Minimize impacts to the Sleepy Creek Watershed and other environmental and cultural resources
- Evaluate stormwater runoff and related issues
- Evaluate strategies to improve water quality and protect drinking water

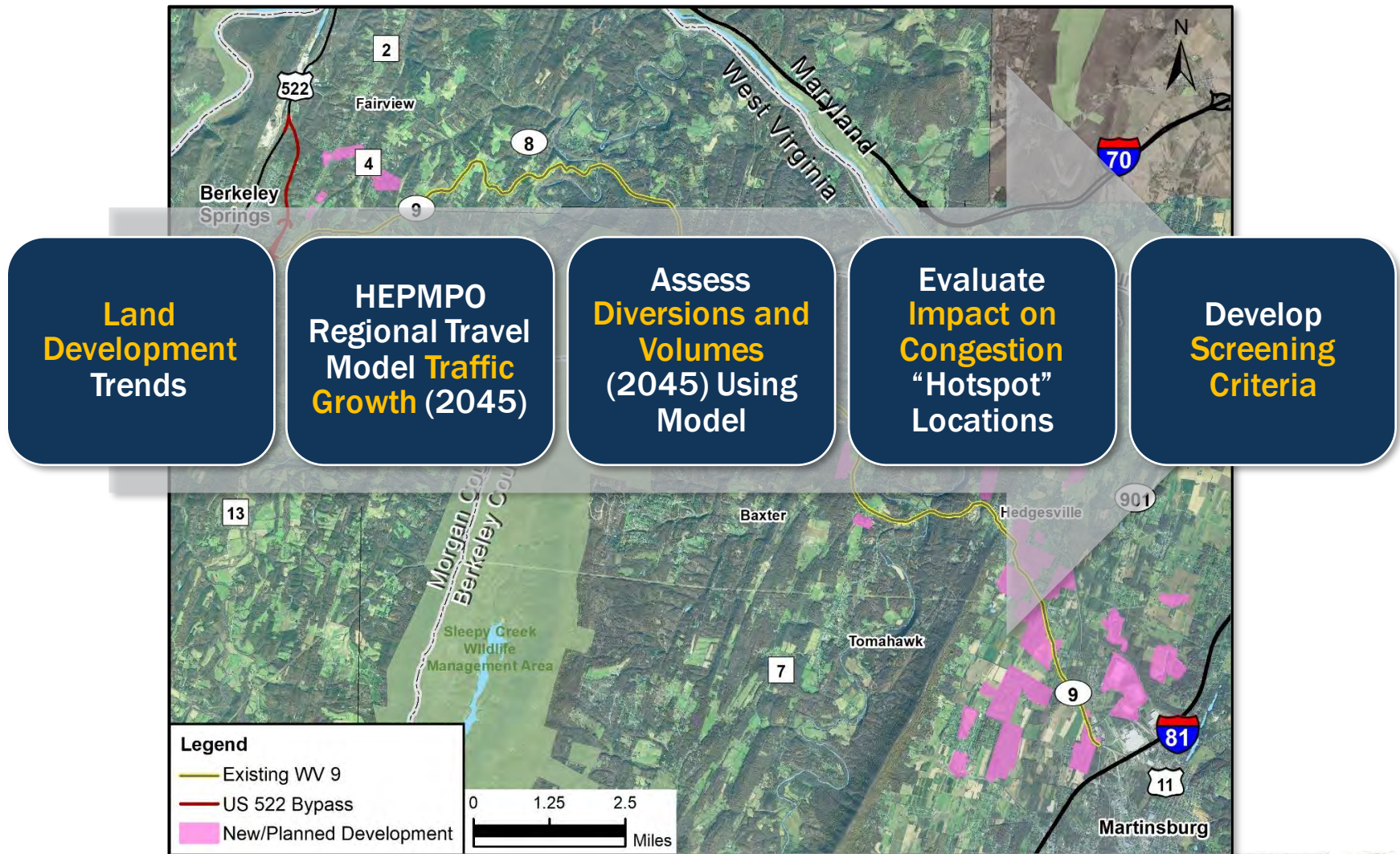
- **Improve the capability of WV 9 to meet its mandated objectives as a major east-west route in the Eastern Panhandle of West Virginia**
  - Connect US 522 to I-81 with a safe, efficient highway
  - Complete the region's long envisioned transportation network
- **Improve traffic flow along the WV 9 corridor in the Project Study Area**
  - Relieve existing congestion, especially though Hedgesville to I-81
  - Facilitate flow of people and freight throughout the corridor
- **Improve safety levels along WV 9 in the Project Study Area**
  - Address or bypass existing high crash locations
  - Address or bypass roadway geometric deficiencies

# **Traffic and Safety Assessment**

**Projected Traffic Volume Growth**

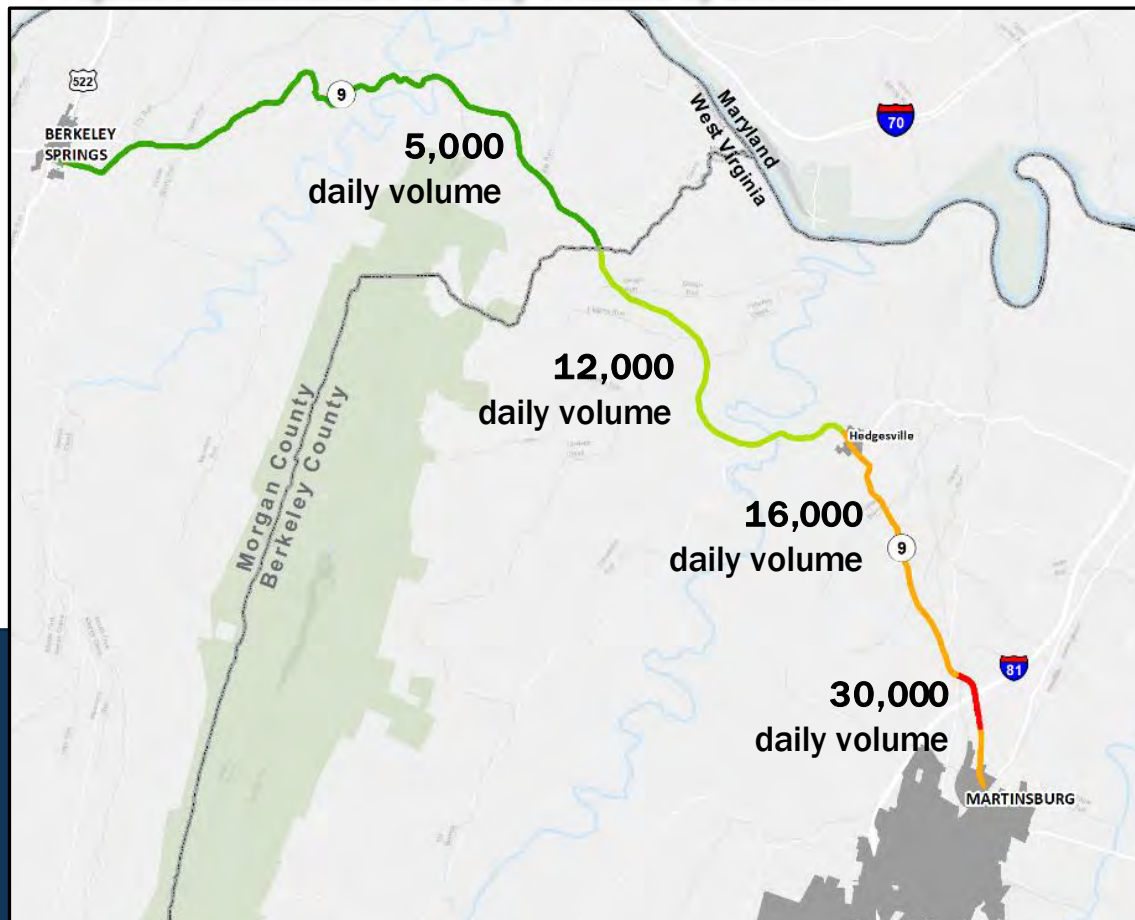
**Diversions Related to Corridor Alternatives**

**Evaluation of Traffic Congestion at Key  
Intersections**





## Projected Maximum 2045 Daily Volumes by Section



- ❑ Historic traffic count trends from 2002-2017 indicate no traffic volume growth
- ❑ The regional travel model does assume traffic growth on WV 9 due to regional land development
- ❑ Volume growth projected **+10%** over 25 years (by 2045) which is <0.5% per year

Impact of COVID and Teleworking on long-term trends?



9

A Bypass freeway significantly reduces traffic volume on the existing WV 9 roadway



Diversion percentages are impacted by the location of interchanges and the alignment of bypass



Bypass alternatives south of WV 9 may divert more volume than northern alternatives



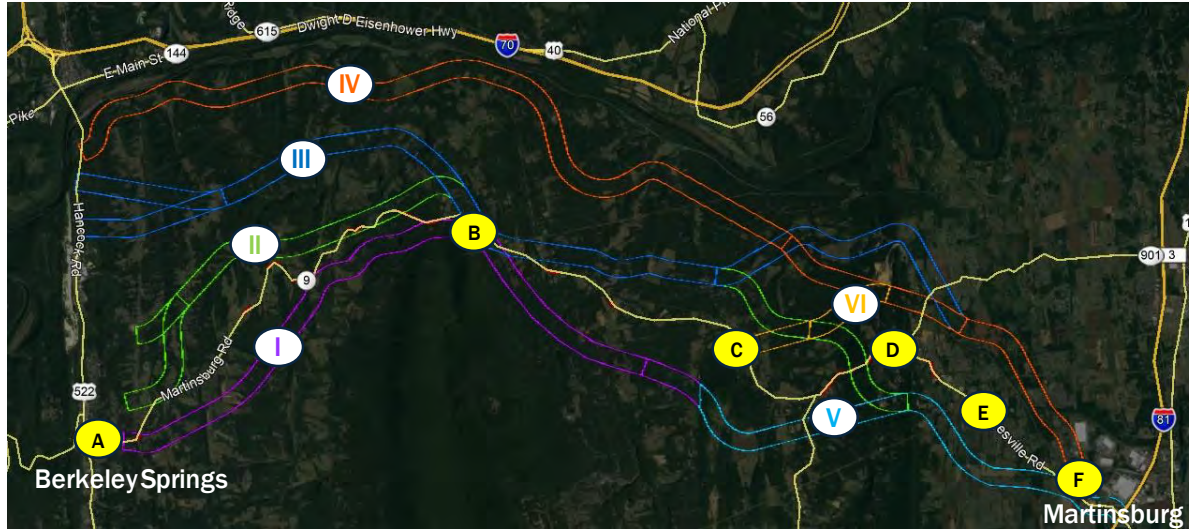
Bypass alternatives north of WV 9 support regional truck travel including access to the land fill



INTERSTATE  
70

The full northern alternative diverts more vehicles from I-70 than southern alternatives. (<500 vehicles per day)

# Model Projected Bypass Diversions from WV 9 20



## Legend:

(V) Bypass Alternative #

## Road Segment Locations:

- (A) Berkeley Springs (US522)
- (B) Meridian Road
- (C) Johnstown
- (D) Hedgesville
- (E) Hedgesville High School
- (F) Harlan Springs Road

## Percentage of Traffic Change on Existing WV 9 Under Each Bypass Alternative

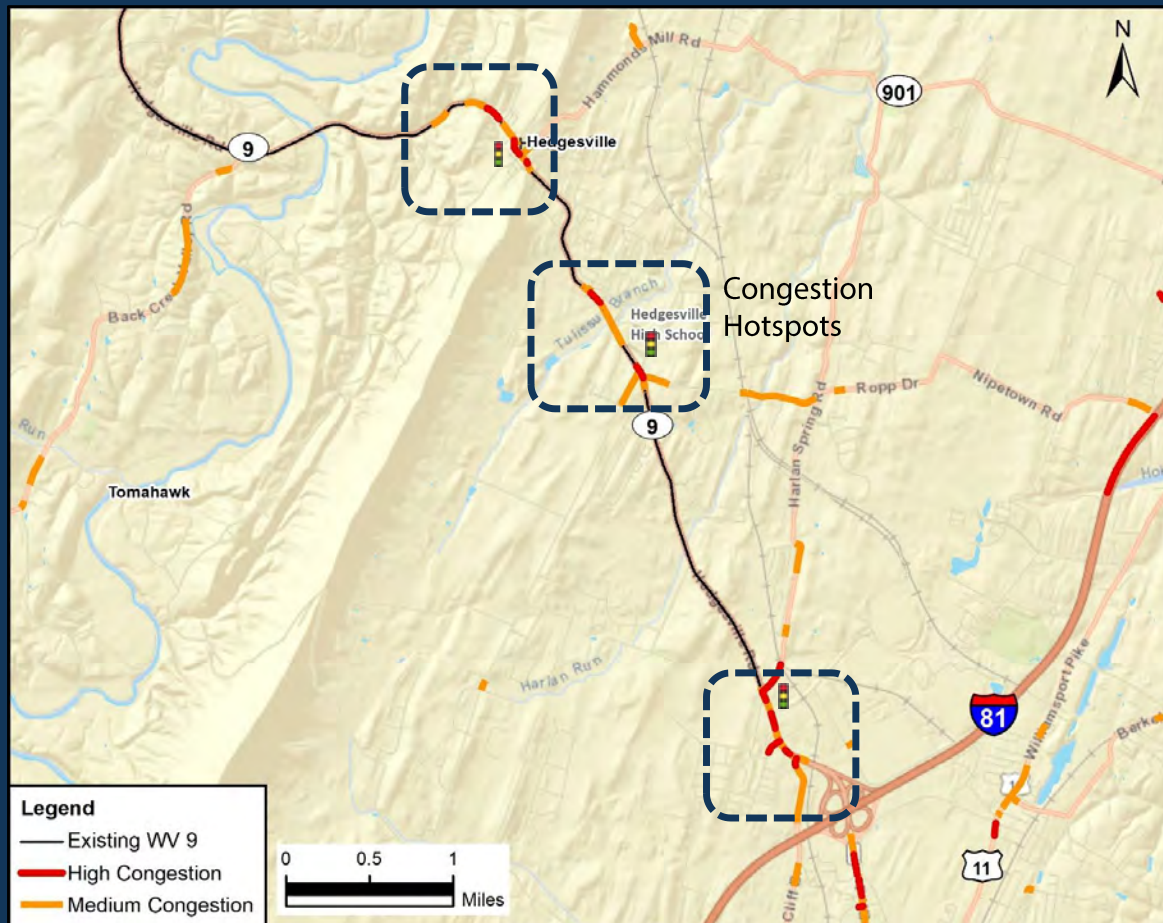
Road Segment	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
		South of Hedgesville		North of Hedgesville		Johnstown to I-81	
A - B	Small Traffic Increases 0-5%	-96%	Similar to Corridor I		-56%	+ 7%	+ 12%
B - C		-43%			-31%	+ 15%	+ 16%
C - D		-73%			-28%	-78%	-71%
D - E		-63%			-43%	-63%	-57%
E - F		-53%			-18%	-50%	-41%

Will new bypass spur new “induced” land use not accounted for in modeling?






# Would Bypass Solve Existing WV 9 Congestion?

21



Source: 2016-2017 TomTom GPS Data HEPMPO L RTP Study (Berkeley County) – Not available for Morgan County

- ☐ Existing locations of congestion based on GPS data (2016-2017)
- ☐ 3 Locations analyzed:
  -  WV 9 / WV 901
  -  WV 9 / Ridge Road
  -  WV 9 / GM Access
- ☐ Bypass alternatives remove volume from existing WV 9
- ☐ How does this affect intersection operations?

- Signal timing data and available intersection turning movement counts assembled from WVDOT
- Highway Capacity Analyses run using Synchro software to estimate Level of Service (LOS)
- Recent timing changes focused on improving WV 9 traffic flow – intersecting street LOS is deficient
- Analysis assumed “best-case” diversion percentage from modeling of bypass alternatives

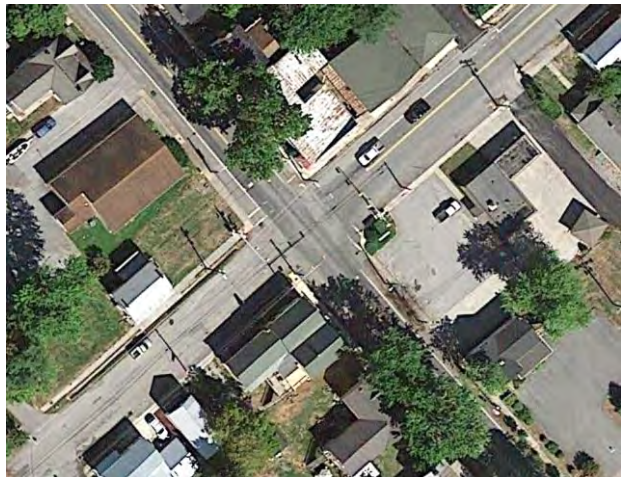


Level of Service (LOS) Descriptions





WV 9 / WV 901 in Hedgesville



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	B	F	A	B
WV 901	F	F	E	C

LOS is the worst-case intersection approach

- A bypass does provide some relief to intersection LOS in combination with signal timing changes
- Without bypass, further optimization of signal timing does not benefit signal operations *[providing more green time or turn phasing (e.g. thru+left turn) for WV 901 WB significantly degrades WV 9 operations]*

WV 9 / Ridge Road South Of  
Hedgesville High School



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	C	B	A	B
Ridge Rd	F	D	E	D

LOS is the worst-case intersection approach

- A bypass does provide some relief to intersection LOS. Additional strategies may be needed for Ridge Road approaches to intersection
- Intersection turn lanes and/or reconfiguration in combination with signal timing changes may provide intermediate congestion relief at intersection.

WV 9 / GM Access Road



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	A	A	A	B
GM Rd	B	B	C	C

LOS is the worst-case intersection approach

- Analyses does not indicate significant congestion issues at GM Access Road – Further monitoring of truck conditions needed
- A new bypass will likely connect back into WV 9 northwest of this intersection. Volumes may increase with bypass creating a worsening of traffic congestion.

- Analytical criteria developed for each alternative based on travel model results:

- ❑ Travel time (in minutes) from US 522 to I-81
- ❑ Miles of road segments with congestion  
(e.g. based on volume/capacity ratios  $> 0.80$  in travel model)

- Safety impacts based on expected benefits of strategies per “Crash Modification Factors” as assembled from <http://www.cmfclearinghouse.org/>

- ❑ Projected annual crashes in corridor (US 522 to I-81)

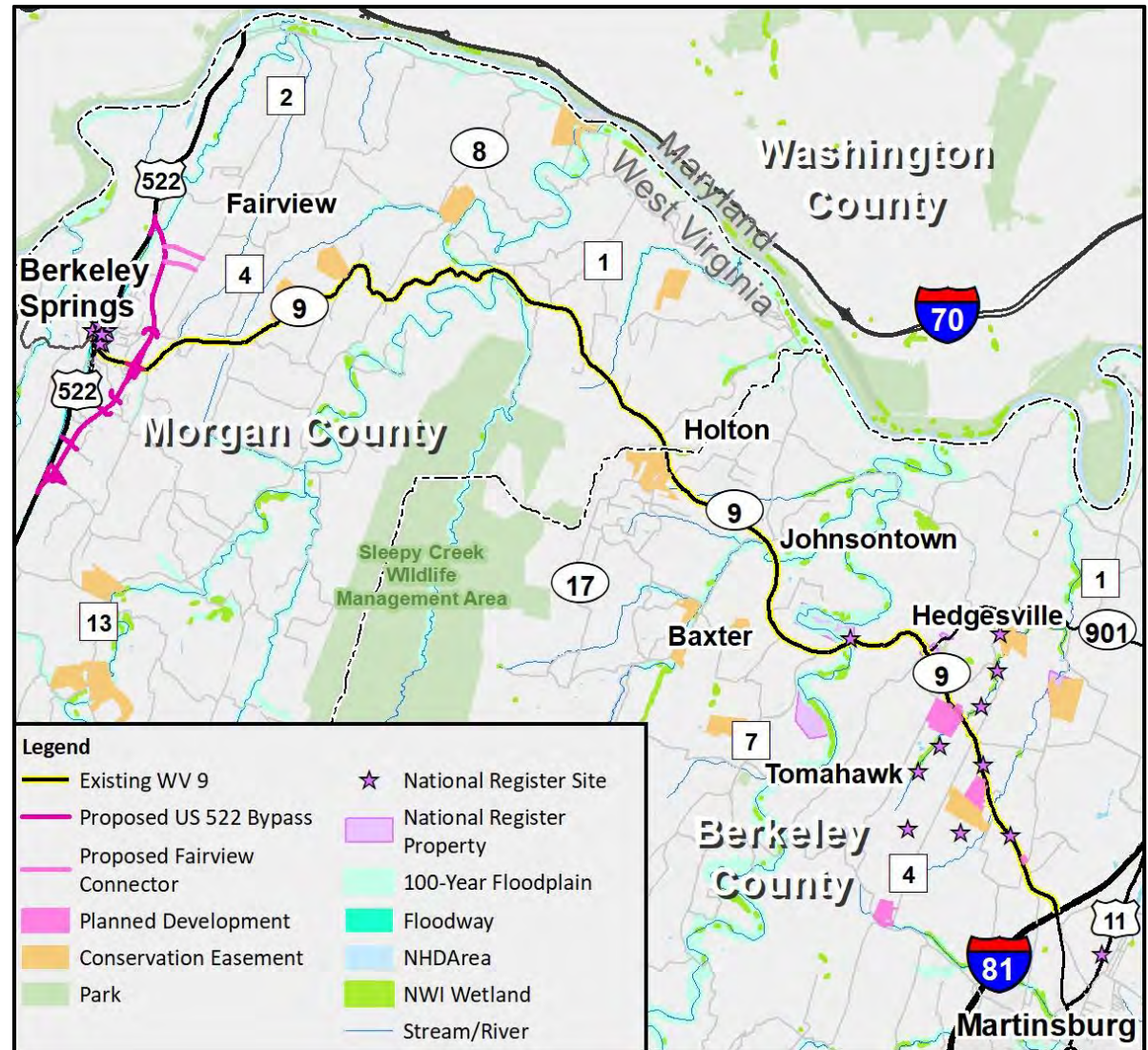
# Alternative Corridors



# No Build Alternative

28

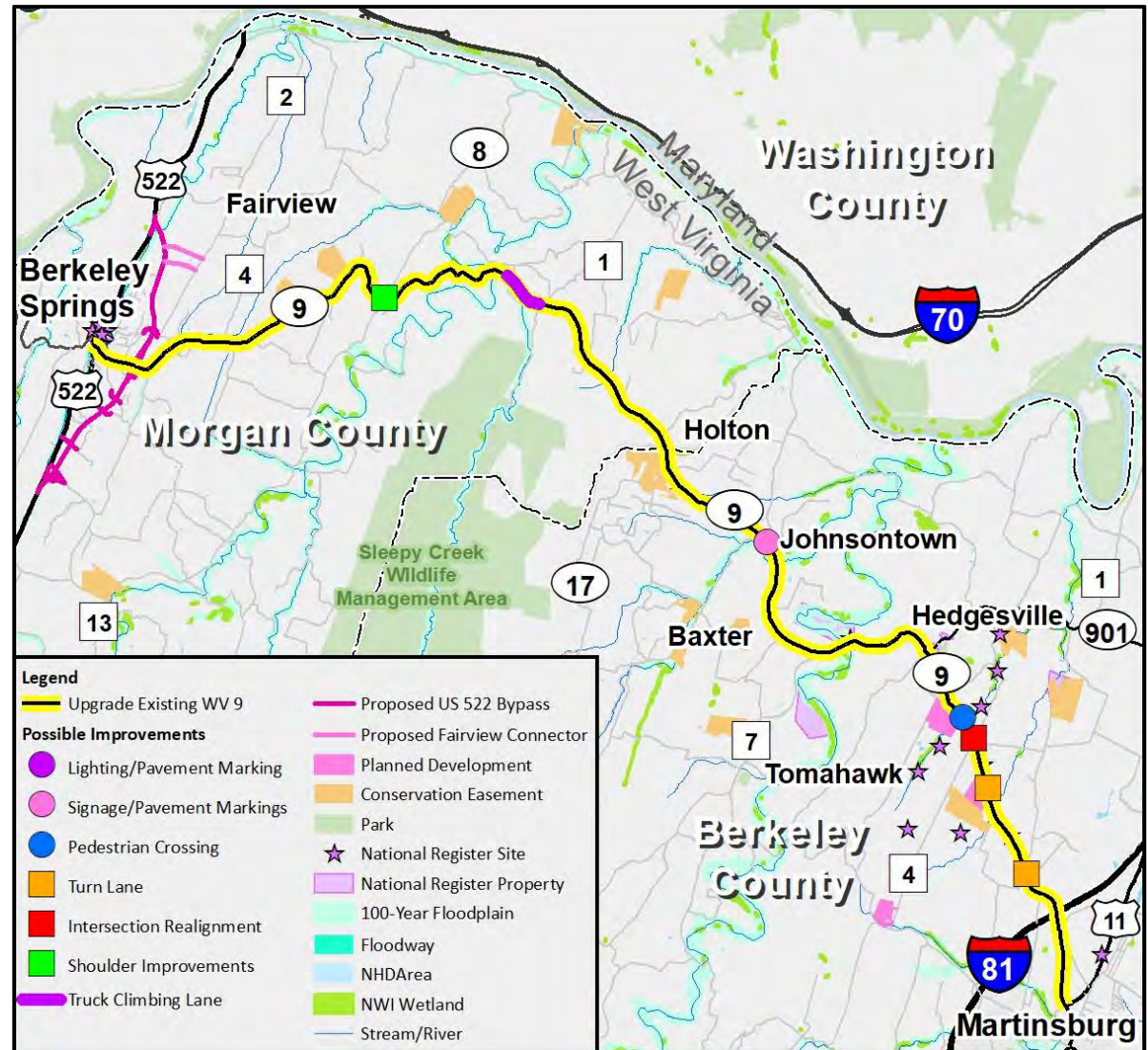
- No new roadway would be constructed
- Maintenance projects to maintain current function
- Serves as a baseline to measure other alternatives



# Upgrade Existing WV 9 Alternative

29

- Upgrade WV 9 on its current alignment
- Remain primarily two-lane
- Minor and Major Improvements to address congestion & safety issues

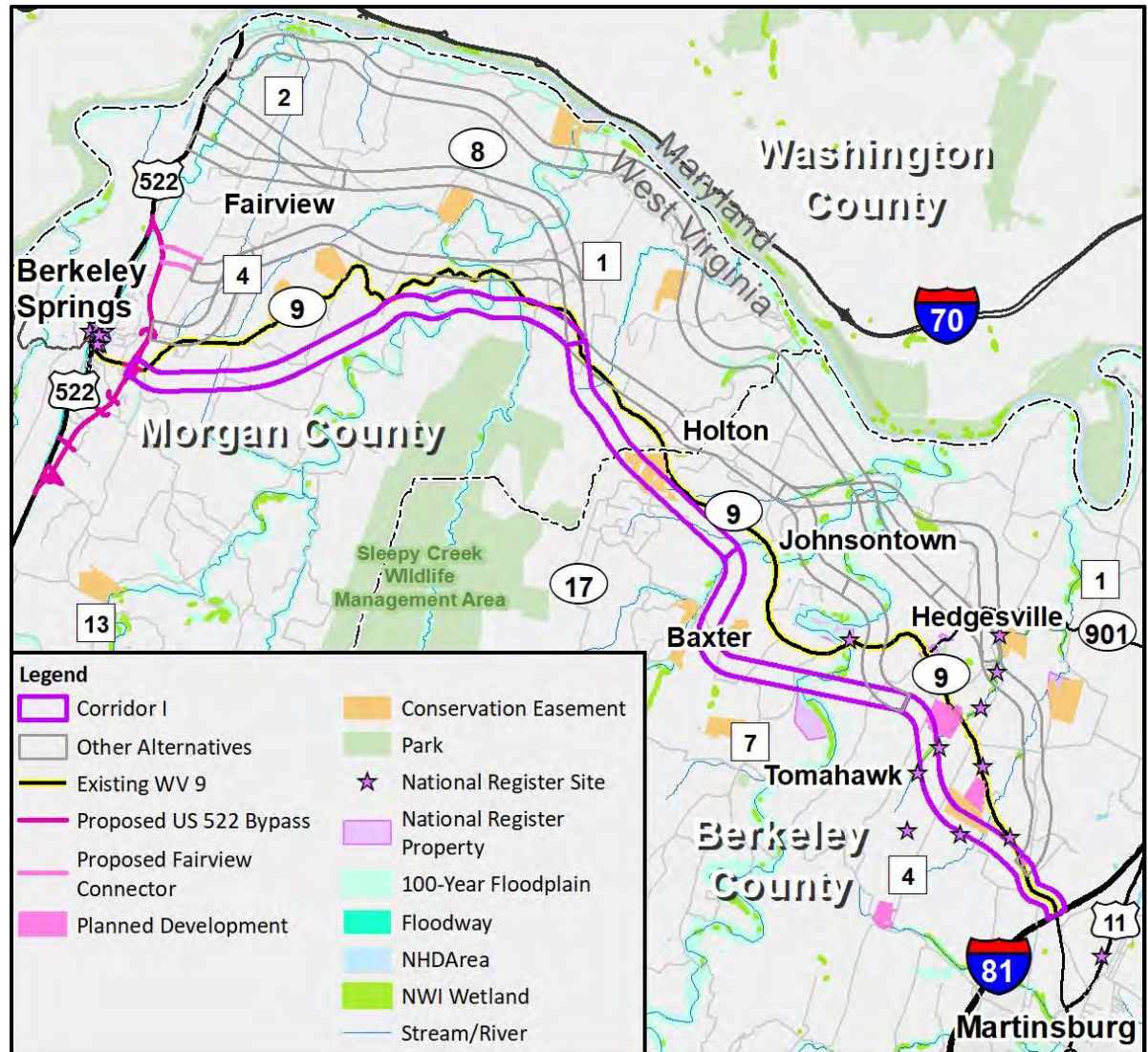




# Corridor I Alternative

30

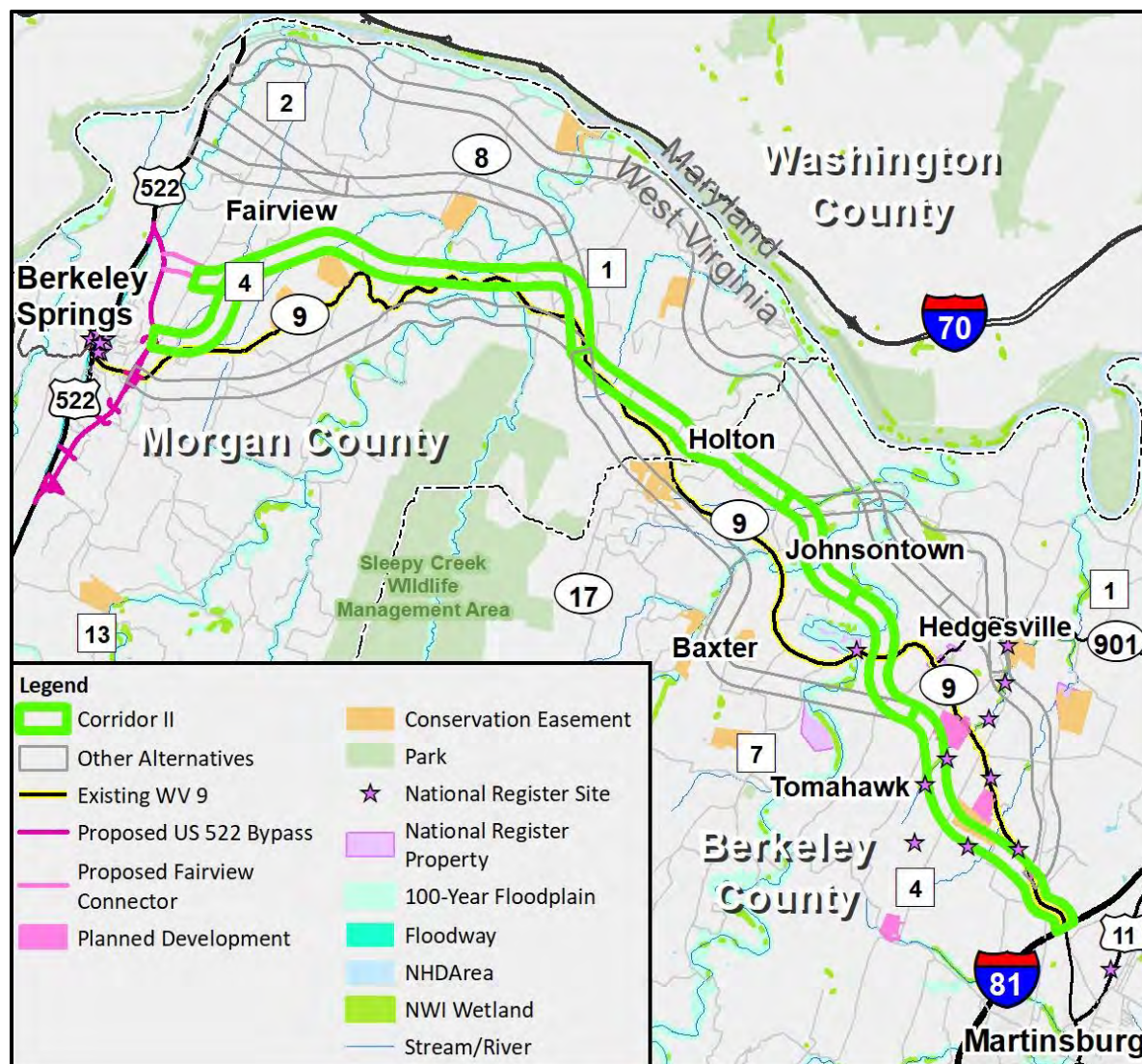
- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at the proposed US 522 Bypass interchange
- Generally, stays south of existing WV 9 and connects to existing WV 9 across from Harlan Springs Rd



# Corridor II Alternative

31

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at either the proposed Fairview connector or US 522 bypass
- North of WV 9 to just west of Hedgesville then crosses south and connects to existing WV 9 across from Harlan Springs Rd

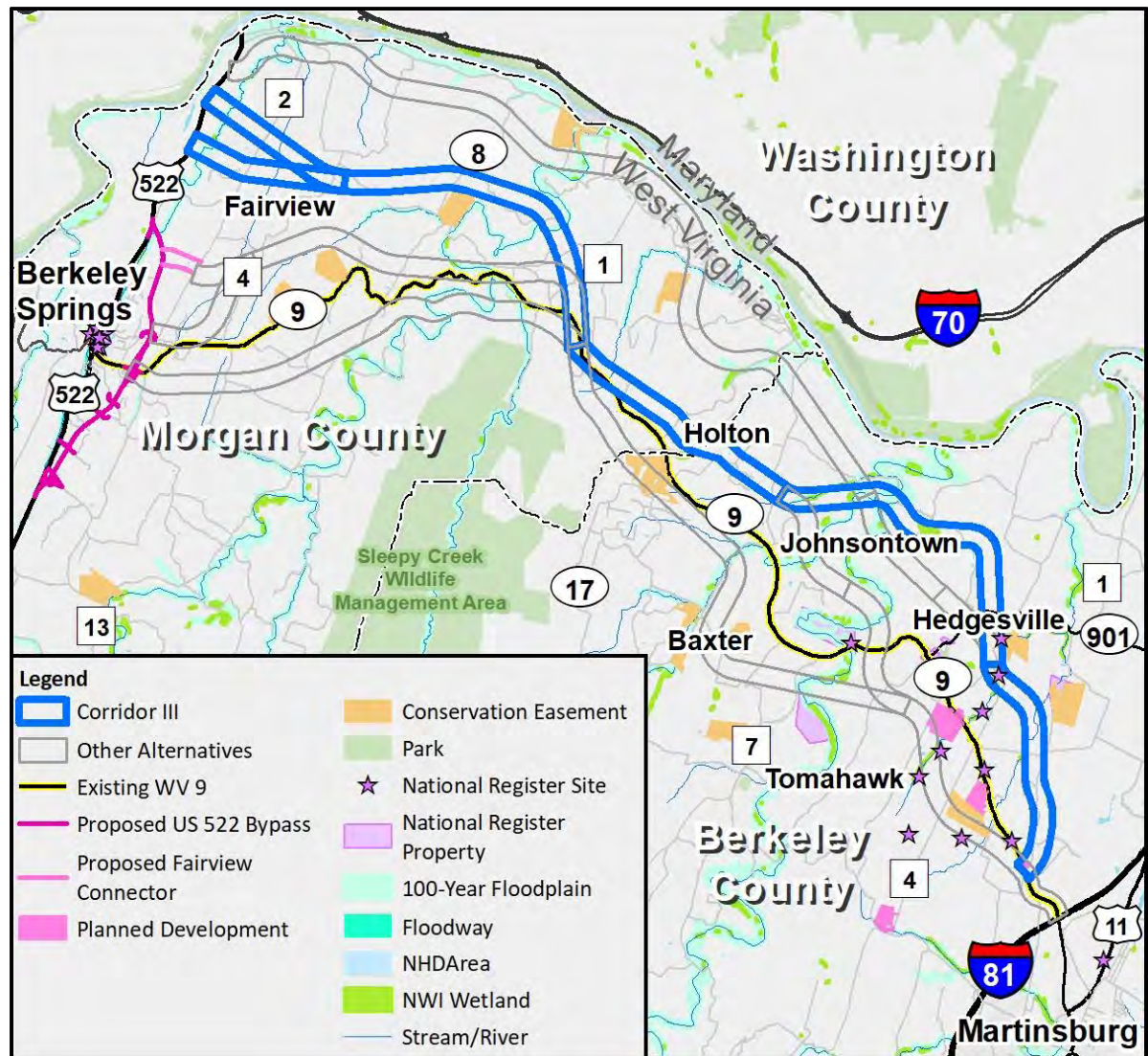




# Corridor III Alternative

32

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at one of two possible intersection locations on US 522
- North of WV 9 staying north of Johnsontown and Hedgesville to Harlan Springs Road

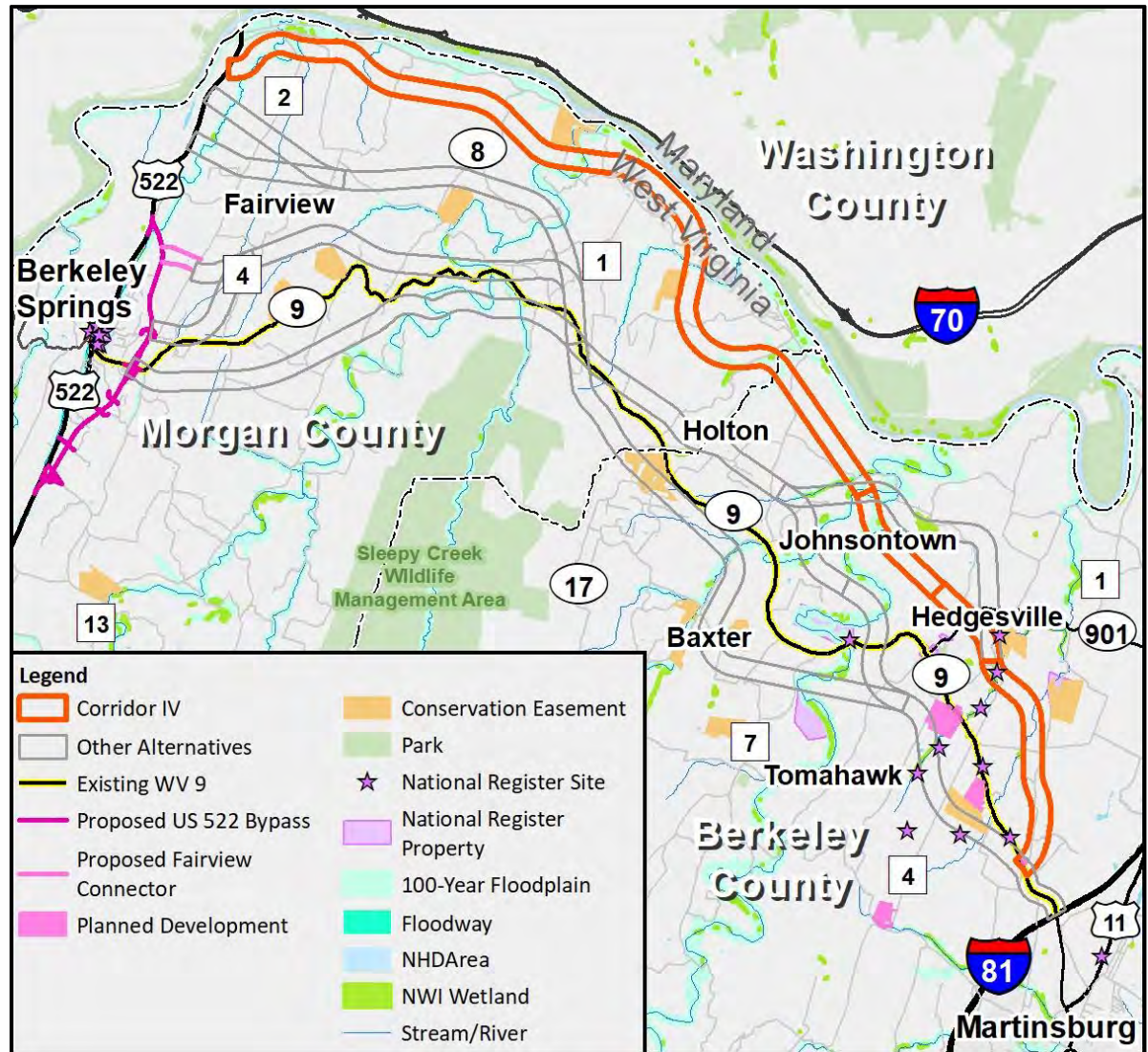




# Corridor IV Alternative

33

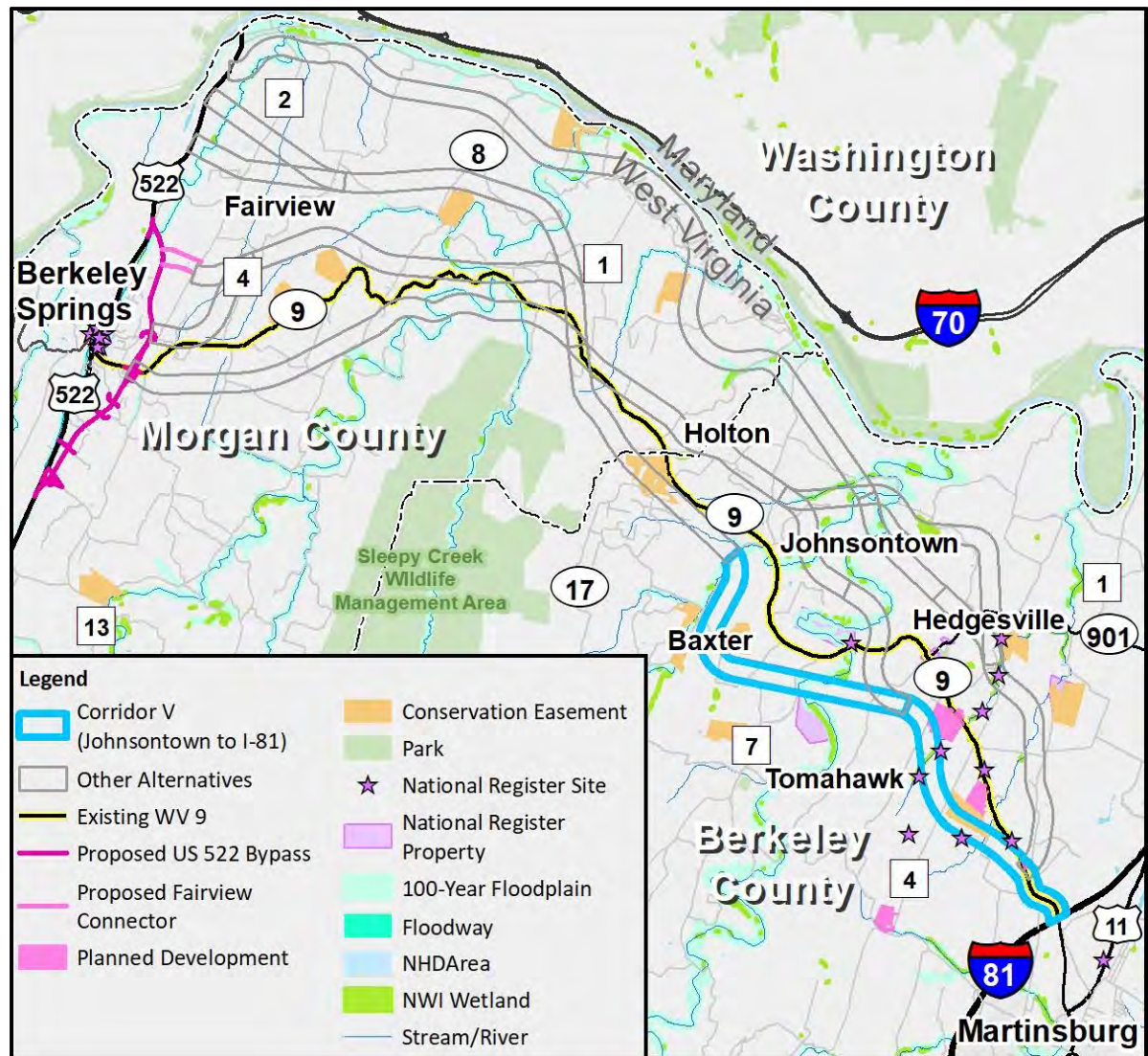
- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begin at existing US 522 just south of the Potomac River Bridge
- Stays north along the state border rejoining WV 9 near Harlan Springs Road



# Corridor V Alternative

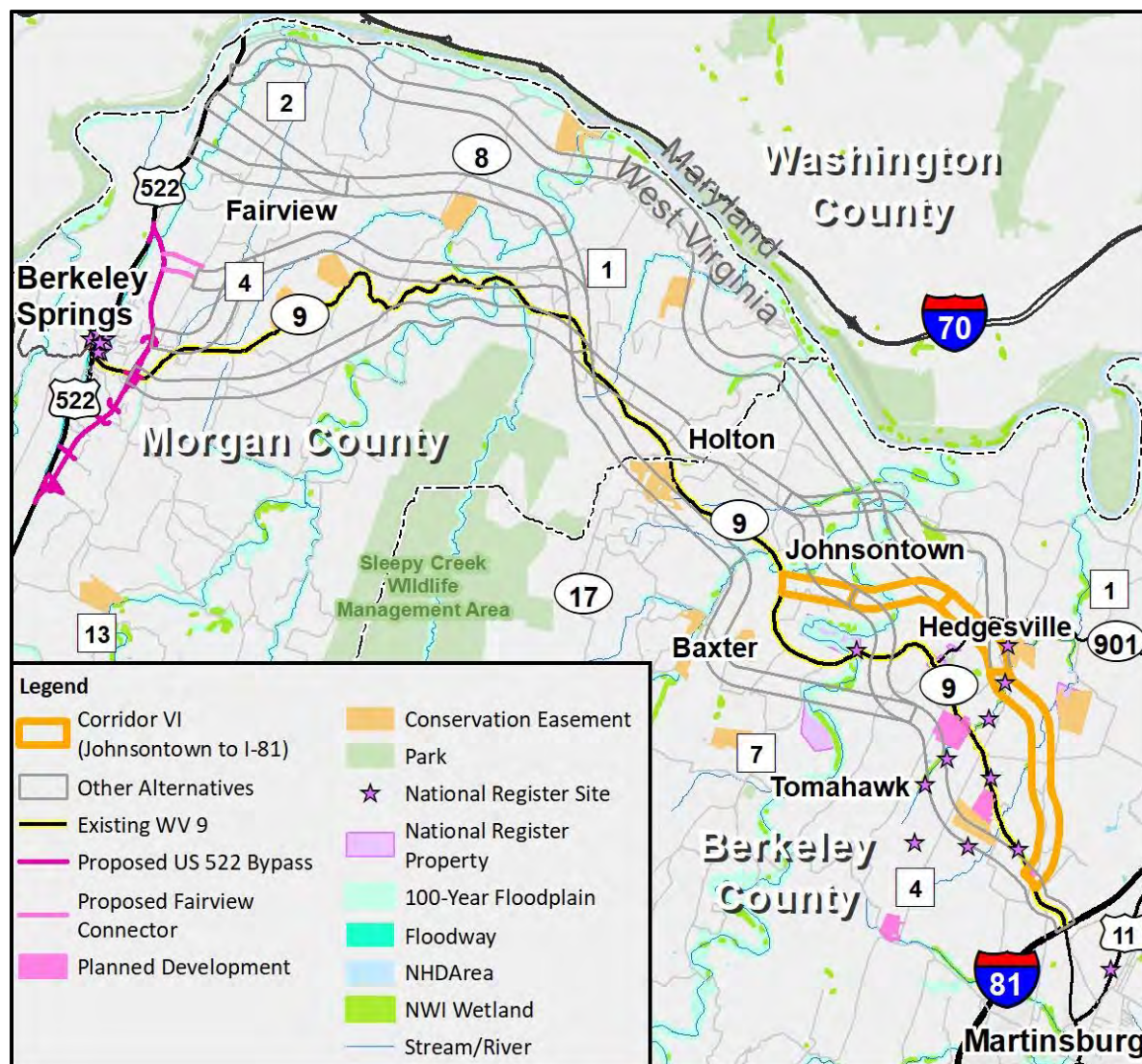
34

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- New 4-lane roadway from Johnstown to I-81 with upgrades to existing WV 9 from Berkeley Springs to Johnstown
- Stays south of WV 9 following Corridor I





- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- New 4-lane roadway from Johnsontown to I-81 with upgrades to existing WV 9 from Berkeley Springs to Johnsontown
- Stays north of WV 9 and Hedgesville joining WV 9 near Harlan Springs Road



# Public Input

**Online Survey Summary  
WVDOH Comment Forms**

- **Thank you for your input**

**THANK  
YOU!!!**



- Survey available March 5<sup>th</sup> – April 15<sup>th</sup>
- 3,330 participants

WV 9 PEL Study

More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1


Provide Your Input on Improvements to WV 9

Learn a bit about this study before you begin.

WELCOME

**We Want Your Input!**

The West Virginia Division of Highways (WVDOT) is conducting a Planning and Environmental Linkage (PEL) study to improve east-west mobility between Berkeley Springs and Martinsburg, WV. Please provide us with your insights on needs, constraints and alternative location preferences.



WV 9 is the primary east-west roadway in the region but provides poor connectivity to the surrounding major roadway network, including I-68/I-70, I-81 and US 522.

Next

CORRIDOR NEEDS

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED

## ■ Rank Corridor Needs

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

### 2 What Are The Corridor Needs?

Please rank 3-5 of the 8 corridor needs above the line in your preferred order

WELCOME

CORRIDOR NEEDS

Order your top 3 to 5 corridor needs above this line

- No Current Needs
- Traffic Congestion
- Protect Natural Resources
- Freight Reliability
- Economic Development
- Bike & Pedestrian Access
- Mobility
- Transportation Safety

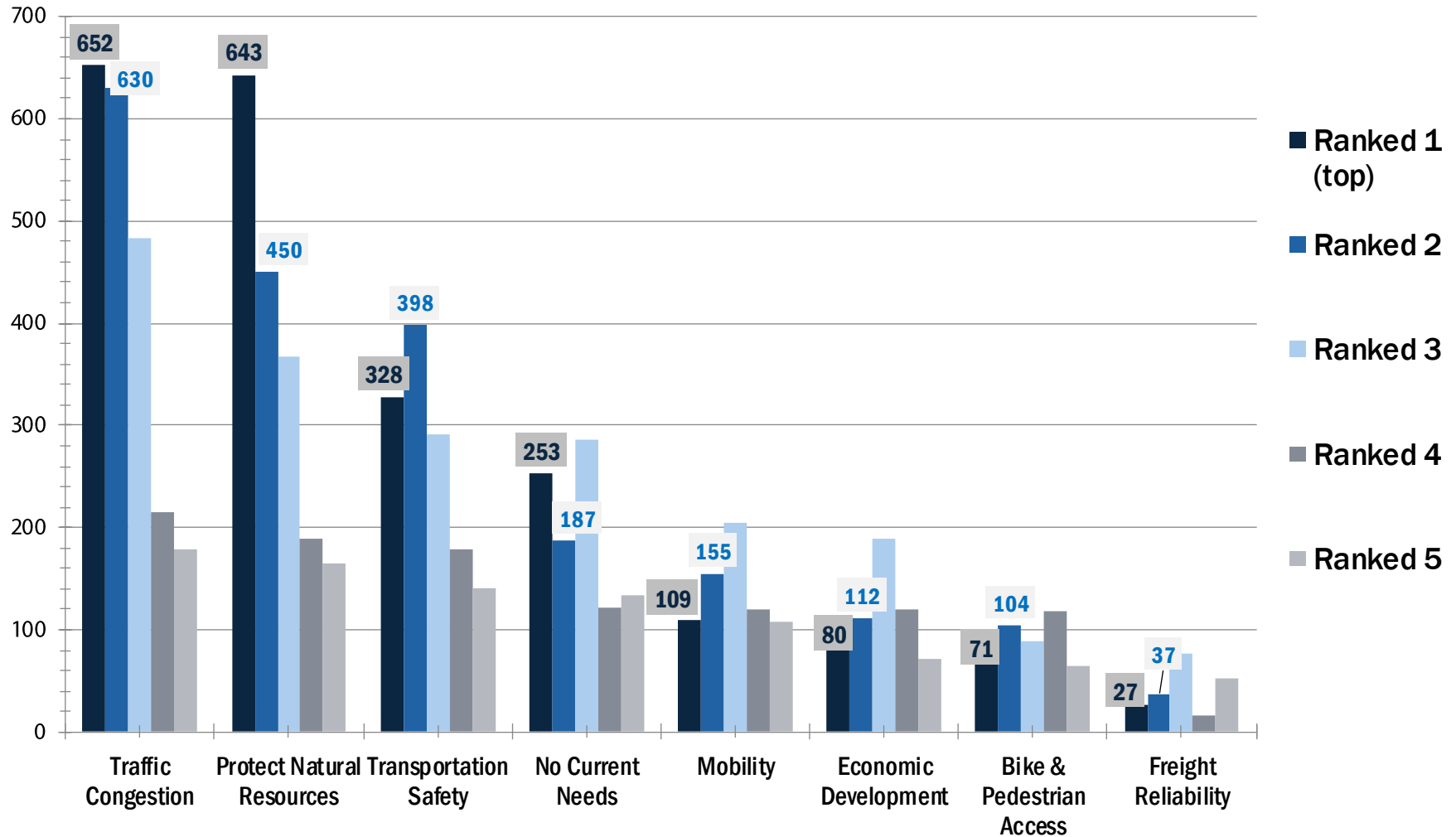
Please drag 3 to 5 of the identified corridor needs above the line in your preferred order.

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED

## Rank Corridor Needs



## ■ Rate the Alternatives

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1 **WELCOME** 2 **CORRIDOR NEEDS** 3 **Rate Alternatives** 4 **IDENTIFY ISSUES** 5 **STAY INVOLVED**

Please provide your input on the 6 proposed alternatives

No Build Alternative Upgrade WV 9 **Corridor I** Corridor II Corridor III Corridor IV Corridor V Corridor VI

Please rate this scenario

★ ★ ★ ★ ★

**Corridor I**

Corridor I is a 1,500 foot corridor that would contain a new road on new alignment beginning at the proposed US 522 Bypass just east of Berkeley Springs, generally keeping to the south of existing WV 9 and Hedgesville, and rejoining existing WV 9 just west of I-81 near Martinsburg.

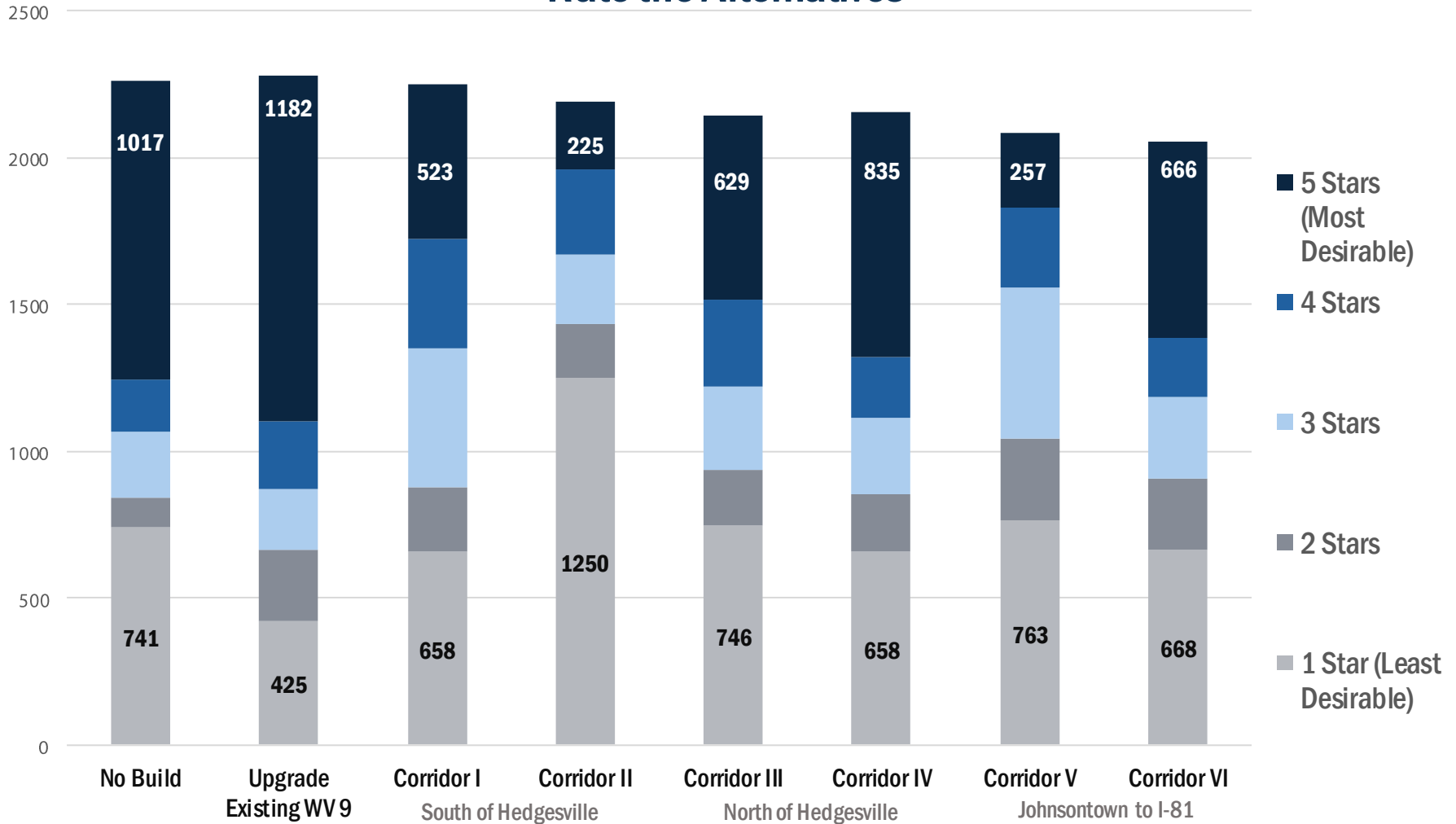
**Legend**

- Corridor I
- Other Alternatives
- Existing WV 9
- Proposed US 522 Bypass
- Proposed Fairview Connector
- Planned Development
- Conservation Easement
- Park
- National Register Site
- National Register Property
- 100-Year Floodplain
- Floodway
- NHDA Area
- NWI Wetland
- Stream/River

**Map**

The map shows the proposed Corridor I route through Morgan County, West Virginia, starting near Berkeley Springs and ending near Martinsburg. It includes labels for Fairview, Holton, Johnsonstown, Baxter, Hedgesville, Tomahawk, and Martinsburg. The map also shows existing roads (US 522, I-81, I-70, I-77, I-480, I-78, I-76, I-74, I-72, I-70, I-68, I-66, I-64, I-62, I-60, I-58, I-56, I-54, I-52, I-50, I-48, I-46, I-44, I-42, I-40, I-38, I-36, I-34, I-32, I-30, I-28, I-26, I-24, I-22, I-20, I-18, I-16, I-14, I-12, I-10, I-8, I-6, I-4, I-2, I-1) and geographical features like the Potomac River and the Shenandoah River.

## Rate the Alternatives





## ■ Identify Key Issues

WV 9 PEL Study [More at: https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx](https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx)

1 WELCOME 2 CORRIDOR NEEDS 3 ALTERNATIVES 4 Identify Key Issues on Map 5 STAY INVOLVED

Please drop at least 3 map markers.

Environmental Historic & Cultural Congestion Safety Concern Property Other Comment

Map Satellite

**Identify Key Issues on Map**

What's important to you in this study area?

Please drag & drop markers on the specific locations within the study area (shown in red) to identify important features or concerns. **Hint:** use the map's zoom tool (+) to view and comment on a specific place!

✓

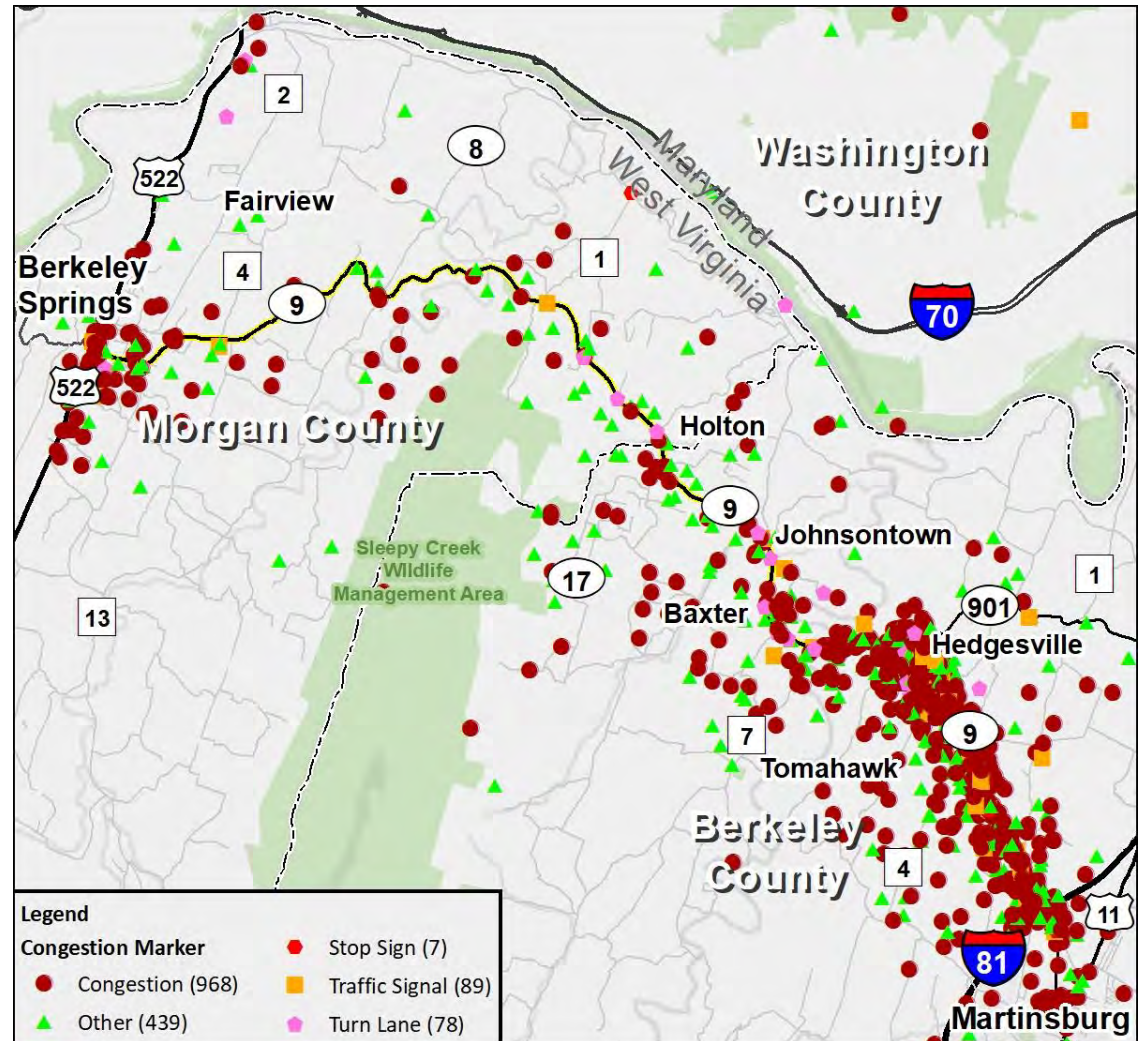
Google

Map data ©2021 Google Terms of Use Report a map error

Select Zoom Location

## Identify Key Issues

Type of Marker	# Identified
Congestion	1,581
Environmental	1,183
Property	1,093
Safety Concern	896
Historic & Cultural	701
Other Comment	163
<b>TOTAL MARKERS</b>	<b>5,817</b>





## ■ About You

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

✓

2

3

4

5

WELCOME

CORRIDOR NEEDS

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED


### Tell Us About You

Tell us a bit about yourself. Please click finish when you are done.

#### Final Questions (Optional)


- How often do you travel on WV 9?
- Home Zip Code  
 0/50
- Work Zip Code
- Age
- Provide your email address to stay informed.  
 0/50


Answer the questions you want to, then click Finish:


 **Finish**

#### Thank You!

Thank you for taking your time to complete our survey! Your input is an important part of the planning process and this study.

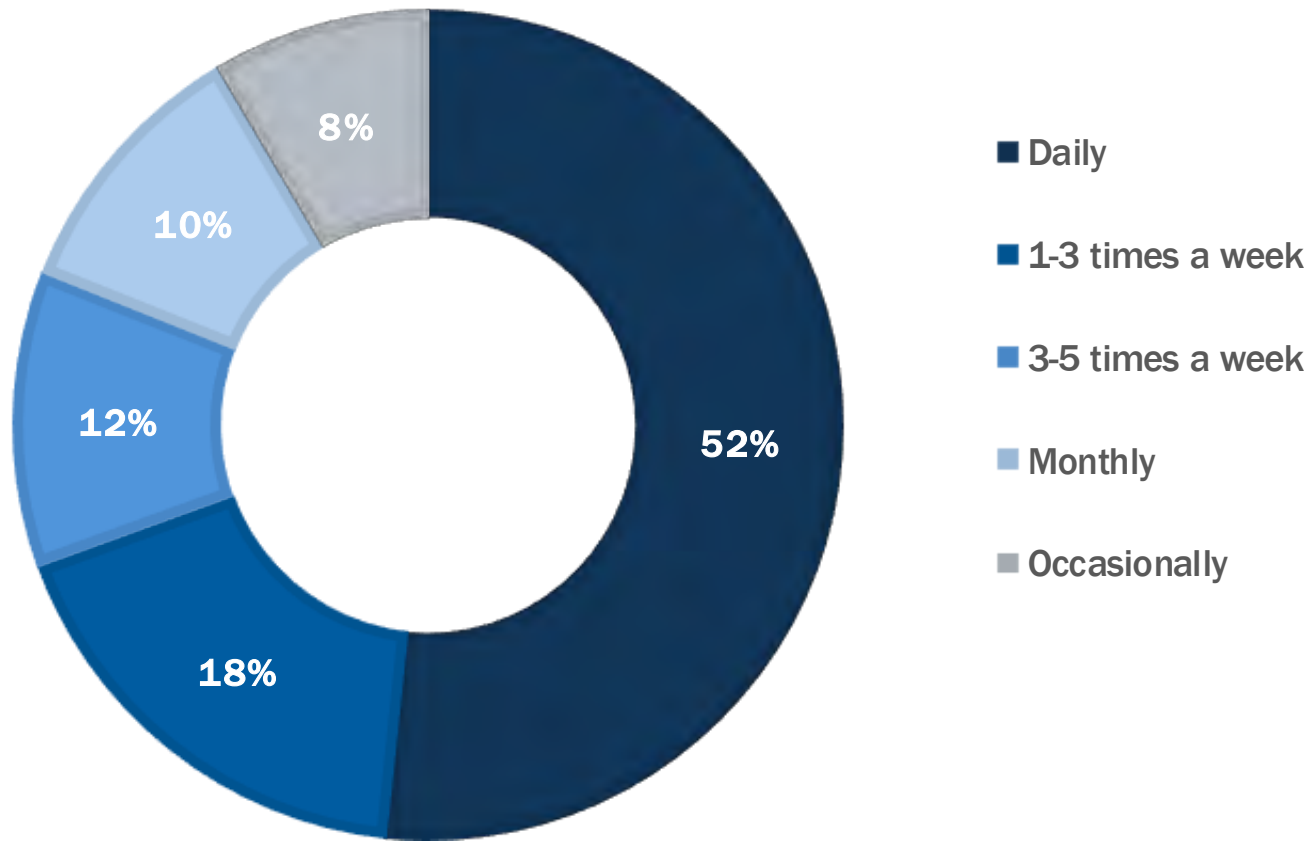


 **Project Partners**

 **Project Site**

## ■ About You

### HOW OFTEN DO YOU TRAVEL ON WV 9?



- 853 comments
- Comment period March 4<sup>th</sup> to April 5<sup>th</sup>
- Extended to April 15<sup>th</sup>

\* Required

1. First Name \*

Enter your answer

2. Last name \*

Enter your answer

3. Organization

Enter your answer

4. Email address

Enter your answer

5. Mailing Address

Enter your answer

6. City

Enter your answer

7. State

Select your answer

8. Zip Code

Enter your answer

9. Comments \*

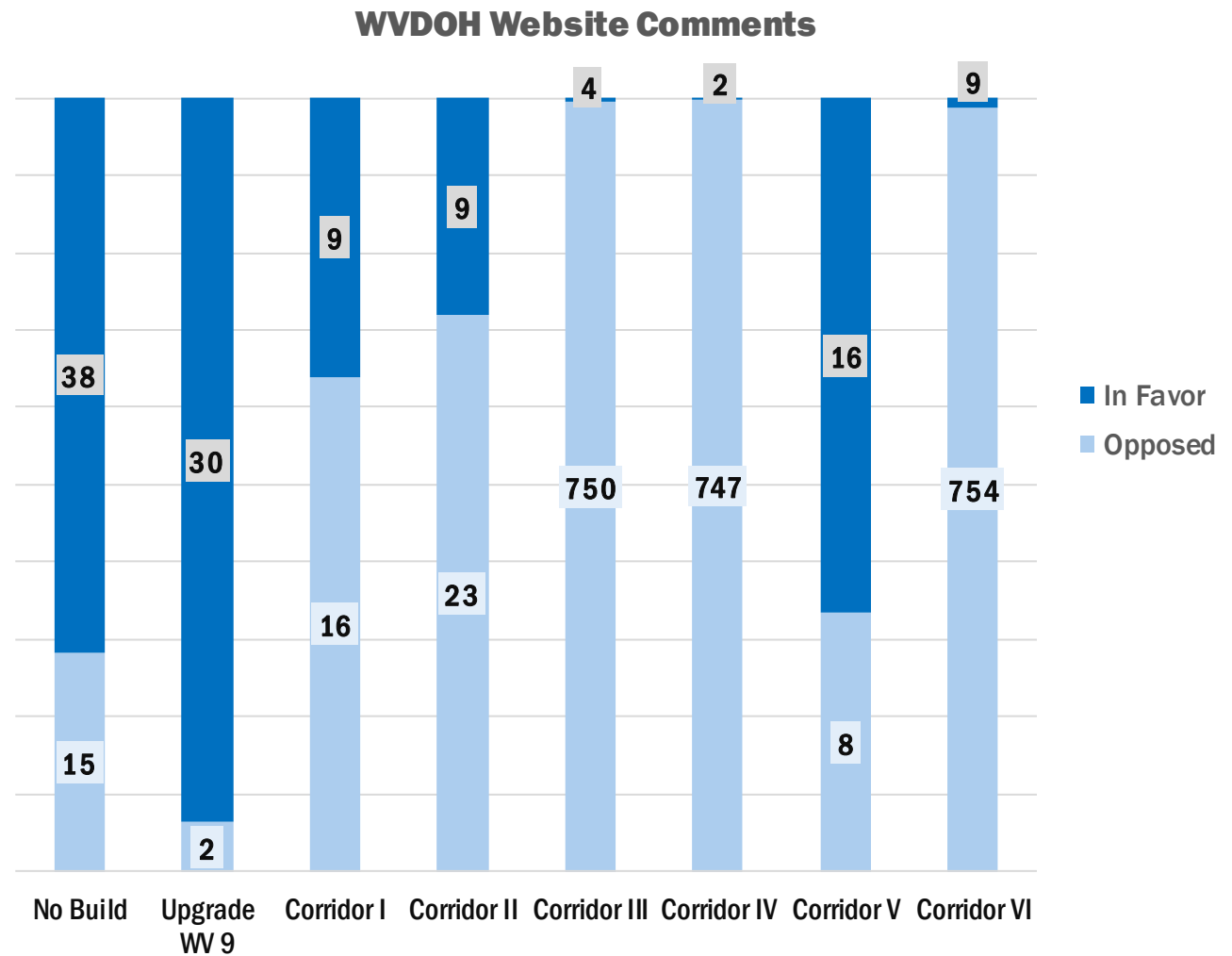
Enter your answer

Submit

Never give out your password. Report abuse



- 85% comments in regard to Speck Spring Farm



# Preliminary Screening

**Goals and Objectives**


**Transportation Needs**

**Public Input**

**Project Cost and Implementation**

**Environmental Screening**

**Screening Summary**

- Identify alternative(s) that are unreasonable / not feasible
- No alternative(s) are needlessly carried forward into the NEPA phase
- **Screening Criteria**
  - Ability to meet PEL Goals and Objectives
  - Improves the identified Transportation Needs
  - Public Support
  - Estimated Project Cost and Implementability
  - Minimizes Environmental Impacts
- **Screening Measures**
  - Favorable /Meets Criteria 
  - Moderately Meets Criteria 
  - Not Favorable / Does not Satisfy Criteria 

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Mobility Goal								
Safety Goal								
Economic Goal								
Environmental Goal								
Corridor Land Use Goal								
Multimodal Goal								

# Transportation Needs Screening

52

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Corridor Travel Time (min)	30	28 (-7%)	23 (-23%)	23 (-23%)	24 (-20%)	24 (-20%)	27 (-10%)	26 (-13%)
Segment Miles of High Congestion	1.9	1.5 (-21%)	0.3 (-84%)	0.3 (-84%)	0.8 (-68%) <i>Connections to WV9 limit some benefits in Hedgesville</i>	1.2 (-37%)	0.3 (-84%)	0.3 (-84%)
Projected Crashes Per Year	116	111 (-4%)	94 (-19%)	94 (-19%)	105 (-10%)	105 (-10%)	103 (-11%)	111 (-4%)



Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
WVDOH Comment Forms								
Supporting Comments	38	30	9	9	4	2	16	9
Opposed Comments	15	2	16	23	750	747	8	754
MetroQuest Online Survey								
Top Rated (4 and 5 stars)	1,193	1,409	899	452	924	1,057	530	1,334
Low Rating (1 star)	741	425	659	1,250	746	658	763	668

# Project Cost and Implementation

54

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Length (Miles)	-	21.6	20.7	21.2	20.2	20.2	8.9	7.4
Total Cost (\$ in Millions)	\$0	\$29	\$1,200 - \$1,490	\$1,228 - \$1,525	\$1,170 - \$1,452	\$1,174 - \$1,457	\$534 - \$659	\$445 - \$548
Project Implementability	-							

# Preliminary Environmental Screening

55

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Farmland Conservation Easements								
Length of Streams Crossed								
Acres of Wetlands								
# of Known Archaeology Sites								
# of Listed or Potentially Eligible Historic Structures								
# of Parcels								

# Preliminary Screening Summary

56

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Public Input								
Traffic Impacts								
Projected Crashes Per Year								
Goals and Objectives								
Environmental Impacts								

- **Recommend carrying all alternative(s) into the NEPA Phase**
- **Recommend evaluating Corridor I shift to avoid impact to Farmland Conservation Easement**
- **Recommend evaluating Corridors III, IV and VI shift to avoid impact to Speck Spring Farm**
- **Recommend further evaluation of truck climbing lane and other improvements to existing WV 9**
- **Recommend evaluating combining the various corridor segments to minimize impacts and provide access to existing WV 9**



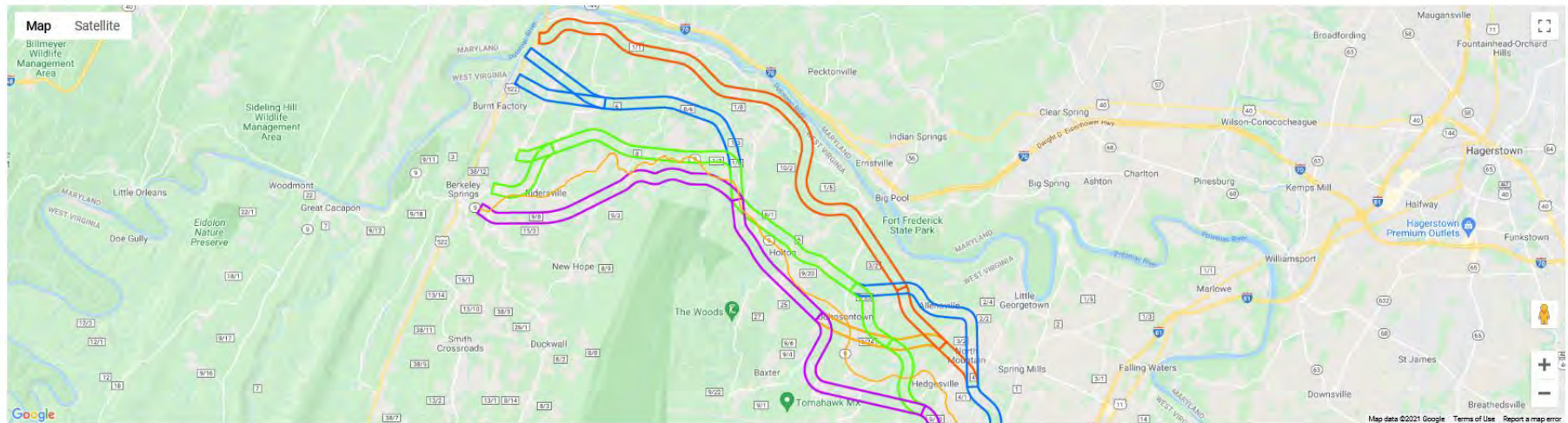
# Next Steps

**Comment Period until May 25<sup>th</sup>**  
**PEL Study Document**

<https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>

Transportation > Highways > Planning Division > Public Comment > WV-9 Planning and Environmental Linkages Study

## WV-9 Planning and Environmental Linkages Study



**State Project:** T233-9/-25.76

**Federal Project:** SPR-0009(254)D

The West Virginia Division of Highways (WVDOH) will hold an informational virtual public meeting May 11, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated include new road construction as well as upgrades to existing WV 9. This is a planning level workshop through which the WVDOH and the consultant team will review the preliminary study findings and alternatives and request input to move forward to a future National Environmental Policy Act study. The formal presentations will begin at 4:30PM and 6:30PM. Please see below for meeting access information.

- **Comment online or in writing via WVDOT's website**
- **Due by May 25, 2021**
- **Send written comments to:**
  - Mr. Elwood Penn
  - Director, Planning Division
  - West Virginia Division of Highways
  - 1900 Kanawha Boulevard
  - Building 5, Room 740
  - Charleston, West Virginia 25305
- **Request a printed comment form by emailing**  
**Karen.E.Allen@wv.gov**



## WV 9 PLANNING AND ENVIRONMENTAL LINKAGES STUDY Virtual Informational Public Meeting

The West Virginia Division of Highways (WVDOT) will hold an informational virtual public meeting May 11, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated include new road construction as well as upgrades to existing WV 9. This is a planning level workshop through which the WVDOT and the consultant team will review the preliminary study findings and alternatives and request input to move forward to a future National Environmental Policy Act study. The formal presentations will begin at 4:30PM and 6:00PM. Please see below for meeting access information.

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs, and activities. Please contact us at (304) 414-6901. 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).





# Questions



**Public Workshop Summary**  
**May 11, 2021**  
**6:30 – 8:00 PM**



## WV 9 Planning and Environmental Linkage Study

### Workshop Summary

#### Public Workshop | May 11, 2021 | 6:30 PM – 8:00 PM

Virtual Workshop via WebEx

#### Attendees

See attached attendee list

#### Workshop Materials

- PowerPoint Presentation

#### Workshop Purpose

To update the public on the status of the project, present the preliminary study findings and solicit input on those findings and the alternatives to be recommended to move forward to a future NEPA study. Attached is the Workshop presentation. The following is a summary of the discussion and comments received during the workshop.

#### Questions/Comments

- Paul Taylor - I would like to know how many of you working on this project that will be affected by your plans? Thanks
  - Response: None, but this would be typical on large projects. The process is very prescribed, and a major purpose of this meeting is to receive input from people who do live in the study area.
- Page Croyder - Who is pushing to expand/reroute Route 9 in MORGAN COUNTY?
  - Response: No one is pushing this. It has been identified in numerous planning studies over 40 years. Now looking at alternatives, including No Build and Upgrade. All alternatives are being given equal consideration.
- Lee - Before I fire a bunch of questions, I just wanted to say thank you ALL, for taking the time to answer our questions. I really appreciate the time, attention, and patience you all are giving to the public currently. So, thank you for answering our questions.
  - Response: Thank you!
- Mark Colie - What is the 'land use vision'?
- Kym Mattioli - Who approved the addition of all of these houses and developments that are adding to the congestion in the area.
  - Response: (Matt Mullenax). Approval is by county planning departments. There is no countywide zoning, but they do have subdivision ordinances. WVDOH issues highway access permits.
- Lee - Can you elaborate on the differences in travel time regarding the current times, and the future projected times? Are these future projections faster due to straighter road conditions or eliminating the congestion near 81? Or, will having less windy roads mean people drive faster? -Thank you



- Response: Travel times are modeled, based on 60 mph speed on new roadways and no congestion on new corridors.
- Lee - Can you elaborate on the bicycle accommodations for this project? -Thank you
  - Response: A new multi-use path is anticipated along the highway for the new corridors, similar to WV 9 east of Martinsburg. Upgrade alternative could include wider shoulders and intersection improvements.
- Page Croyder - Diverting traffic from I-70 is NOT a goal, right?
  - Response: Correct. We looked at it see who would be using the alternatives.
- Lee - One of your stated objectives for the corridors is reliable travel time. This only concerns freight and trucking companies, not residents. Why is this a priority for the whole project? -Thank you
  - Response: There are also commuters between Berkeley Springs and Martinsburg. Freight movement is one priority, but one of many. WVDOH is graded by FHWA on travel time reliability because WV 9 is on the national freight network.
- Kym Mattioli - That doesn't pass the sniff test. There is no way that less than 500 trucks per day would divert off I-70 to I-81. I call BS on that.
  - Response: The bridge over Potomac River on US 522 is a bottleneck. A new or widened bridge could increase the diversion and should be considered in future phases.
- Paul Taylor - So we are possibly going to lose our homes because someone in "government" approved all the development of townhouse after townhouse on top of each other? What is the reason it needs to go all the way to Berkeley Springs?
  - Response: We are studying the entire corridor, but four alternatives do not traverse the entire corridor. The two partial alternatives are new, previous studies only looked at the entire corridor. The selected alternative may not go all the way.
- Lee - If you are willing to spend approximately 1.2-1.5 billion on an extreme makeover of the fully functional route 9, eliminating around 6 accidents a year, and ensuring a consistent drive time, couldn't you spend a significant amount less on other safety measures? What other safety measures have you considered? -Thank you
  - Response: The upgrade alternative does include many safety measures – intersection improvements, curve straightening, wider shoulders, truck climbing lanes. The new corridors would move traffic from a two-lane to a four-lane divided highway, which is inherently safer.
- Page Croyder - 500 trucks a day may not seem "significant" to transportation planners but it is terrible for residents.
- Kym Mattioli - ^^ exactly. The noise and air pollution alone would be untenable.
  - Response: We are here to learn the issues, and no one would consider 500 to be insignificant. NEPA process will include detailed air quality and noise analysis
- Lee - It seems from this preliminary screening presentation, the "billion dollar bypass" project will increase traffic flow overall despite the little growth reflected in the last 20 years, increase freight and truck presence, disrupt residential homes (but not on Main Street Hedgesville), disrupt Sleepy Creek, negatively affect farmland, and not improve the congestion around the hotspots. So, I'm left wondering



why all the alternatives are being pushed through onto the next phase, despite the glaring negative results from this preliminary screening? -Thank you.

- Response: Does not disrupt Sleepy Creek recreation area. Could be farmland impacts. They do address congestion. We have not found anything to eliminate alternatives, but none are being “pushed through”. 1,200 people in the survey are concerned about congestion as their highest priority. Build alternatives in total got as much support as No Build.
- Shawn Hogbin - Wouldn't a route north of Hedgesville require any traffic to the landfill to make a right-hand turn onto Allensville Road? If so, it would be impossible for a garbage truck to safely make such a narrow turn onto Allensville Road from Route 901.
  - Response: No engineering has been done to date, and the corridors are currently very wide. These issues would be addressed later in the process.
- Sue DeVall - How many years of use does the landfill have left?
  - Response: Depends on access and other possible landfill development.
- Nanette Nyce - Will a recording of this presentation be made available to the public?
  - Response from Karen Allen - The recording will be available if you contact me at karen.e.allen@wv.gov
- Page Croyder - The Northern routes will become shortcuts from 81 to 70 and should not be built through Morgan County.
  - Response: That is correct and would be a consideration.
- Kym Mattioli - What measures were taken to prevent people from taking the survey multiple times?
  - Response: The survey cannot be taken more than once from the same device.
- Page Croyder - So despite the other slides showing low public support, corridors 1-4 are all green. Despite the fact that congestion is mostly confined to Hedgesville, the full build is favored. What was the point of asking us??
  - Response: No alternative is close to being favored. None are fully green. Point of asking is to get comments, they are appreciated, and will be considered closely.
- Jessi Knipe - Are there any resources for homeowners who will potentially be displaced by the project (outside of what is posted on the DOH site)? We were impacted by the recent Mountaineer Gas pipeline expansion and felt blindsided by that since all of the decisions seemed to be made prior to us buying our land and building our home. Two Route 9 suggested paths look to come right through our living room, and we're trying to be as informed as possible about what to expect and where to get consistent information to be as prepared as possible, as early as possible.
  - Response: There will be detailed alternatives analysis and studies over the next several years before properties are identified. WVDOH Right of Way Division has a process once affected properties are identified. This is a 10 year process if funding is secured.
- Lyndon Smather - Could you elaborate a bit on who comprises the stakeholders you mention? Thanks
  - Response: Included public officials, planning agencies, historical societies, etc.
- Kym Mattioli - Corridor Land Use Goal is for 'better access to recreational areas'? Yeah, that doesn't pass the sniff test for me either.



- Response: Stakeholders mentioned this, and also the idea of improving recreation areas as a mitigation effort.
- Anita Bernhardt - If we take truck traffic out of the conversation, which no one wants, what is the real purpose of a 4 lane ?
  - Response: Regardless of trucks, four lanes are safer and can handle more traffic without congestion.
- Kym Mattioli - We face the possibility of losing our homes for SEVEN minutes of travel time saved? Really?
  - Response: There are many other considerations including safety, economic development, and regional planning
- Queenhammer Serena DeHaven - Our ridge is visited by bald Eagles resting over the 901 valley, the eastern whip r will lives here along with many owls, wild turkeys, coyotes , foxes and more. Corridor 4 is a wildlife refuge
  - Response: We appreciate this information, and much more detailed habitat and species studies will be made if the project advances.

**The meeting was nearing its time limit and many of the following questions / comments were repetitive and had been addressed and therefore were not responded to. A few responses are noted.**

- Paul Taylor - Literally a save time of 6 to 7 minutes, doesn't sound legit to me to need to do this
- Page Croyder - It sounds like the fix is in. Low traffic in Morgan County, who cares. Unfavorable public response to a new corridor in Morgan County, who cares.
- David - Billions to save 7 minutes and disrupt so many lives?
- Jeanette Scofield - I live near Sleepy Creek bridge. On busy Mother's Day Sunday, by the time I reached home from Hwy 81 there was only one vehicle behind me and I met only one vehicle going the opposite direction. Why waste so much of our tax dollars to build these Corridor routes when all that is needed is to take care of the traffic from 81 to Back Creek Road. Maybe Johnstown to I-81 but nothing more.
- Paul Taylor - how about the impact on people's homes?
- Anthony - I agree with the comments about the small travel time saving comparison to the cost of families losing homes, farms, environmental impacts, billion(s) of dollars cost, impact of construction, etc. At this point just improve Rt 9 and make it safer. It's too late to plan four lane highways through this area without causing a huge impact.
- Page Croyder - Except that you are focused on your goals, which aren't the same as those who actually live here.
- David - Leave it alone for another 40
- Sue DeVall - Is it reasonable to assume that a new highway would have a big impact on economic development? It seems that thar there are many more incentives to build new plants, distribution centers, and fulfillment centers along I-81 than there ever would be along WV 9, no matter if the latter is upgraded in interstate standards.



- Queenhammer Serena DeHaven - The residence at the Top of Potato Hill on the orange line is owned by a Native American family. We protect the wildlife that enjoy our ridge. I have years of wildlife photography from here . A highway will destroy the habitats immensely.
- Lyndon Smather - Do the current survey and study results have any impact on the next steps (study)? or is it simply a gate that is passed thru? in other words if corridor 4 had the most negatives, but is recommended for next study, does the fact that it had most negatives have any bearing in the next study?
- Anita Bernhardt - I moved here 10 years ago because it was close enough to a major highway but NOT a major highway. I want to live in the country. We who live here know how to drive 9 west or east, we don't want truck traffic, and we love our country roads and know the back roads to avoid traffic if necessary.
- Queenhammer Serena DeHaven - Wild life sanctuary on Potato Hill - Eagles, Eastern Whip R Will, Owls , Wild Turkeys thrive here living on the orange line!
- Patti - Where can we get the presentation presented tonight? Thank you
  - Response from Karen Allen - The recording will be available if you contact me at karen.e.allen@wv.gov
- Lee - Corridor two goes right through Sleepy Creek? Right through the creek.
- Lyndon Smather - that is a very valid question - the lifespan of the landfill. as the trucks going to the landfill seems to be a major variable here. please look into this and account for this in your study. thanks!
- Lee - I believe Dan did state in the presentation (slides 39-41)that in only one instance does the traffic lights gets better. From an F to a C, and F to E, with the rest getting worse or staying the same.
  - Response. We only analyzed the worst intersections, but there are other intersections and roadway segments that would need to be studied and mitigated.
- Queenhammer Serena DeHaven - Sacred Native American TERRITORY owned by the great granddaughter of Chief Powhatan on the orange line. I am the niece of POCOHONTAS with a long history of the federal government taking ancestral grounds . I am a general contractor with 2 homes targeted in Hedgesville. I have been a resident for 20 years building a masterpiece home on the ridge of Potato Hill honoring my Native American heritage as a WV Shawnee. I host spiritual native retreats here . It is sacred ground. It is disappointing to imagine this beautiful town destroyed harming so many lives including the animals . Bears frequent our ridge it is an animal kingdom up here.
  - Response: This is great information and will be considered in the future. Also, Tribal coordination is required during NEPA
- Lyndon Smather - Pocahontas died in 1617. Congratulations on your longevity, niece.
- Lee - Gotta prevent those 6 texters, drunk drivers, and others from crashing so let's spend billions rather than some speed cameras that WV prohibits. Speed cameras might provide some funds, while preventing those who drive too fast causing accidents.
  - Response: Again, roadway design always impacts safety





- Lee - So, your answers seem to be contradicting the presentation....I'm getting quite confused by the responses compared to the PowerPoint, for example the earlier question regarding Sleepy Creek, where you stated it does not go through, but then you said it does.
  - Response. Earlier response was for Sleepy Creek Recreation area. The corridors would cross Sleepy Creek, and impacts would be studied and mitigated
- Kym Mattioli - If the biggest problem spot is Main Street Hedgesville Rt.9/Rt. 901 intersection, then it seems to me that this is a Hedgesville problem that is going to end up causing hundreds of people to lose their homes who chose to buy or build in rural areas. Not fair.
  - Response: It is too early to determine a number of impacted homes, in a rural area many of them can be avoided. Congestion in Hedgesville affects everyone who passes through Hedgesville.
- Paul Taylor - the lack of empathy for those of us going to lose our homes is unreal, I even heard giggles at one point, if you think you have addressed the issues for us here, you have not, you really haven't given any answers , just telling us what you plan to do and using the its been 40 years in the making as an excuse
  - Response. Today's environmental laws require avoidance or minimization of impacts and we are years from a decision. All alternatives are still on the table, we are not identifying one at this point.
- Queenhammer Serena DeHaven - Thank YOU all for your time acknowledging our questions -Sincerely the DeHaven Family. Corridor 4.
- Kym Mattioli - 55 in one subdivision alone are being affected by 3 of the corridors!
- Paul Taylor - camp frame is affected by 3 options
- Kym Mattioli - Thank you for the time tonight. Mattioli family affected by Corridors 1, 2 and 6.
- Lee - Exactly, ALL the alternatives are still on the table despite the cost and disruption caused by the corridors.

**Session detail for 'WV 9 PEL - Public Workshop':****May 11, 2021 6:30-8:00 PM****Participant    Name**

1	Anita Bernhardt
2	Anthony
3	Barbara Anderson
4	Bebe & Deb
5	Brandon Smith
6	Chris
7	Chris Kinsey
8	connie
9	Dan neff
10	Dan Szekeres
11	David
12	Dennis Donaldson
13	Edward Thompson
14	frank stotler
15	gregness
16	Guy Aversa
17	Holly
18	Jeanette Scofield
19	Jessi Knipe
20	Karen Allen (WVDOH)
21	Kym Mattioli
22	Laura Ricketts

**Participant    Name**

23	Lee
24	Lu Ann May
25	lyndon smather
26	m mitchell
27	Mark Colie
28	Matt Mullenax
29	Max Heckman
30	Nanette Nyce
31	nelson wood
32	Page Croyder
33	Patti
34	Paul Taylor
35	Queenhammer Serena DeHaven
36	sarah
37	Shawn Hogbin
38	Sonie Nethercut
39	SShain
40	Sue DeVall
41	timothy sedosky
42	Tommy Ashby
43	Williw Mays

# WV 9 Planning & Environmental Linkage Study

## PUBLIC WORKSHOP

May 11, 2021



## WVDOH

**Tim Sedosky**  
Project Manager

**Karen Allen**  
Environmental Lead

**Chris Kinsey**  
Statewide Planning

## HEPMPO

**Matt Mullenax**  
Local Coordination

## MICHAEL BAKER INTERNATIONAL

**Lu Ann May**  
Project Manager

**Max Heckman**  
Project Oversight

**Dan Szekeres**  
Traffic & Safety Analysis Lead

- **Project History and Project Status**
- **Goals and Objectives**
- **Traffic and Safety Assessment**
- **Alternative Corridors**
- **Public Input**
- **Preliminary Screening**
- **Next Steps**



# We want your input

4

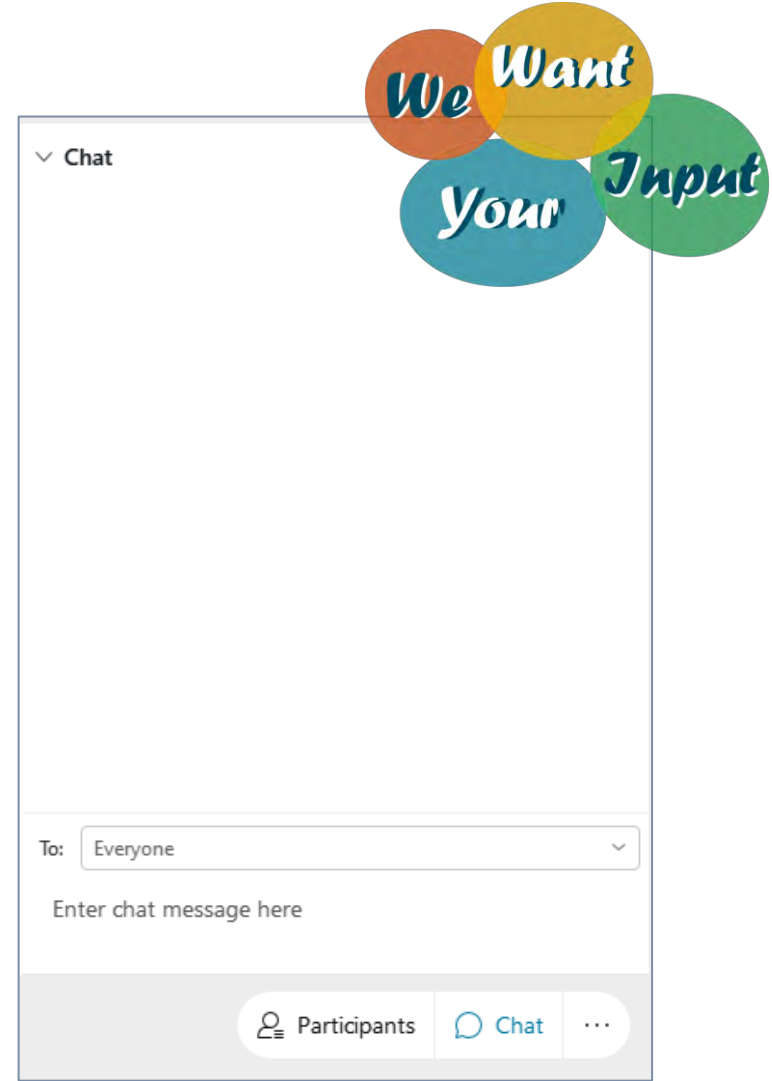
- Chat your questions or comments
- After the meeting, email comments or questions to:

**Karen Allen**

**Karen.E.Allen@wv.gov**

**Lu Ann May**

**Imay@mbakerintl.com**



# **Project History & Project Status**

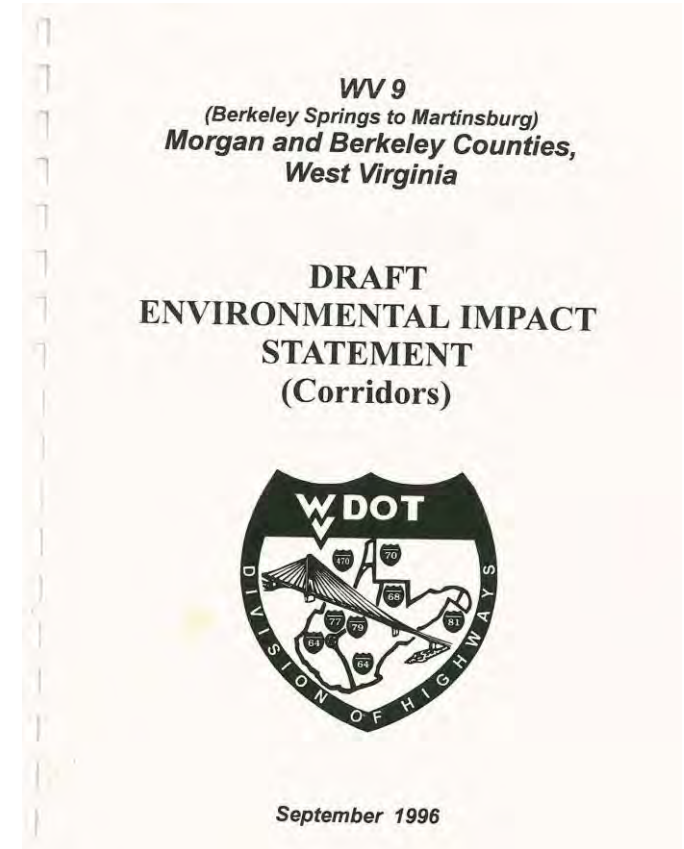
**Project History**

**Corridor Alternatives**

**Project Development Process**

**Schedule**

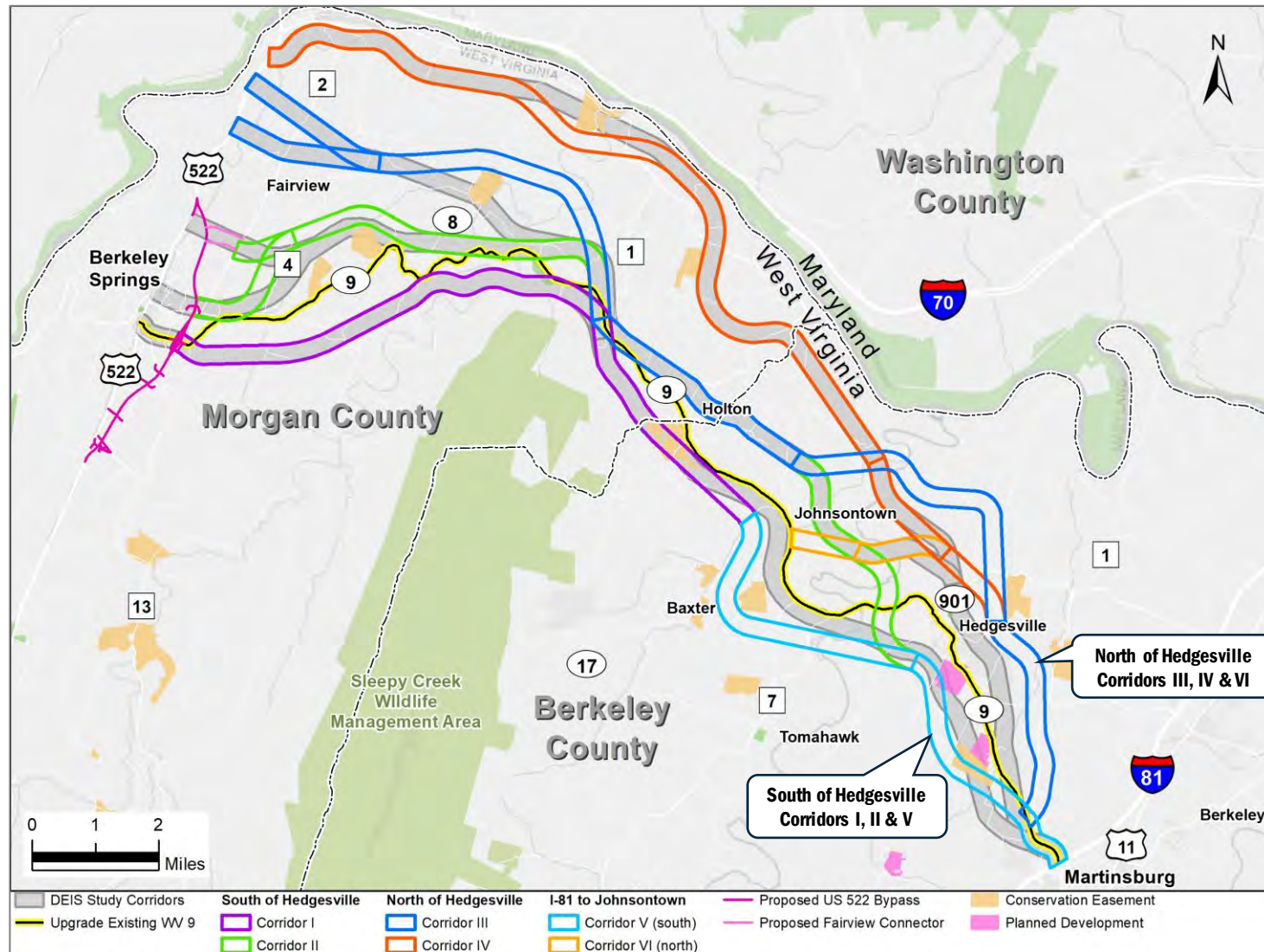
- Identified in a variety of regional and statewide studies between 1978 and 2018
- Detailed Corridor Studies were undertaken in Draft EIS approved in 1996 - 1997
- These corridors were starting point for current study



**Martinsburg Bypass is no longer an active project – funding was diverted to Raleigh Street Extension**









# Project Development Process

9

2020 - 2021

~ 10 Years

**Planning &  
Environmental  
Linkage (PEL)**



**NEPA/  
Preliminary  
Design**



**Final Design**



**Right of Way  
Acquisition**



**Construction**



**We Are Here**

**Public Involvement**



# PEL Study Tasks and Schedule

10

Activity Description	Duration	2020						2021					
		July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June
STUDY TASKS													
Goals and Vision	7 m												
Alternative Corridors	6 m												
Traffic Data Collection & Modeling	8 m												
Affected Environment	8 m												
Windshield Survey	2 m												
Preliminary Screening	4 m												
PEL Document	4 m												
AGENCY/PUBLIC INVOLVEMENT													
Agency Meeting	---												
Stakeholder Meetings	---												
Public Meeting/ Plan Displays	---												
MetroQuest Survey	---												

**We Are Here**



# Goals & Objectives

**Project Goals and Objectives**  
**Transportation Needs**

## Mobility Goal

- Improve mobility between Berkeley Springs and Martinsburg while alleviating congestion on area roadways

## Safety Goal

- Improve the level of safety for motorists and pedestrians in the Study Area

## Economic Development Goal

- Support planned development and promote future growth in the area

## Environmental Goal

- Protect and preserve the Region's Environment and Resources

## Multimodal Goal

- Support and enhance all travel modes in the area

## Corridor Land Use Goal

- Support Corridor Land Use Vision



## Example Objectives

### Environmental Goal

- **Protect and preserve the Region's Environment and Resources.**

#### **Objectives include:**

- Minimize impacts to the Sleepy Creek Watershed and other environmental and cultural resources
- Evaluate stormwater runoff and related issues
- Evaluate strategies to improve water quality and protect drinking water

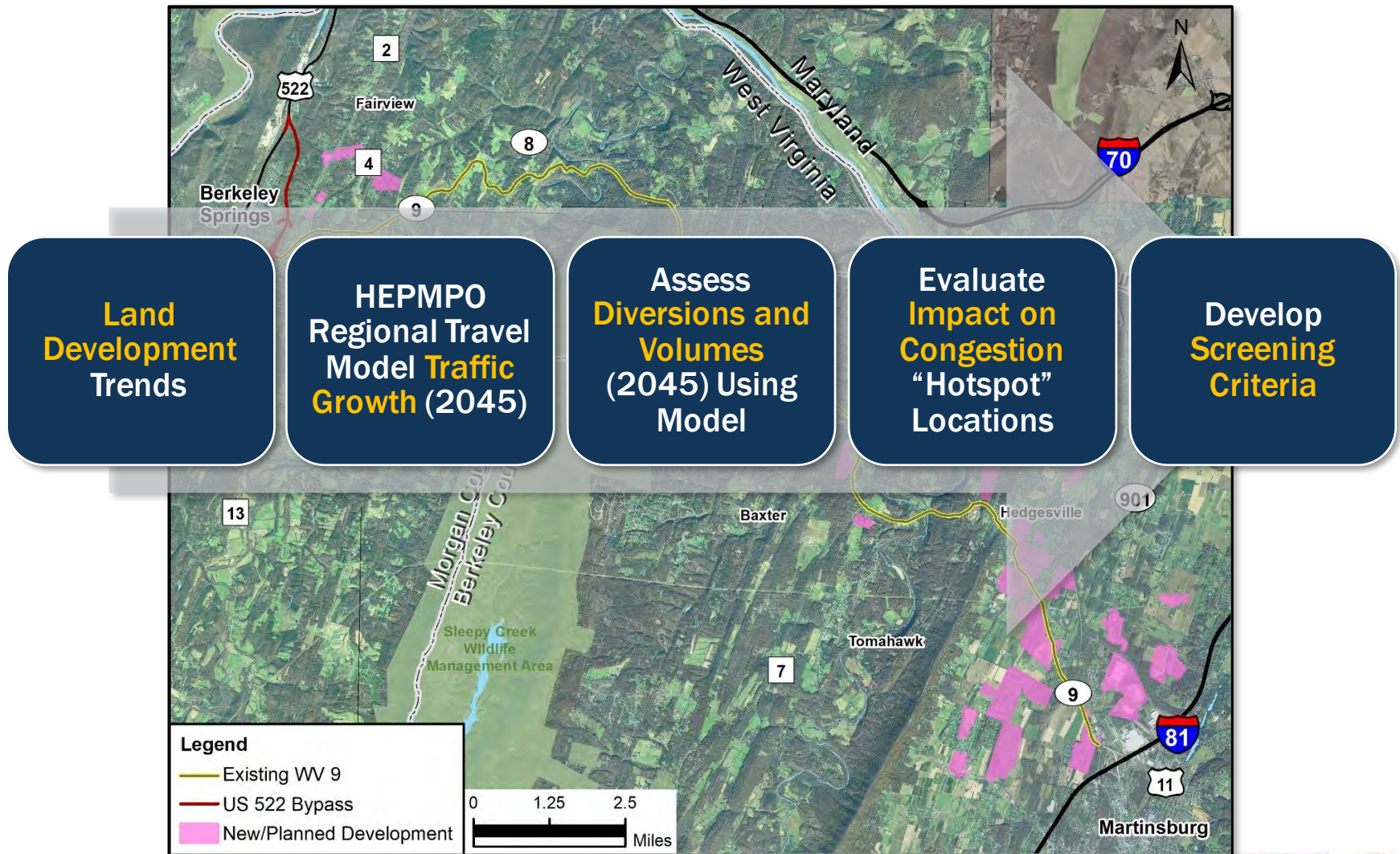
- **Improve the capability of WV 9 to meet its mandated objectives as a major east-west route in the Eastern Panhandle of West Virginia**
  - Connect US 522 to I-81 with a safe, efficient highway
  - Complete the region's long envisioned transportation network
- **Improve traffic flow along the WV 9 corridor in the Project Study Area**
  - Relieve existing congestion, especially though Hedgesville to I-81
  - Facilitate flow of people and freight throughout the corridor
- **Improve safety levels along WV 9 in the Project Study Area**
  - Address or bypass existing high crash locations
  - Address or bypass roadway geometric deficiencies

# **Traffic and Safety Assessment**

**Projected Traffic Volume Growth**

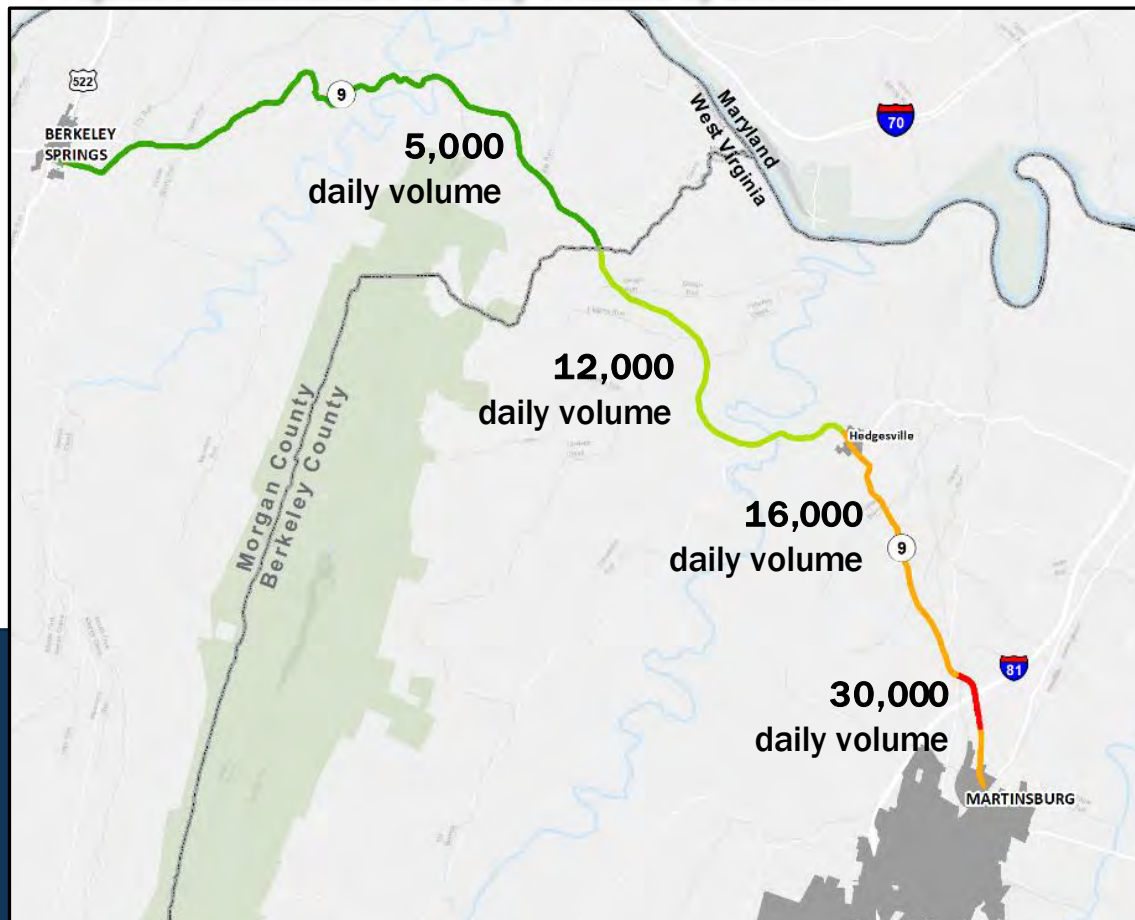
**Diversions Related to Corridor Alternatives**

**Evaluation of Traffic Congestion at Key  
Intersections**





## Projected Maximum 2045 Daily Volumes by Section



- ❑ Historic traffic count trends from 2002-2017 indicate no traffic volume growth
- ❑ The regional travel model does assume traffic growth on WV 9 due to regional land development
- ❑ Volume growth projected **+10%** over 25 years (by 2045) which is <0.5% per year

Impact of COVID and Teleworking on long-term trends?





9

A Bypass freeway significantly reduces traffic volume on the existing WV 9 roadway



Diversion percentages are impacted by the location of interchanges and the alignment of bypass



Bypass alternatives south of WV 9 may divert more volume than northern alternatives

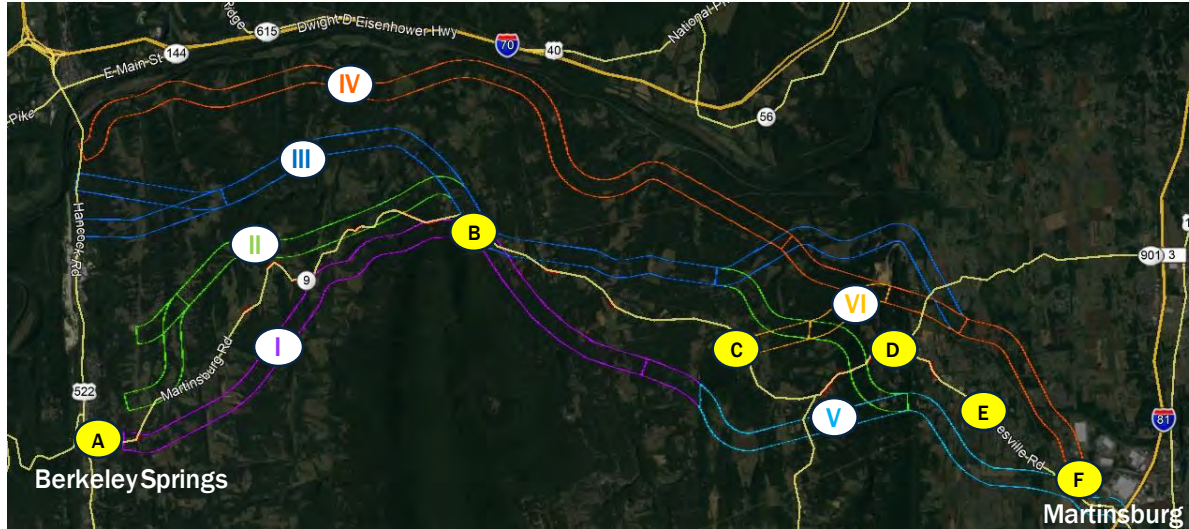


Bypass alternatives north of WV 9 support regional truck travel including access to the land fill

A circular icon containing a blue and red Interstate 70 shield.

The full northern alternative diverts more vehicles from I-70 than southern alternatives. (<500 vehicles per day)

# Model Projected Bypass Diversions from WV 9 20



## Legend:

Ⓥ Bypass Alternative #

## Road Segment Locations:

- ⓐ Berkeley Springs (US522)
- ⓑ Meridian Road
- ⓒ Johnstown
- ⓓ Hedgesville
- ⓔ Hedgesville High School
- ⓕ Harlan Springs Road

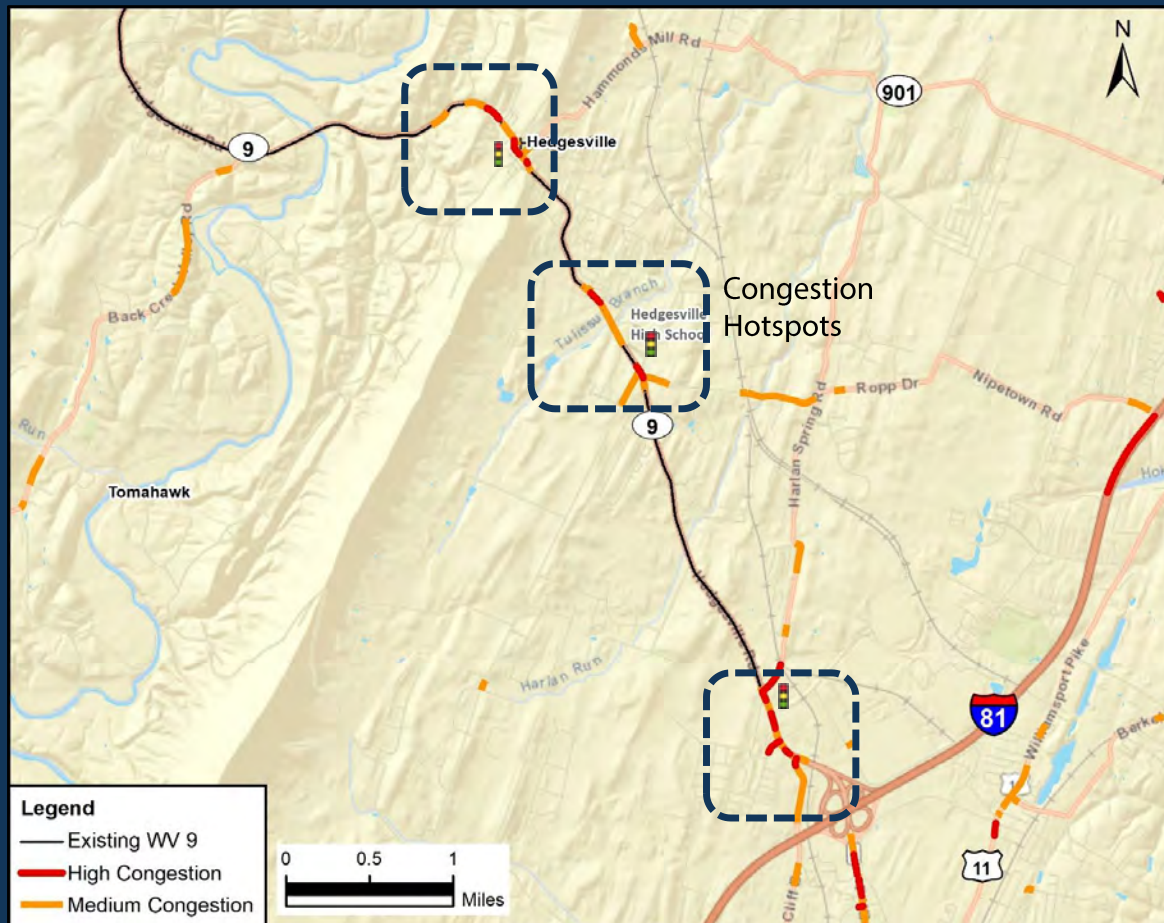
## Percentage of Traffic Change on Existing WV 9 Under Each Bypass Alternative

Road Segment	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
		South of Hedgesville		North of Hedgesville		Johnstown to I-81	
A - B	Small Traffic Increases 0-5%	-96%	Similar to Corridor I		-56%	+ 7%	+ 12%
B - C		-43%			-31%	+ 15%	+ 16%
C - D		-73%			-28%	-78%	-71%
D - E		-63%			-43%	-63%	-57%
E - F		-53%			-18%	-50%	-41%




Will new bypass spur new “induced” land use not accounted for in modeling?

# Would Bypass Solve Existing WV 9 Congestion?

21



Source: 2016-2017 TomTom GPS Data HEPMPO LRTP Study (Berkeley County) – Not available for Morgan County

- ☐ Existing locations of congestion based on GPS data (2016-2017)
- ☐ 3 Locations analyzed:
  -  WV 9 / WV 901
  -  WV 9 / Ridge Road
  -  WV 9 / GM Access
- ☐ Bypass alternatives remove volume from existing WV 9
- ☐ How does this affect intersection operations?



- Signal timing data and available intersection turning movement counts assembled from WVDOT
- Highway Capacity Analyses run using Synchro software to estimate Level of Service (LOS)
- Recent timing changes focused on improving WV 9 traffic flow – intersecting street LOS is deficient
- Analysis assumed “best-case” diversion percentage from modeling of bypass alternatives



Level of Service (LOS) Descriptions



WV 9 / WV 901 in Hedgesville



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	B	F	A	B
WV 901	F	F	E	C

LOS is the worst-case intersection approach

- A bypass does provide some relief to intersection LOS in combination with signal timing changes
- Without bypass, further optimization of signal timing does not benefit signal operations *[providing more green time or turn phasing (e.g. thru+left turn) for WV 901 WB significantly degrades WV 9 operations]*



WV 9 / Ridge Road South Of  
Hedgesville High School



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	C	B	A	B
Ridge Rd	F	D	E	D

LOS is the worst-case intersection approach

- A bypass does provide some relief to intersection LOS. Additional strategies may be needed for Ridge Road approaches to intersection
- Intersection turn lanes and/or reconfiguration in combination with signal timing changes may provide intermediate congestion relief at intersection.

WV 9 / GM Access Road



Approach	LOS without Bypass		LOS with Bypass	
	Current Timing	Synchro Optimized Timing	Current Timing	Synchro Optimized Timing
WV 9	A	A	A	B
GM Rd	B	B	C	C

LOS is the worst-case intersection approach

- Analyses does not indicate significant congestion issues at GM Access Road – Further monitoring of truck conditions needed
- A new bypass will likely connect back into WV 9 northwest of this intersection. Volumes may increase with bypass creating a worsening of traffic congestion.

- Analytical criteria developed for each alternative based on travel model results:

- ❑ Travel time (in minutes) from US 522 to I-81
- ❑ Miles of road segments with congestion  
(e.g. based on volume/capacity ratios  $> 0.80$  in travel model)

- Safety impacts based on expected benefits of strategies per “Crash Modification Factors” as assembled from <http://www.cmfclearinghouse.org/>

- ❑ Projected annual crashes in corridor (US 522 to I-81)

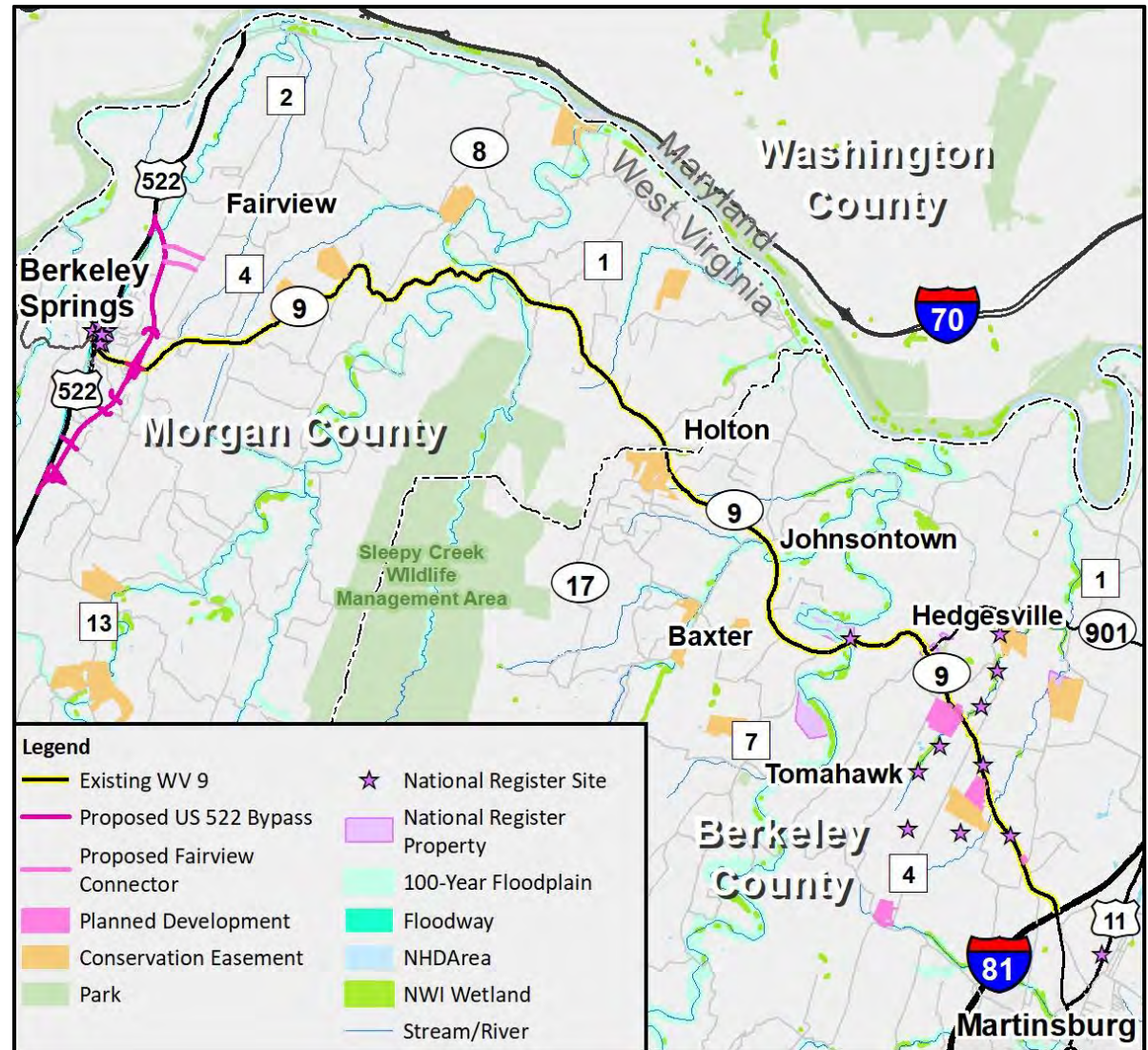
# Alternative Corridors



# No Build Alternative

28

- No new roadway would be constructed
- Maintenance projects to maintain current function
- Serves as a baseline to measure other alternatives

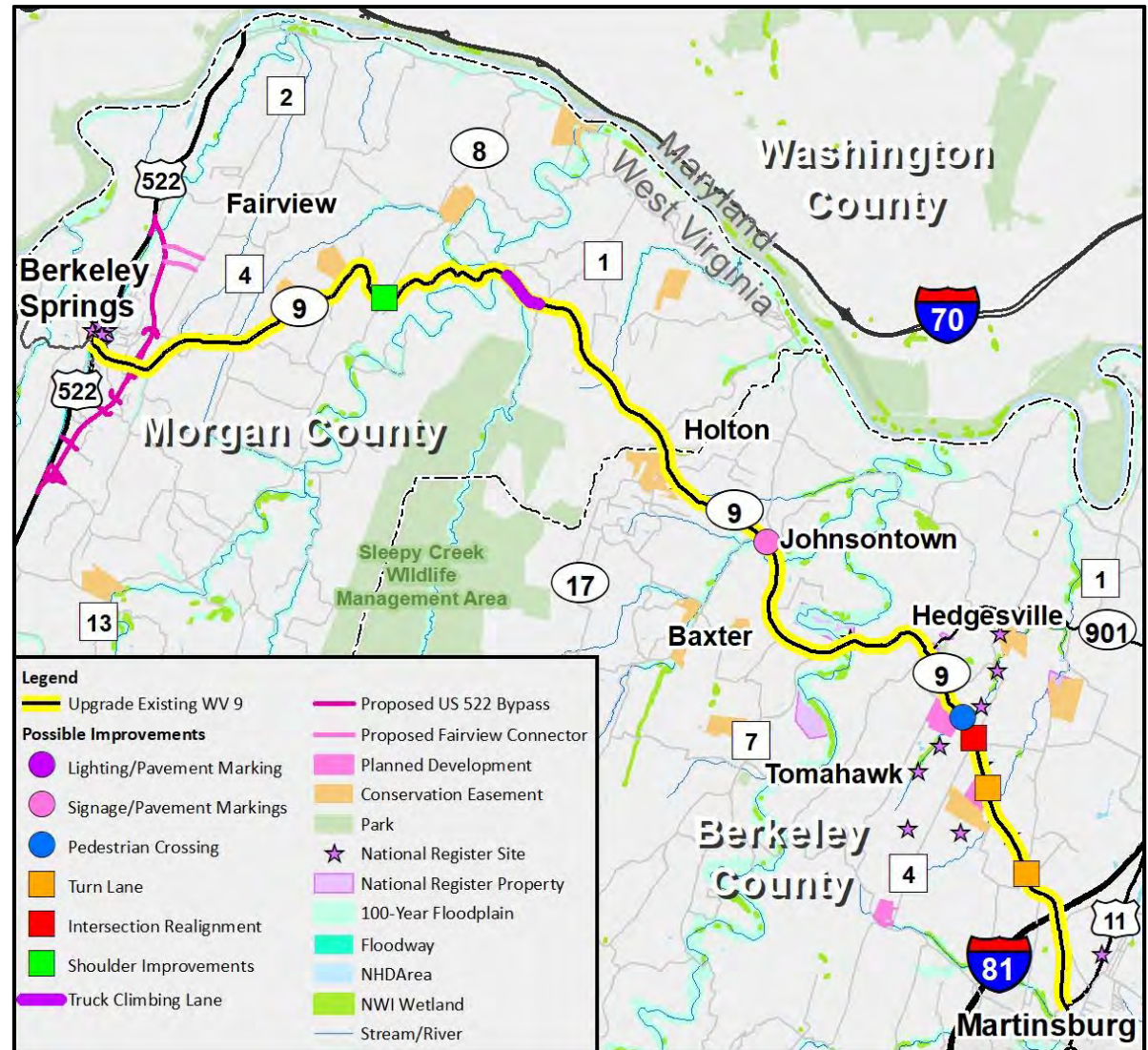




# Upgrade Existing WV 9 Alternative

29

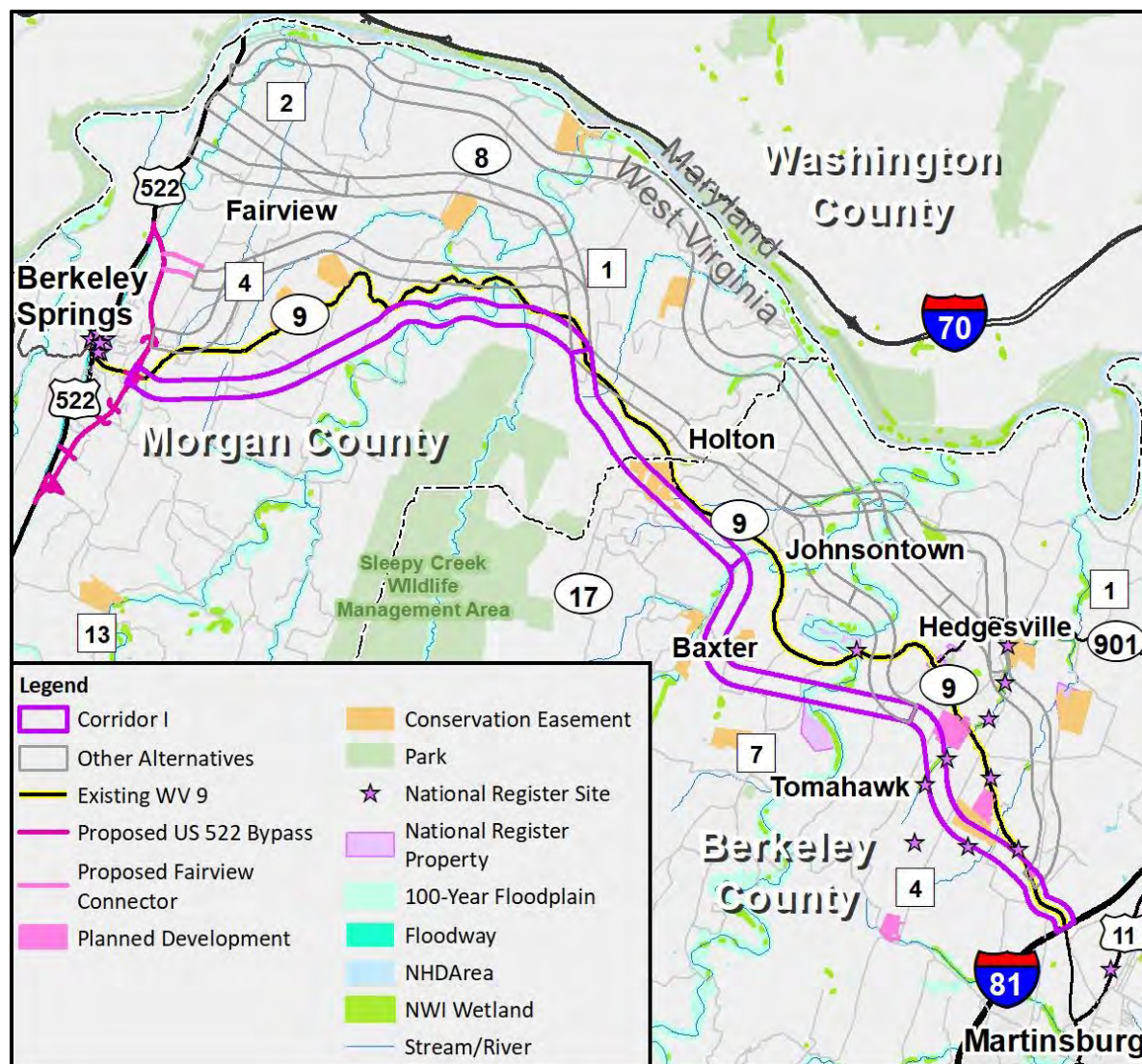
- Upgrade WV 9 on its current alignment
- Remain primarily two-lane
- Minor and Major Improvements to address congestion & safety issues



# Corridor I Alternative

30

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at the proposed US 522 Bypass interchange
- Generally, stays south of existing WV 9 and connects to existing WV 9 across from Harlan Springs Rd

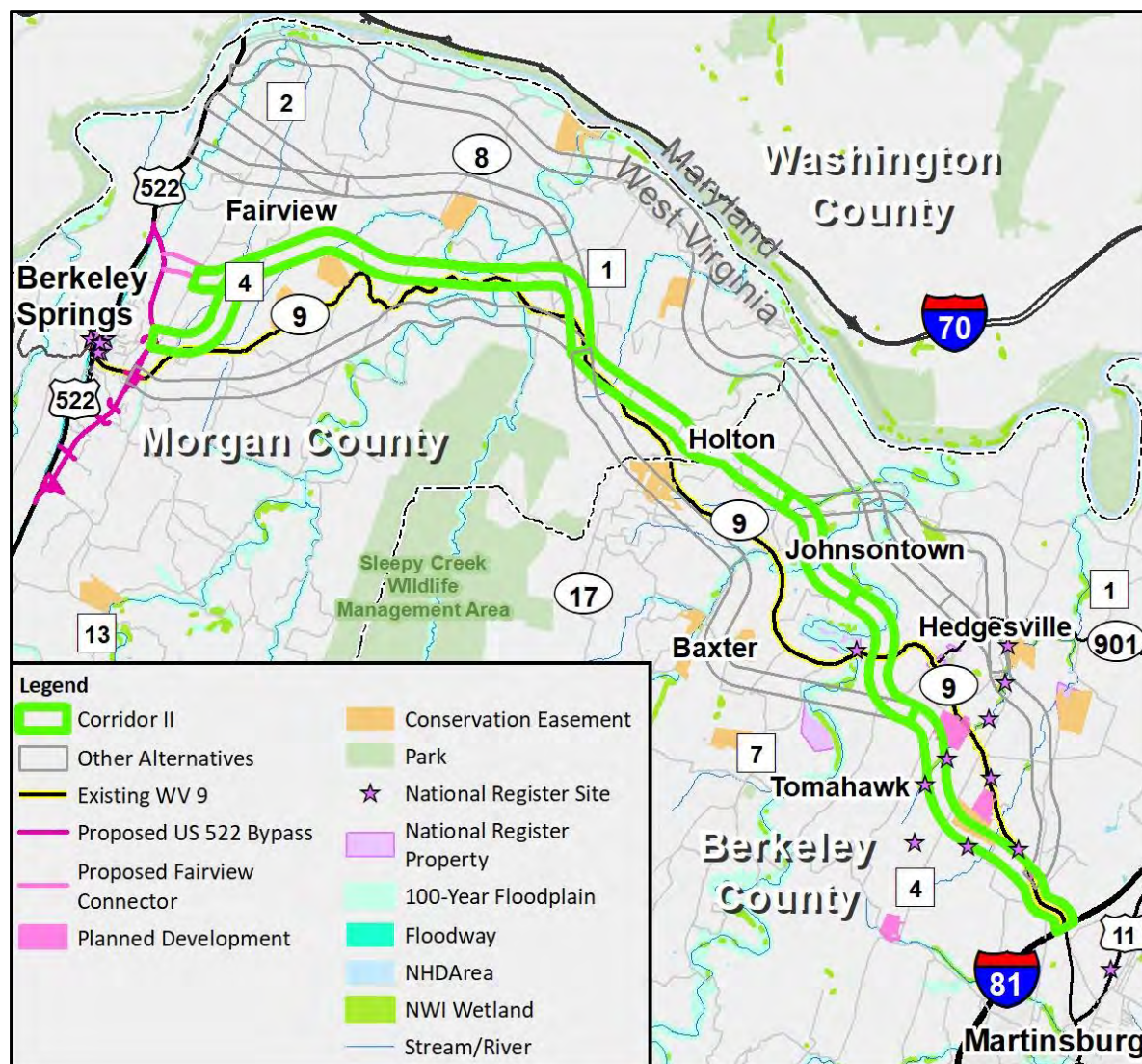




# Corridor II Alternative

31

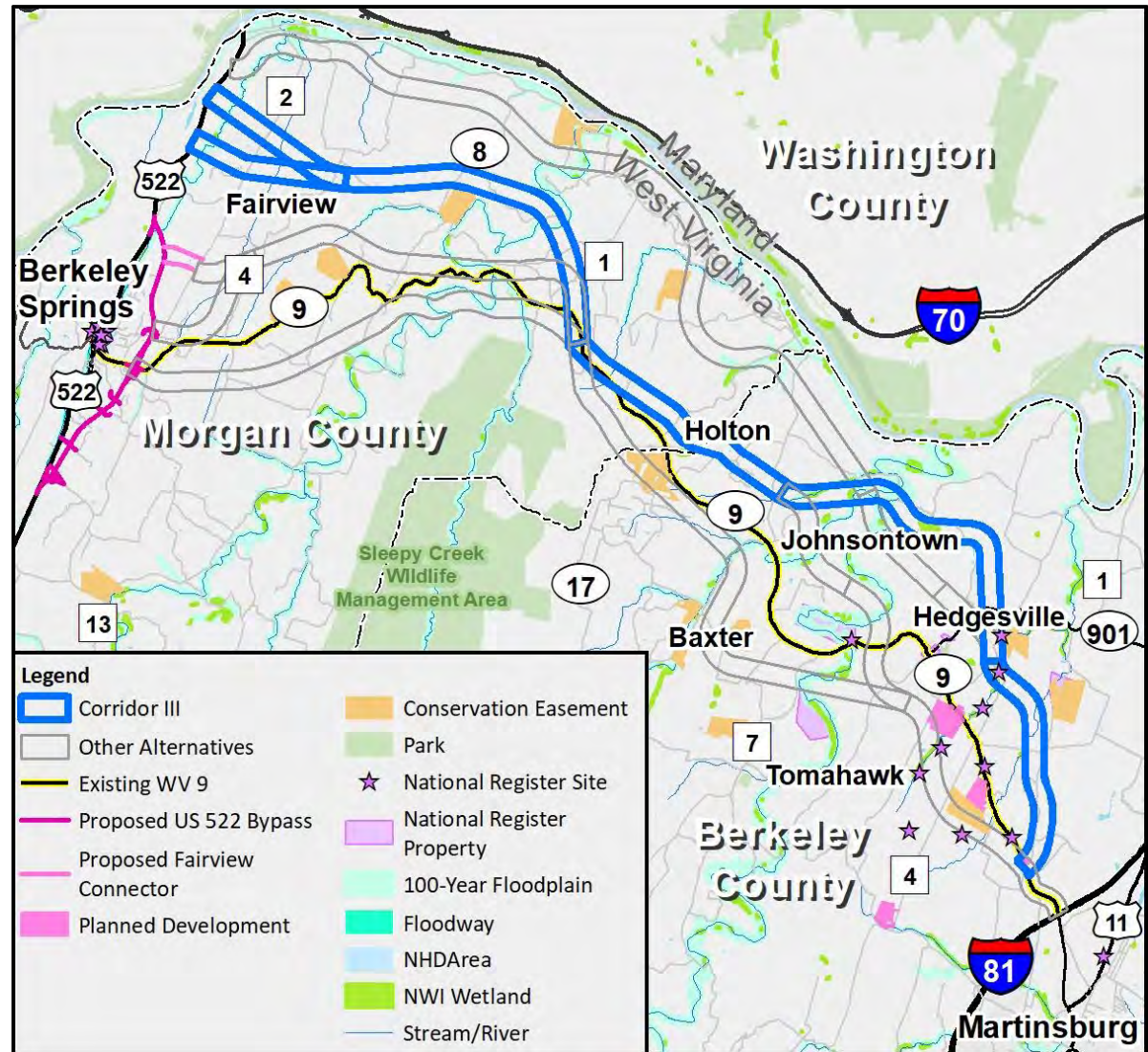
- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at either the proposed Fairview connector or US 522 bypass
- North of WV 9 to just west of Hedgesville then crosses south and connects to existing WV 9 across from Harlan Springs Rd



# Corridor III Alternative

32

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begins at one of two possible intersection locations on US 522
- North of WV 9 staying north of Johnsontown and Hedgesville to Harlan Springs Road

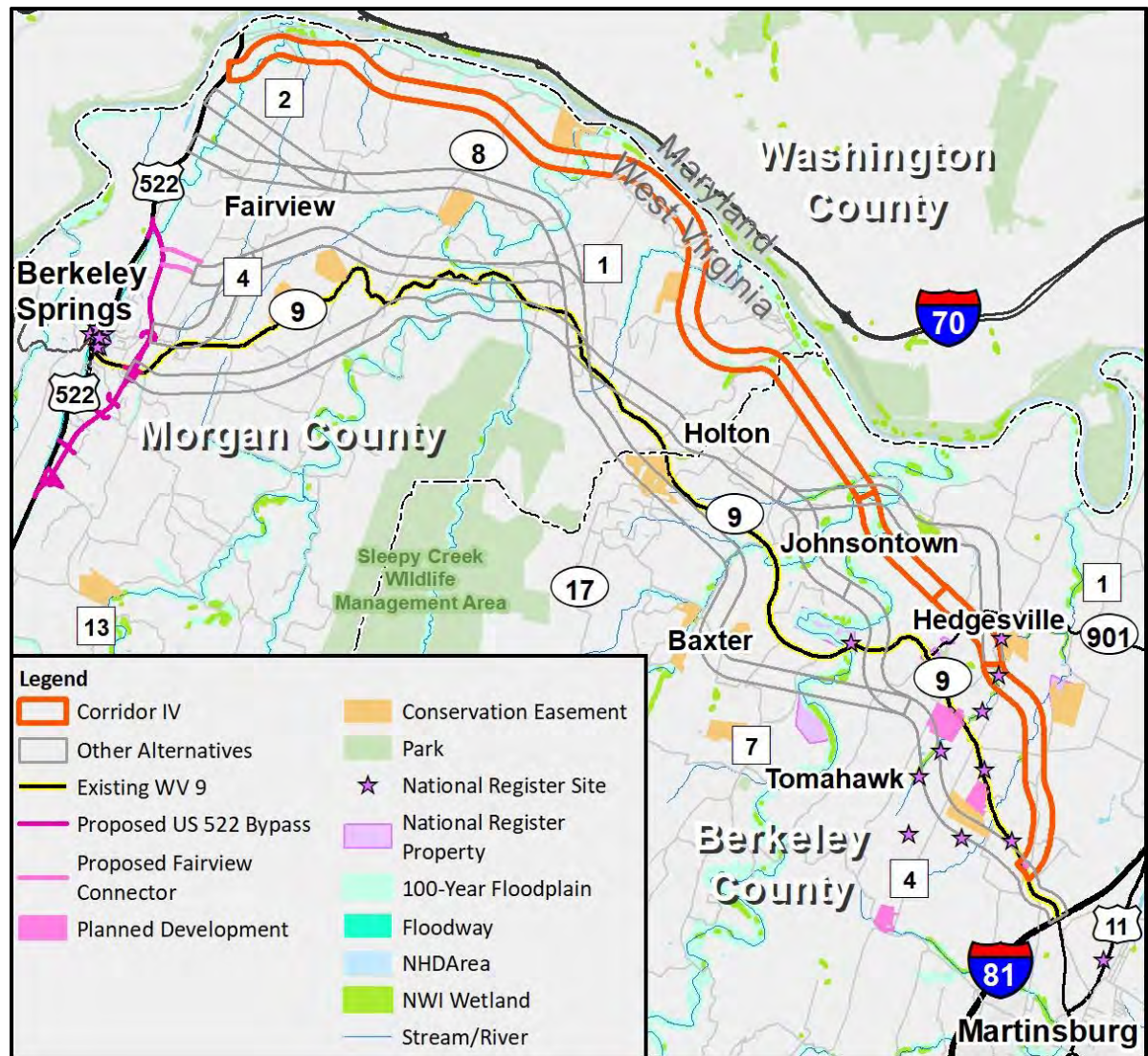




# Corridor IV Alternative

33

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- Begin at existing US 522 just south of the Potomac River Bridge
- Stays north along the state border rejoining WV 9 near Harlan Springs Road

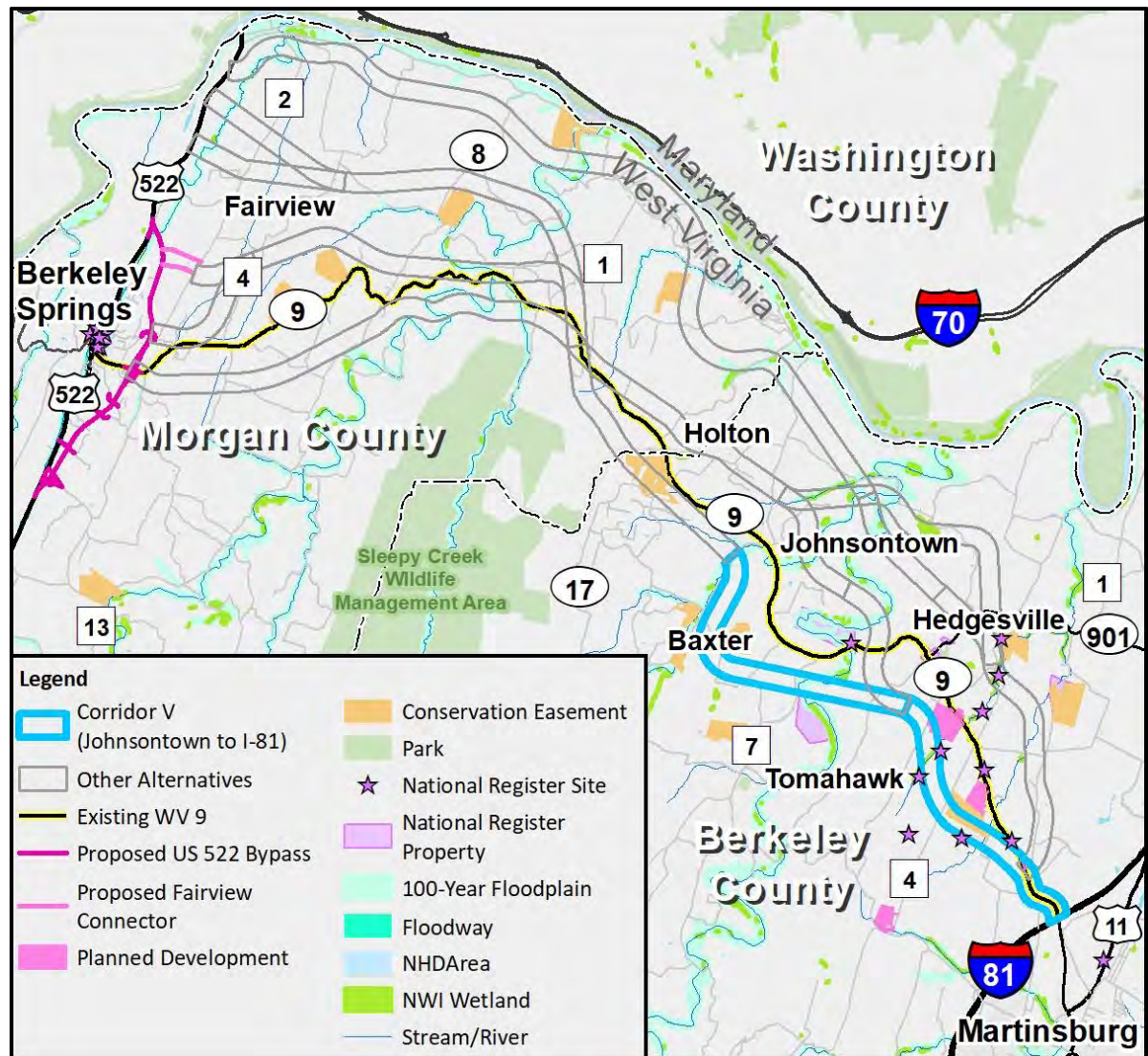




# Corridor V Alternative

34

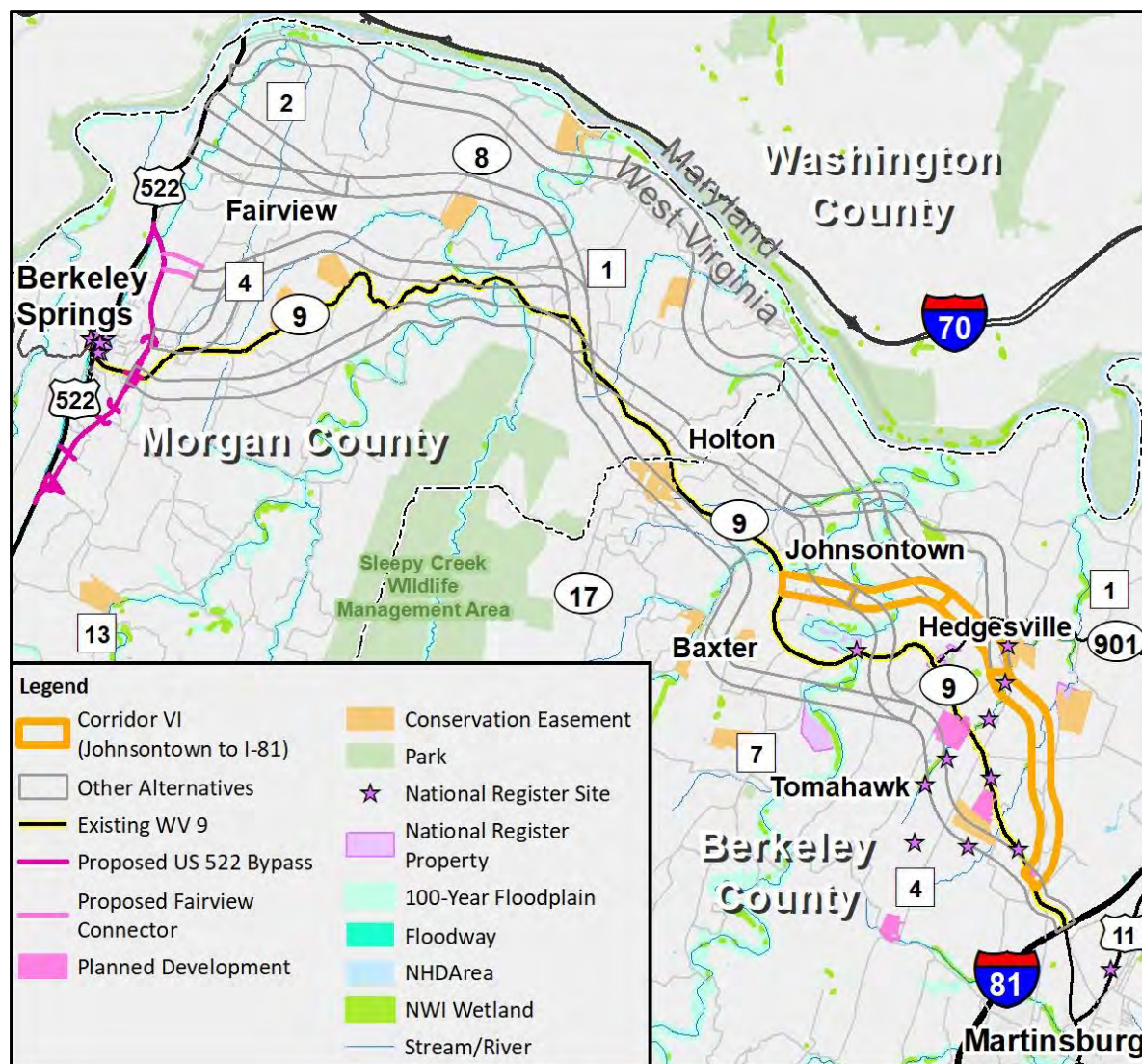
- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- New 4-lane roadway from Johnstown to I-81 with upgrades to existing WV 9 from Berkeley Springs to Johnstown
- Stays south of WV 9 following Corridor I



# Corridor VI Alternative

35

- New 4-lane roadway would be identified within the 1,500-foot-wide corridor
- New 4-lane roadway from Johnstown to I-81 with upgrades to existing WV 9 from Berkeley Springs to Johnstown
- Stays north of WV 9 and Hedgesville joining WV 9 near Harlan Springs Road





# Public Input

**Online Survey Summary**  
**WVDOH Comment Forms**

- **Thank you for your input**

**THANK  
YOU!!!**

- Survey available March 5<sup>th</sup> – April 15<sup>th</sup>
- 3,330 participants

WV 9 PEL Study

More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1


Provide Your Input on Improvements to WV 9

Learn a bit about this study before you begin.

WELCOME

**We Want Your Input!**

The West Virginia Division of Highways (WVDOT) is conducting a Planning and Environmental Linkage (PEL) study to improve east-west mobility between Berkeley Springs and Martinsburg, WV. Please provide us with your insights on needs, constraints and alternative location preferences.



WV 9 is the primary east-west roadway in the region but provides poor connectivity to the surrounding major roadway network, including I-68/I-70, I-81 and US 522.

Next

CORRIDOR NEEDS

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED



## ■ Rank Corridor Needs

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

### 2 What Are The Corridor Needs?

Please rank 3-5 of the 8 corridor needs above the line in your preferred order

WELCOME

CORRIDOR NEEDS

Order your top 3 to 5 corridor needs above this line

- No Current Needs
- Traffic Congestion
- Protect Natural Resources
- Freight Reliability
- Economic Development
- Bike & Pedestrian Access
- Mobility
- Transportation Safety

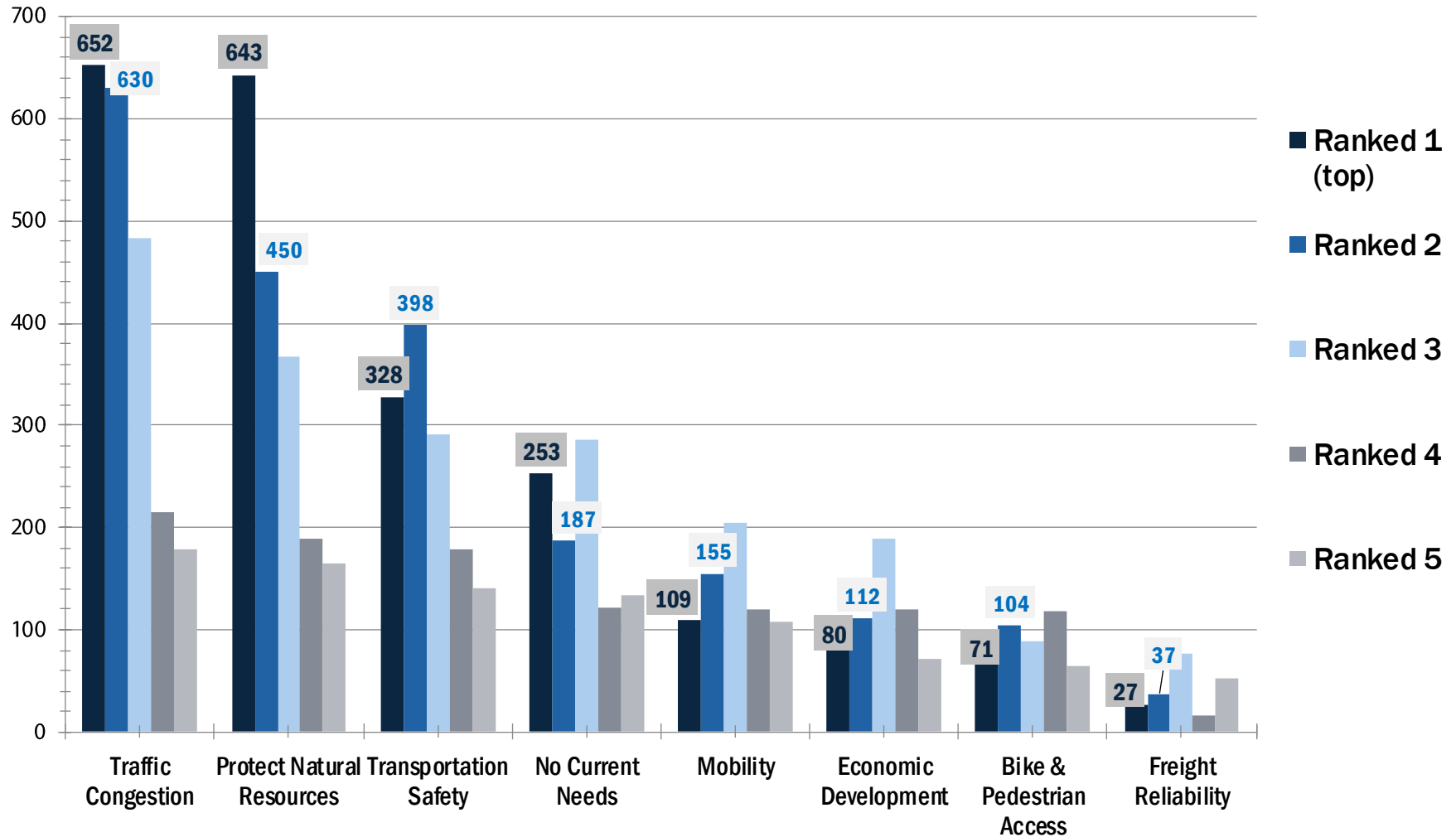
Please drag 3 to 5 of the identified corridor needs above the line in your preferred order.

ALTERNATIVES

IDENTIFY ISSUES

STAY INVOLVED

## Rank Corridor Needs



## ■ Rate the Alternatives

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1 **WELCOME** 2 **CORRIDOR NEEDS** 3 **Rate Alternatives** 4 **IDENTIFY ISSUES** 5 **STAY INVOLVED**

Please provide your input on the 6 proposed alternatives

No Build Alternative Upgrade WV 9 **Corridor I** Corridor II Corridor III Corridor IV Corridor V Corridor VI

Please rate this scenario

★ ★ ★ ★ ★

**Corridor I**

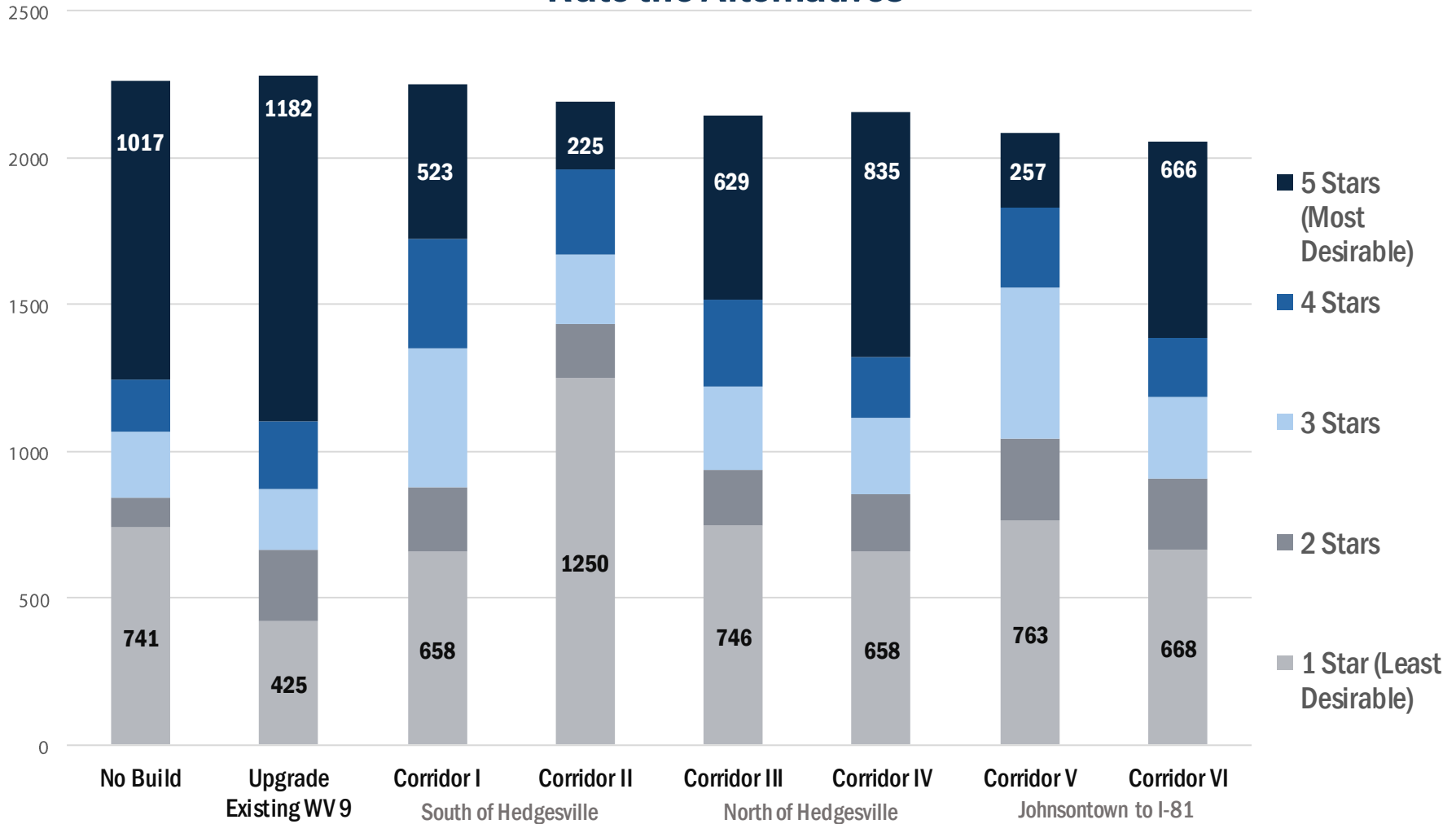
Corridor I is a 1,500 foot corridor that would contain a new road on new alignment beginning at the proposed US 522 Bypass just east of Berkeley Springs, generally keeping to the south of existing WV 9 and Hedgesville, and rejoining existing WV 9 just west of I-81 near Martinsburg.

**Legend**

- Corridor I
- Other Alternatives
- Existing WV 9
- Proposed US 522 Bypass
- Proposed Fairview Connector
- Planned Development
- Conservation Easement
- Park
- National Register Site
- National Register Property
- 100-Year Floodplain
- Floodway
- NHDA Area
- NWI Wetland
- Stream/River

Map showing the proposed Corridor I route through Morgan County, West Virginia, connecting Berkeley Springs to Martinsburg, passing near Fairview, Holton, and Hedgesville. The map includes major roads like US 522, US 90, and I-81, and geographical features like the National Register Site and floodplains.

## Rate the Alternatives





## ■ Identify Key Issues

WV 9 PEL Study [More at: https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx](https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx)

1 WELCOME 2 CORRIDOR NEEDS 3 ALTERNATIVES 4 Identify Key Issues on Map 5 STAY INVOLVED

Please drop at least 3 map markers.

Environmental Historic & Cultural Congestion Safety Concern Property Other Comment

Map Satellite

**Identify Key Issues on Map**

What's important to you in this study area?

Please drag & drop markers on the specific locations within the study area (shown in red) to identify important features or concerns. **Hint:** use the map's zoom tool (+) to view and comment on a specific place!

✓

Google

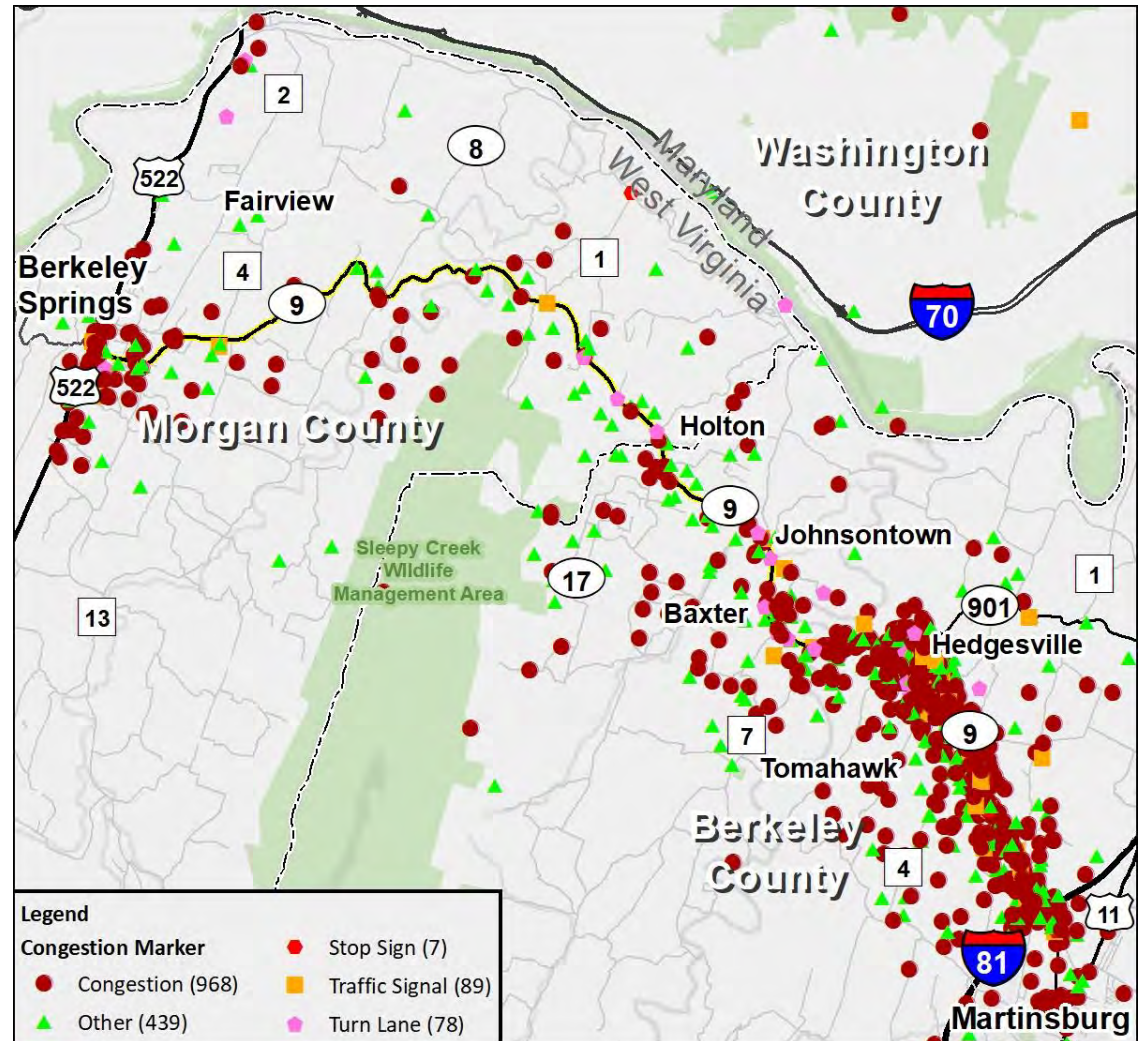
Map data ©2021 Google Terms of Use Report a map error

Select Zoom Location



## Identify Key Issues

Type of Marker	# Identified
Congestion	1,581
Environmental	1,183
Property	1,093
Safety Concern	896
Historic & Cultural	701
Other Comment	163
<b>TOTAL MARKERS</b>	<b>5,817</b>



## ■ About You

WV 9 PEL Study More at: <https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>

1 **WELCOME** 2 **CORRIDOR NEEDS** 3 **ALTERNATIVES** 4 **IDENTIFY ISSUES** 5 **STAY INVOLVED**

### Tell Us About You

Tell us a bit about yourself. Please click finish when you are done.

**Final Questions (Optional)**


- How often do you travel on WV 9?
- Home Zip Code  
 0/50
- Work Zip Code
- Age
- Provide your email address to stay informed.  
 0/50

Answer the questions you want to, then click Finish:

**Finish**

**Thank You!**

Thank you for taking your time to complete our survey! Your input is an important part of the planning process and this study.

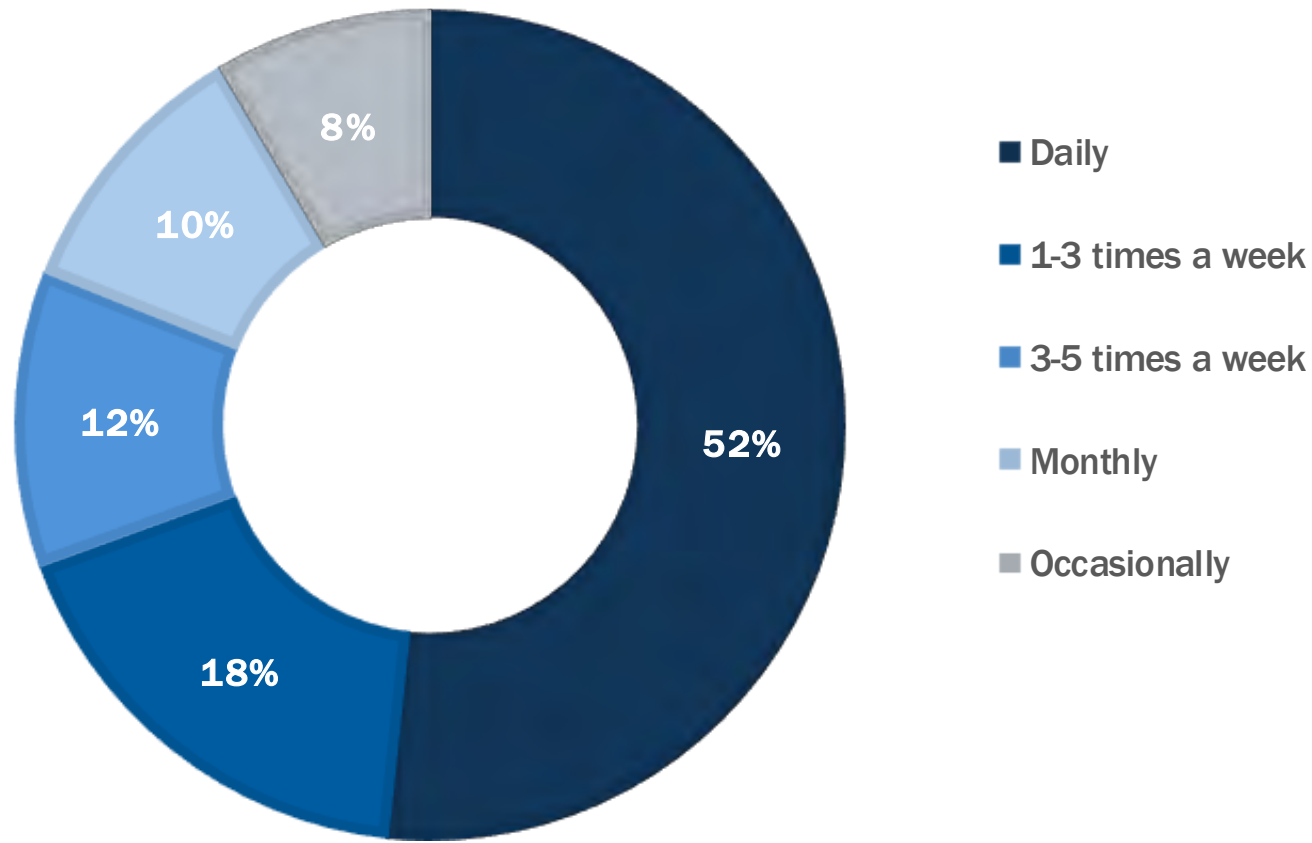


**Project Partners**

**Project Site**

## ■ About You

### HOW OFTEN DO YOU TRAVEL ON WV 9?



- 853 comments
- Comment period March 4<sup>th</sup> to April 5<sup>th</sup>
- Extended to April 15<sup>th</sup>

\* Required

1. First Name \*

Enter your answer

2. Last name \*

Enter your answer

3. Organization

Enter your answer

4. Email address

Enter your answer

5. Mailing Address

Enter your answer

6. City

Enter your answer

7. State

Select your answer

8. Zip Code

Enter your answer

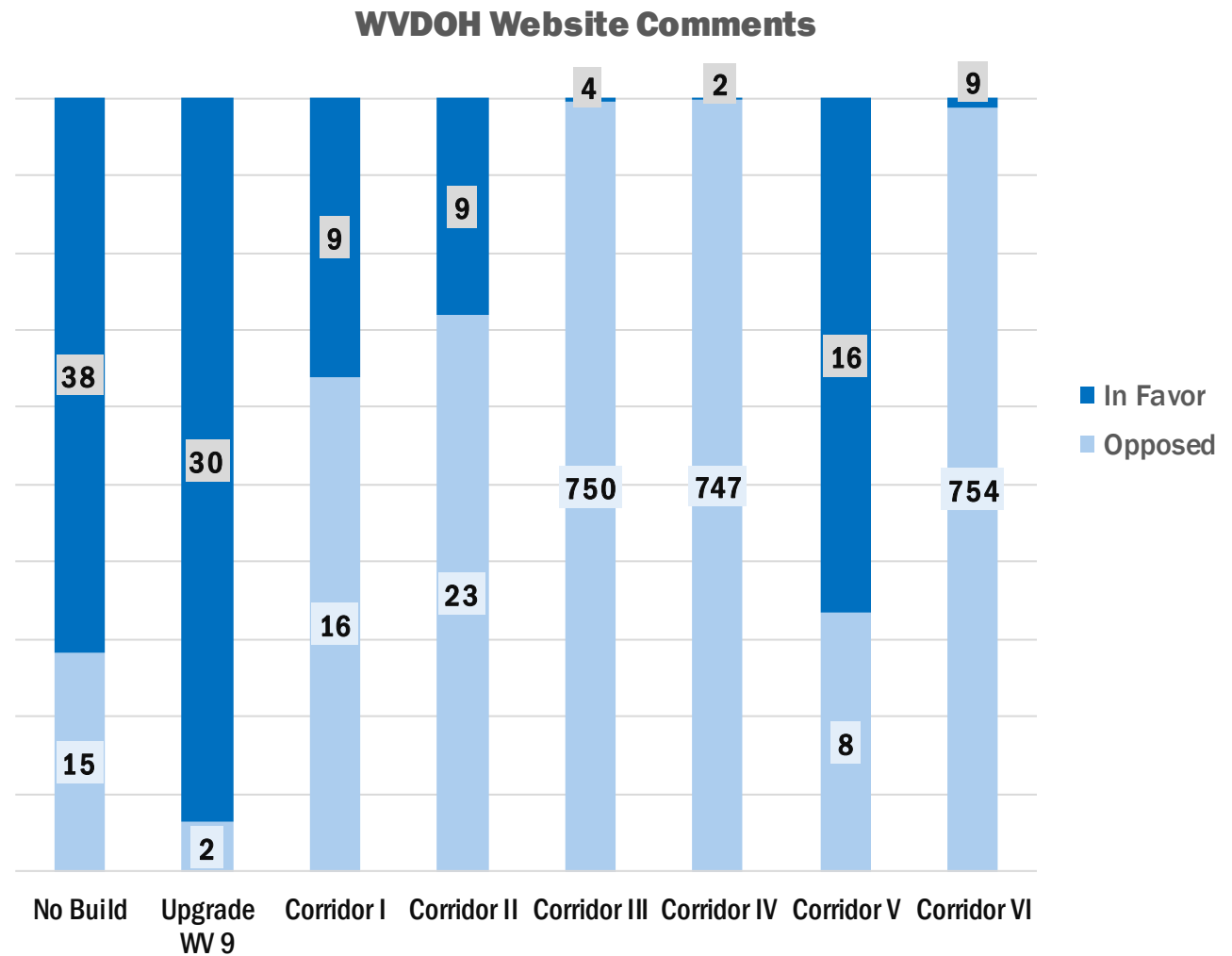
9. Comments \*

Enter your answer

Submit

Never give out your password. Report abuse

- 85% comments in regard to Speck Spring Farm





# Preliminary Screening

**Goals and Objectives**


**Transportation Needs**

**Public Input**

**Project Cost and Implementation**

**Environmental Screening**

**Screening Summary**

- Identify alternative(s) that are unreasonable / not feasible
- No alternative(s) are needlessly carried forward into the NEPA phase
- **Screening Criteria**
  - Ability to meet PEL Goals and Objectives
  - Improves the identified Transportation Needs
  - Public Support
  - Estimated Project Cost and Implementability
  - Minimizes Environmental Impacts
- **Screening Measures**
  - Favorable /Meets Criteria 
  - Moderately Meets Criteria 
  - Not Favorable / Does not Satisfy Criteria 

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Mobility Goal								
Safety Goal								
Economic Goal								
Environmental Goal								
Corridor Land Use Goal								
Multimodal Goal								

# Transportation Needs Screening

52

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Corridor Travel Time (min)	30	28 (-7%)	23 (-23%)	23 (-23%)	24 (-20%)	24 (-20%)	27 (-10%)	26 (-13%)
Segment Miles of High Congestion	1.9	1.5 (-21%)	0.3 (-84%)	0.3 (-84%)	0.8 (-68%) <i>Connections to WV9 limit some benefits in Hedgesville</i>	1.2 (-37%)	0.3 (-84%)	0.3 (-84%)
Projected Crashes Per Year	116	111 (-4%)	94 (-19%)	94 (-19%)	105 (-10%)	105 (-10%)	103 (-11%)	111 (-4%)

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
WVDOH Comment Forms								
Supporting Comments	38	30	9	9	4	2	16	9
Opposed Comments	15	2	16	23	750	747	8	754
MetroQuest Online Survey								
Top Rated (4 and 5 stars)	1,193	1,409	899	452	924	1,057	530	1,334
Low Rating (1 star)	741	425	659	1,250	746	658	763	668



# Project Cost and Implementation

54

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Length (Miles)	-	21.6	20.7	21.2	20.2	20.2	8.9	7.4
Total Cost (\$ in Millions)	\$0	\$29	\$1,200 - \$1,490	\$1,228 - \$1,525	\$1,170 - \$1,452	\$1,174 - \$1,457	\$534 - \$659	\$445 - \$548
Project Implementability	-							

# Preliminary Environmental Screening

55

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Farmland Conservation Easements								
Length of Streams Crossed								
Acres of Wetlands								
# of Known Archaeology Sites								
# of Listed or Potentially Eligible Historic Structures								
# of Parcels								

# Preliminary Screening Summary

56

Screening Measure	No Build	Upgrade Existing WV 9	Corridor I	Corridor II	Corridor III	Corridor IV	Corridor V	Corridor VI
			South of Hedgesville		North of Hedgesville		Johnsontown to I-81 south	Johnsontown to I-81 north
Public Input								
Traffic Impacts								
Projected Crashes Per Year								
Goals and Objectives								
Environmental Impacts								

- **Recommend carrying all alternative(s) into the NEPA Phase**
- **Recommend evaluating Corridor I shift to avoid impact to Farmland Conservation Easement**
- **Recommend evaluating Corridors III, IV and VI shift to avoid impact to Speck Spring Farm**
- **Recommend further evaluation of truck climbing lane and other improvements to existing WV 9**
- **Recommend evaluating combining the various corridor segments to minimize impacts and provide access to existing WV 9**

# Next Steps

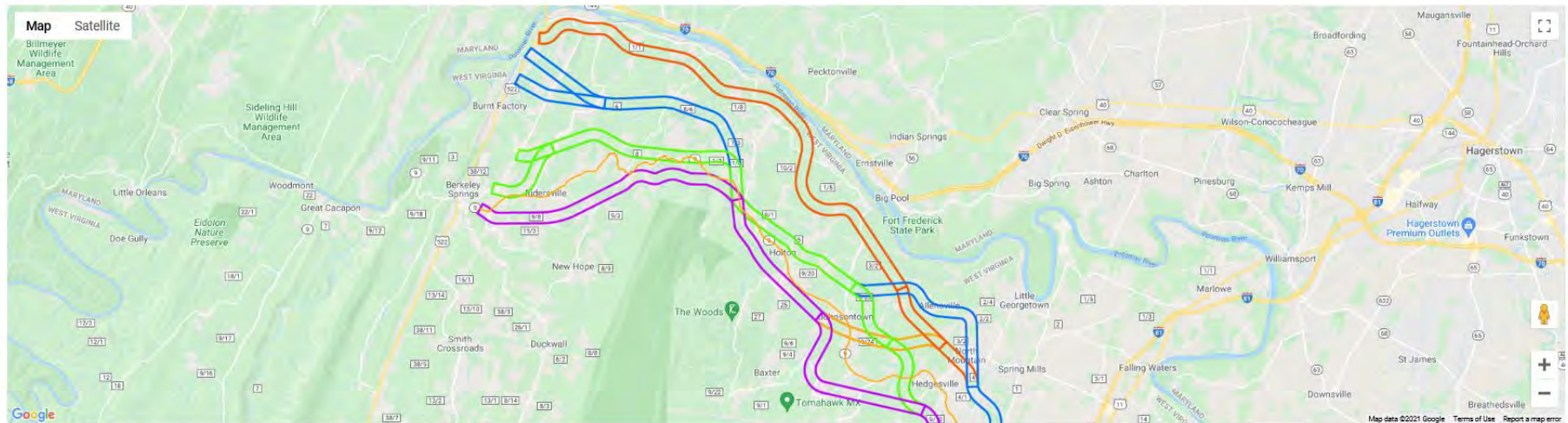
**Comment Period until May 25<sup>th</sup>**  
**PEL Study Document**



<https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>

Transportation > Highways > Planning Division > Public Comment > WV-9 Planning and Environmental Linkages Study

## WV-9 Planning and Environmental Linkages Study



**State Project:** T233-9/-25.76

**Federal Project:** SPR-0009(254)D

The West Virginia Division of Highways (WVDOH) will hold an informational virtual public meeting May 11, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated include new road construction as well as upgrades to existing WV 9. This is a planning level workshop through which the WVDOH and the consultant team will review the preliminary study findings and alternatives and request input to move forward to a future National Environmental Policy Act study. The formal presentations will begin at 4:30PM and 6:30PM. Please see below for meeting access information.

- **Comment online or in writing via WVDOT's website**
- **Due by May 25, 2021**
- **Send written comments to:**
  - Mr. Elwood Penn
  - Director, Planning Division
  - West Virginia Division of Highways
  - 1900 Kanawha Boulevard
  - Building 5, Room 740
  - Charleston, West Virginia 25305
- **Request a printed comment form by emailing**  
**Karen.E.Allen@wv.gov**



## WV 9 PLANNING AND ENVIRONMENTAL LINKAGES STUDY Virtual Informational Public Meeting

The West Virginia Division of Highways (WVDOT) will hold an informational virtual public meeting May 11, 2021 for the WV 9 Planning and Environmental Linkages Study. The study seeks to improve the east-west transportation link between Martinsburg and Berkeley Springs, West Virginia and will identify transportation needs in the corridor and conduct a preliminary assessment of alternatives to upgrade and/or relocate WV 9. The concepts evaluated include new road construction as well as upgrades to existing WV 9. This is a planning level workshop through which the WVDOT and the consultant team will review the preliminary study findings and alternatives and request input to move forward to a future National Environmental Policy Act study. The formal presentations will begin at 4:30PM and 6:00PM. Please see below for meeting access information.

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs, and activities. Please contact us at (304) 414-6901. 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).



# Questions



## WV 9 Field View Summary November 20, 2020





## **BERKELEY COUNTY ENGINEERING AND BUILDING INSPECTIONS**

400 West Stephen Street - Suite 202, Martinsburg, WV 25401-3838  
Telephone: 304-264-1966, Fax: 304-262-3128  
Web Page: [www.berkeleywv.org](http://www.berkeleywv.org)

Memorandum  
10 October 2020

To: Lu Ann May, (Michael Baker Intl.)

From: D. Stansbury, P.E. / Jim Golden, P.E. (Berkeley County Engineering)

RE: Route 9 Corridor Study

Ms. May,

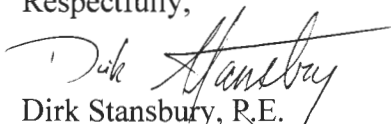
We would like to thank you and WV Department of Transportation's WVDOH for the opportunity to participate in the Rte. 9 workshop. We heard many useful points and bits of information, when technology was permitting, offered in the workshop. Each bit and point offered has, as you know, a devilish lot of un-expressed details. As pointed on the invitation out the communities input is vital.

That said; MS4 Director Walburn's suggestion for a more focused meeting with the Planning, Engineering, and associated departments (State and Local) of the combined Eastern Panhandle Counties be considered and placed on the coming calendar. We believe we can expedite the acquisition of information and knowledge in your mission to identify the best corridor options.

Let us be clear, we are not suggesting this meeting as an exclusion of the public at-large, but a parallel activity. A citizen may have vast knowledge on a point of concern which would be "vital" to the study. As the professional and/or practiced members of the community (we are citizens too) we have vast knowledge on *numerous* points and bits concerning problems the community has that this corridor will solve, or may create.

We believe Mr. Mullenax, Director HEPMPO, will be a vast source of information on transportation in the Four State area and would like invite HEPMPO to be a key part of this endeavor. The more information that can be exchanged the better the outcome from this study.

Respectfully,

  
Dirk Stansbury, P.E.  
Berkeley County Engineer

C     Chris Kinsey, WVDOH  
       Matt Mullenax, HEPMPO  
       Karen Allen, WVDOH  
       Tim Sedosky, WVDOH  
       Brian Ross, Berkeley County



# WV 9 Planning and Environmental Linkage Study

## WV 9 Field View

November 20, 2020 | 9:30 AM – 1:00 PM

### Attendees

Name	Affiliation
Jim Golden	Berkeley County Engineering Department
Matthew Pennington	Eastern Panhandle Regional Planning & Development Council
Heather Williams	Berkeley County Planning Department
Ken Clohan	West Virginia Division of Highways

Name	Affiliation
Matt Mullenax	Hagerstown/Eastern Panhandle MPO
Lu Ann May	Michael Baker International
Max Heckman	Michael Baker International
Dan Szekeres	Michael Baker International

### Field View Materials

Handout exhibits of each field view location (see attached).

### Field View Notes

#### 1. WV 9 @ GM Access Road

- **Observations**
  - Large warehouse/logistical centers located off GM Access Road including Quad Graphics, Fed Ex and Macy's Logistics
  - 2 additional large warehouse projects are under construction off GM Access Road
  - GM Access Road can back up a mile to from signal during the holiday season. Macy's adds employees during Christmas season.
  - A two-way Center Turn Lane is under consideration on GM Access Road
  - Consider partnering with developers on funding
  - WV 9 and GM Access Road in this area are designated as a critical freight corridor
  - Observed heavy truck traffic entering and leaving GM Access Road
  - Bypass would most likely tie into WV 9 just west of this intersection. The entire section would need to be upgraded to I-81.
- **Recommendations**
  - Evaluate upgrading/widening WV 9 from bypass to I-81
  - Evaluate double left turning lanes from GM Access Road to WV 9 southbound
    - 12 foot beyond guardrail to slope on north side of GM Access Road
- **Follow Up**
  - Review approved Traffic Impact Study (TIS) for recommended improvements including double left turning lanes. TIS should be available from Berkley County.



## 2. WV 9 @ Ridge Road and Cumbo Road

- **Observations**

- Eagle Plaza is #1 Crash Hot Spot - 55% rear end crashes, mostly SB traffic turning left
  - Large % of crashes are in the AM
  - 3 restaurants located in Eagle Plaza
  - Driveway entrance is angled causing motorist to slow when entering
- Ridge Road is #6 Crash Hot Spot – 70% rear end crashes while waiting at traffic light
- Traffic backs up from 3 PM to 7 PM
- There is significant red light running due to the congestion
- Sight distance WB on WV 9 hampered by grade and alignment
- Alignment of traffic signals hinders view of traffic signal when traveling WB on WV 9
- Ridge Road is only access to Red Hill subdivision
- Property between Hedgesville high school and James Rumsey Technical school owned by Rumsey
- Short left turning lane onto Ridge Road
- WV 9 curve approaching Ridge Road

- **Recommendations**

- Eliminate Cumbo Road intersection by combining with Ridge Road or realign Ridge Road to intersect directly with Cumbo Road
- Provide pedestrian access (students) between High School and Rumsey Technical school
- Left and right turning lanes into Eagle Plaza
- Left and right turning lanes into HS entrance
- Pedestrian crossing for High School
- Consider Two Way Center Left turn lane throughout this segment

- **Follow Up**

- Obtain Dillon Farms Traffic Impact Study
- Bridge located north of HS is planned for replacement – evaluate widening to allow center turn lane

## 3. WV 9 @ Roaring Lion Drive

- **Observations**

- WV 9 curve just to the north of plaza entrance
- ROC planned for NE corner of WV 9 @ Roaring Lion Drive
  - ROC planned right in/right out from WV 9
- Alternate plaza entrance exists to the north

- **Recommendations**

- Extend right turn lane about 200 feet
- Evaluate left turn lane at alternate plaza entrance to the north



#### 4. WV 9 @ Ben Speck Road

- **Observations**

- Ben Speck Road #5 Crash Hot Spot – 45% occur in the dark, mostly angled, single vehicle and head on crashes
- Curves approaching Ben Speck Road with no curve markings or signs present
- No lighting
- Angle of Ben Speck makes turning difficult from both directions
- Ben Speck street sign is located at the roadway
- Stonebrook Village entrance is Rumbling Rock or Ben Speck via Amelia Drive
- Stop sign sits far back on Ben Speck Road
- Bar/Restaurant with driveway near Ben Speck Road being remodeled. Entrance conflicts with Ben Speck and WV 9

- **Recommendations**

- Chevron signs along with guardrails and pavement markings
- Advance roadway street sign
- Consider adding stop bar on Ben Speck and moving stop sign closer to intersection
- Consider lighting
- Consider adding reflective raised pavement markers on centerline

#### 5. WV 9 @ CR 901 and S Mary Street

- **Observations**

- WV 9 @ CR 901/S Mary Street #4 Crash Hot Spot – left turns to CR 901
- WV 9 EB traffic backs up significantly at CR 901 waiting for motorist to make left turn
- Truck traffic accessing land fill
- Previously evaluated adding left turn lane but residents don't want it (impact to sidewalks and street trees)
- Utility poles and signposts are located close to roadway
  - Pole at WV 9 and S Mary St damaged likely due to truck turning
- Limited available right of way
- Lack of pedestrian crosswalks
- Ave's Lock and Key on corner of WV 9 and S Mary St is moving
- New library on CR 901, also Middle School located on CR 901
- Local businessperson commented:
  - lack of pedestrian crosswalks/lights,
  - need for improved access to medical services for Morgan County residents
  - need for left turn lane onto CR 901

- **Recommendations**

- Evaluate Left turn lane WV 9 EB to CR 901



- Limited right of way available
- Evaluate right turn lane from WV 9 WB to CR 901
- Evaluate right turn lane from CR 901 to WV 9 WB
- Pedestrian crosswalks and lights
  - Consider setting back crosswalk on CR 901 due to traffic making left turn

## 6. WV 9 @ Back Creek Valley Road and Tomahawk Intermediate School

- **Observations**
  - Hot Spot crash clusters along WV 9 between Back Creek Valley Rd to curve 2,600 ft east of Leisure Way – rear end crashes at Tomahawk School due to motorist stopped to turn into school, some head on crashes negotiating curves
  - Westbound left turn lane recently added at Back Creek Valley Rd which has reduced number of crashes
  - Back Creek Valley Road poor geometry and sight distance
  - Left turn into Leisure Way difficult due to curve
  - School sign needed on approach to school
- **Recommendations**
  - Install School Ahead sign on approaches to school. Move existing eastbound flashing school zone sign 200 feet in advance of school to slow traffic
  - Evaluate configuration of school entrance and Leisure Way
- **Follow Up**
  - Review crash data since turn lane added

## 7. WV 9 @ Baxter Road and Cherry Run Road

- **Observations**
  - WV 9/Cherry Run/Baxter Road #2 Crash Hot Spot – 53% rear end crashes – Travers Store and Dollar General – 50% of single vehicle crashes occur during dark/dusk – 20% DUI related crashes
  - Left turn lane to Dollar General recently added – review crashes after
  - Poor sight distance at Travers Store
  - Speed increases severity of crashes in this area
  - Poor sight distance exiting Cherry Run
  - Baxter Rd and Cherry Run Rd poor alignment
  - Baxter Rd sits low causing poor sight distance
  - Difficult to reconfigure Baxter Rd due to existing floodplain
  - Need a speed study to consider lowering speed
  - Located within incorporated limits of Johnstown
- **Recommendations**
  - Implement recommendations from 2018 Road Safety Audit. Consider traffic calming including signage, pavement markings



- Conduct speed study to evaluate lowering speed limit
- Left turn lane to Travers Store
- Evaluate left turn lanes for Baxter Rd and Cherry Run
- Evaluate street lighting

## 8. WV 9 @ Spohrs Road and Potomac Road

- **Observations**
  - WV 9 at Spohrs/Potomac #7 high crash location – 58% due to wet surfaces, negotiating s-curves, some failed to stop when vehicle making turn, 68% single vehicle crashes (run off road)
  - WV 9 east of intersection recently resurfaced as a Roads to Prosperity Project
- **Recommendations**
  - High friction departure surface recommended on curves
  - Increase chevrons, reflective signage

## 9. WV 9 @ Fairfax Street and Grove Heights Road

- **Observations**
  - Limited sight distance exiting Grove Heights Road due to hillside
  - Warm Springs Middle and Intermediate Schools are located north along Warm Springs Way
  - US 522 Bypass will connect to Fairfax Street
  - Bike fatality occurred along Fairfax Street while child was going to soccer practice
- **Recommendations**
  - Lower hillside along SW corner of Grove Heights Rd to improve sight distance
  - Evaluate right and left turn lanes onto Warm Springs Road
- **Follow Up**
  - Evaluate projected traffic volumes due to US 522 Bypass connection at Fairfax St

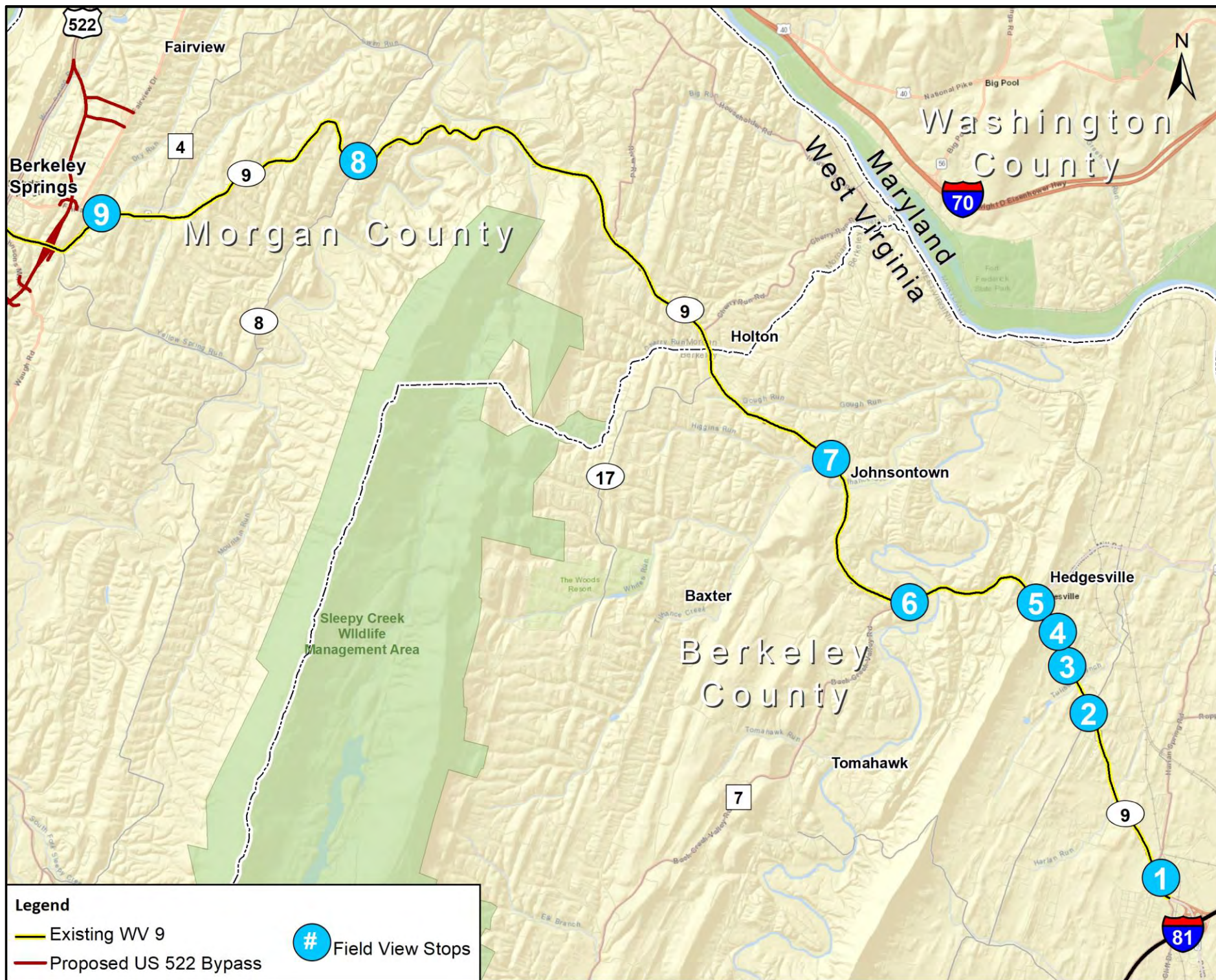
## WV 9 Corridor

- **Observations**
  - Few passing zones and existing passing zones are dangerous and short
  - Flat and Straight section of WV 9 between Ironmine Lane and Meridian Rd would be a good section to widen to 4-lanes so vehicles can pass slower traffic
- **Recommendations**
  - Evaluate widening WV 9 between Ironmine Lane and Meridian Rd to 4-lanes to allow passing
  - Evaluate truck climbing lanes where feasible based on truck traffic





# WV 9 PEL Corridor Field View – November 20, 2020



1

## WV 9/GM Access Rd

Eastern Panhandle Federal Credit Union  
36 General Motors Access Rd, Martinsburg, WV 25403

2

## WV 9/Ridge Rd/Cumbo Rd

Dillon Farm Museum  
3083 Ridge Road S, Martinsburg, WV 25403

3

## WV 9/Roaring Lion Dr

Burger King  
248 Roaring Lion Drive, Hedgesville, WV 25427

4

## WV 9/Ben Speck Rd

4502 Hedgesville Road, Hedgesville, WV 25427

5

## WV 9/CR 901/S Mary St

Bentley's Specialty Pet Food LLC  
101 E Main Street, Hedgesville, WV 25247

6

## WV 9/Tomahawk Intermediate/ Back Creek Valley Rd

Along Leisure Way

7

## WV 9/Baxter Rd/Cherry Run Rd

Dollar General  
9122 Hedgesville Road, Hedgesville, WV 25427

8

## WV 9/Spohrs Rd/Potomac Rd

Spohrs Crossroads Community Center  
5460 Martinsburg Road, Berkeley Springs, WV 25411

9

## WV 9/Fairfax St/Grove Heights Rd

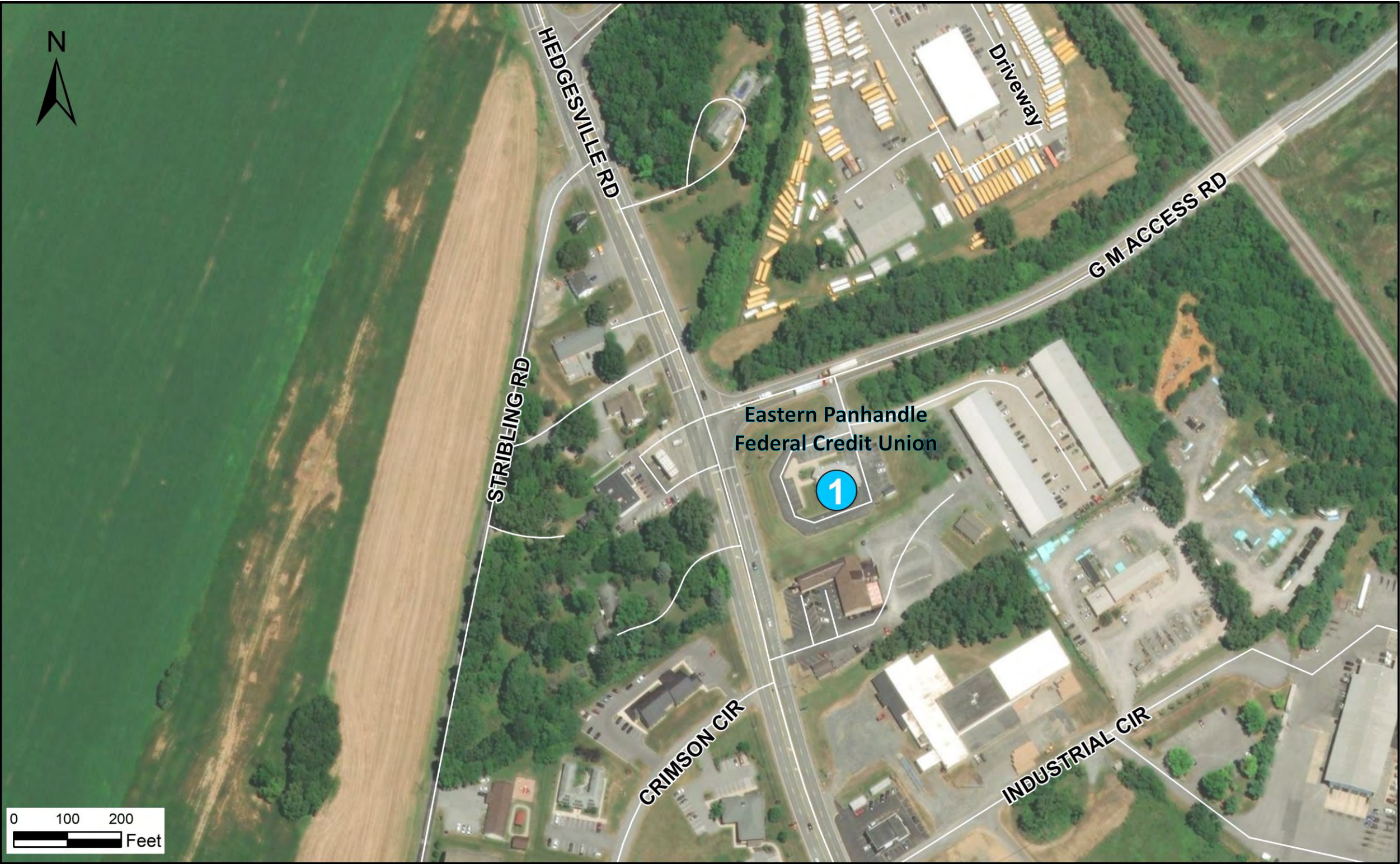
Along Warm Springs Way @ Fairfax Street



**Michael Baker**  
INTERNATIONAL



# #1 WV 9/GM Access Rd — Park at Eastern Panhandle Federal Credit Union



## NOTES

- Large warehouse/logistical centers located off GM Access Rd (Quad Graphics, Fed Ex and Macy Logistics)





## #2 WV 9/Ridge Rd/ Hedgesville High School/Cumbo Rd – Park at Dillon Farm Museum



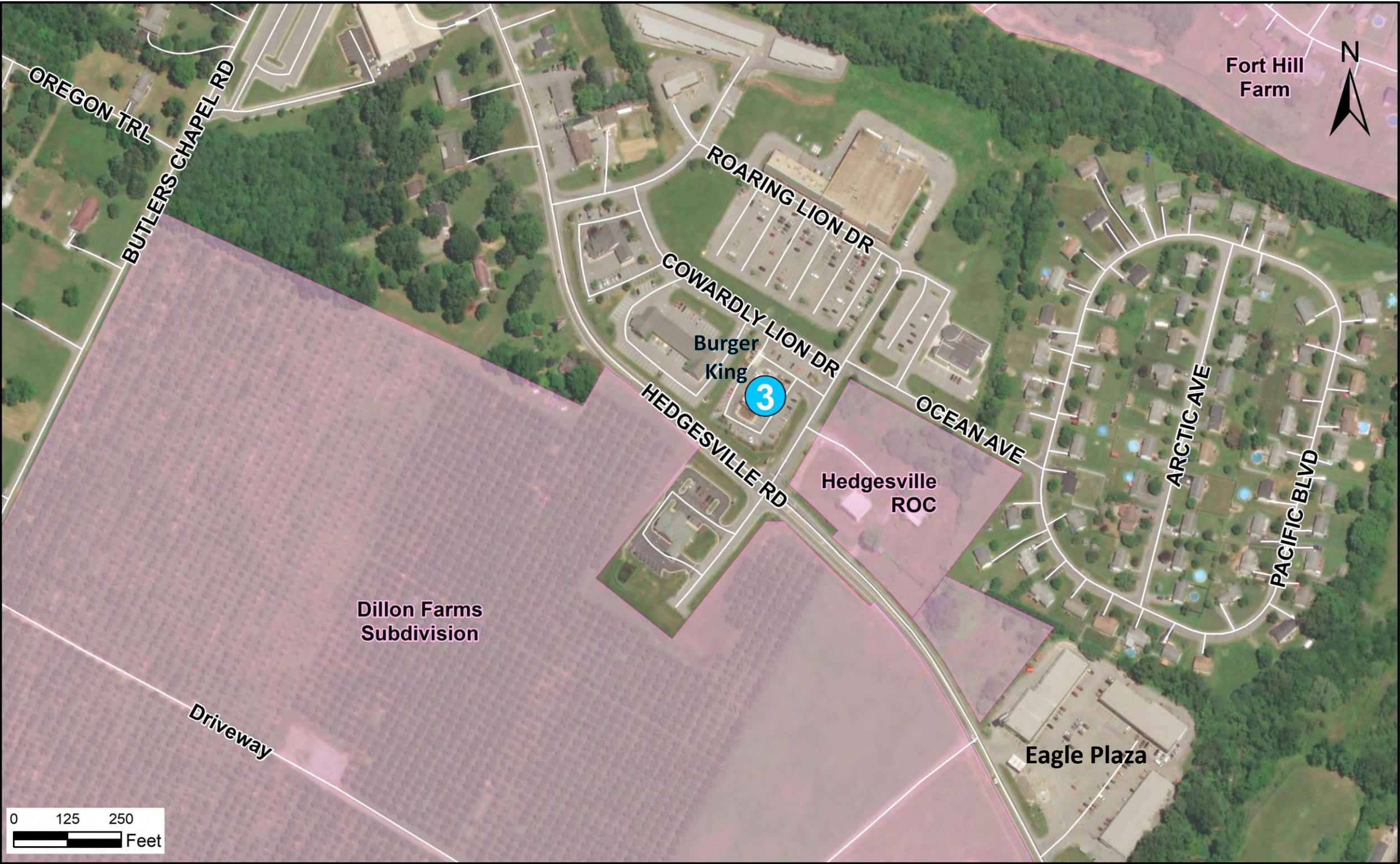
## NOTES



**Michael Baker**  
INTERNATIONAL



#3 WV 9/Roaring Lion Dr — Park at Burger King

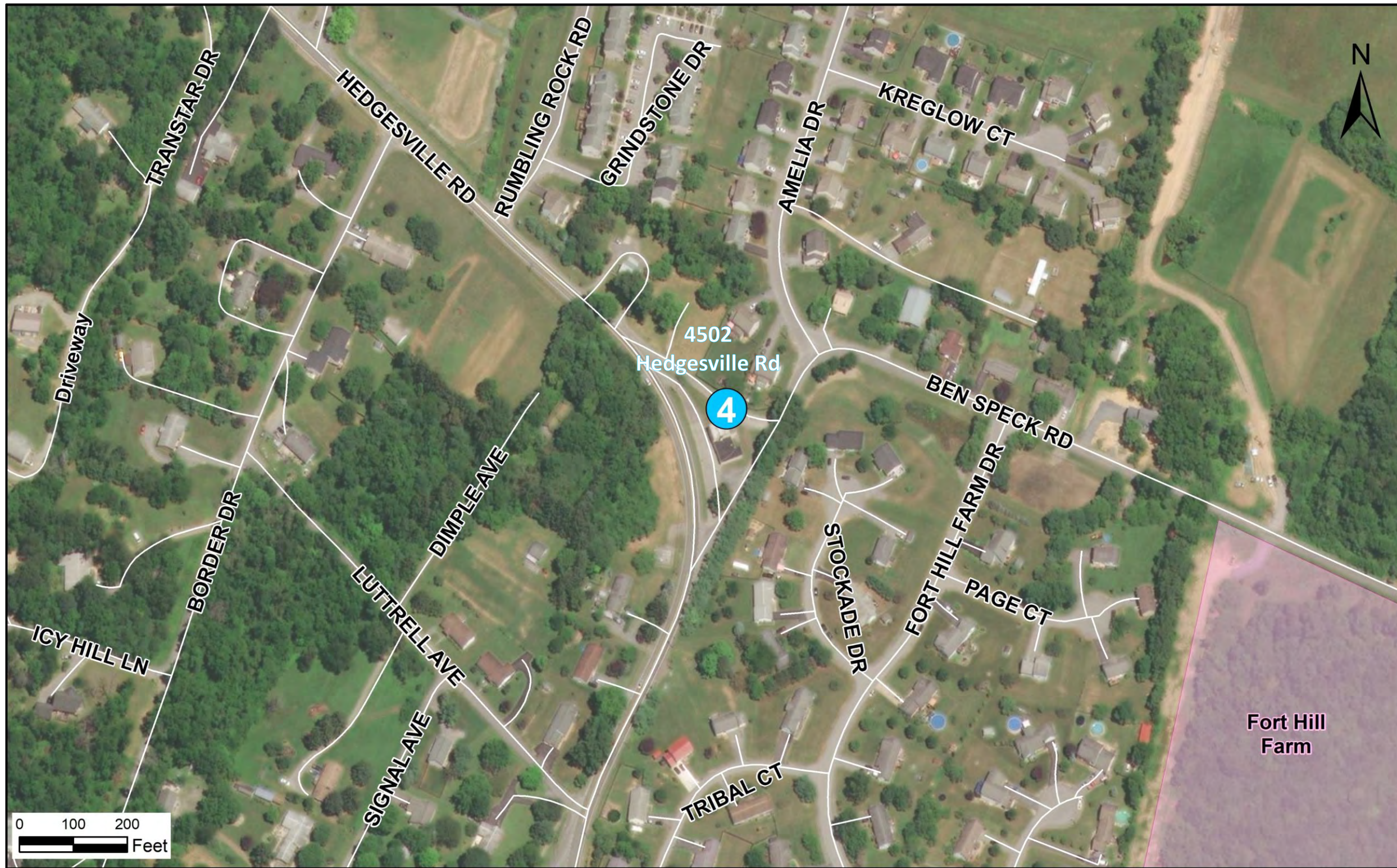


NOTES



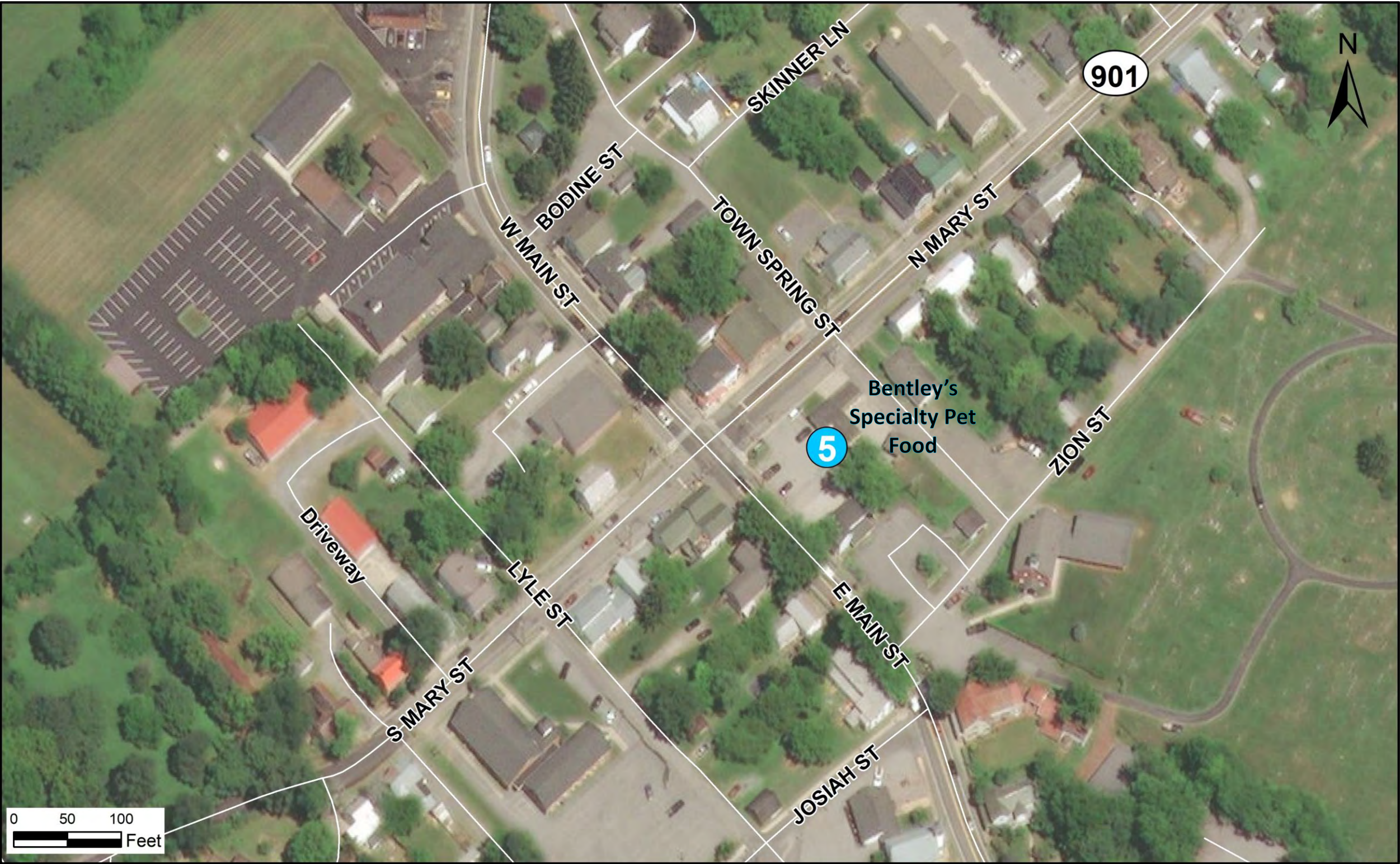


## #4 WV 9/Ben Speck Road– Park in alley behind 4502 Hedgesville Rd



## NOTES





NOTES





## #6 WV 9/Tomahawk Intermediate/Back Creek Valley Rd – Park along Leisure Way



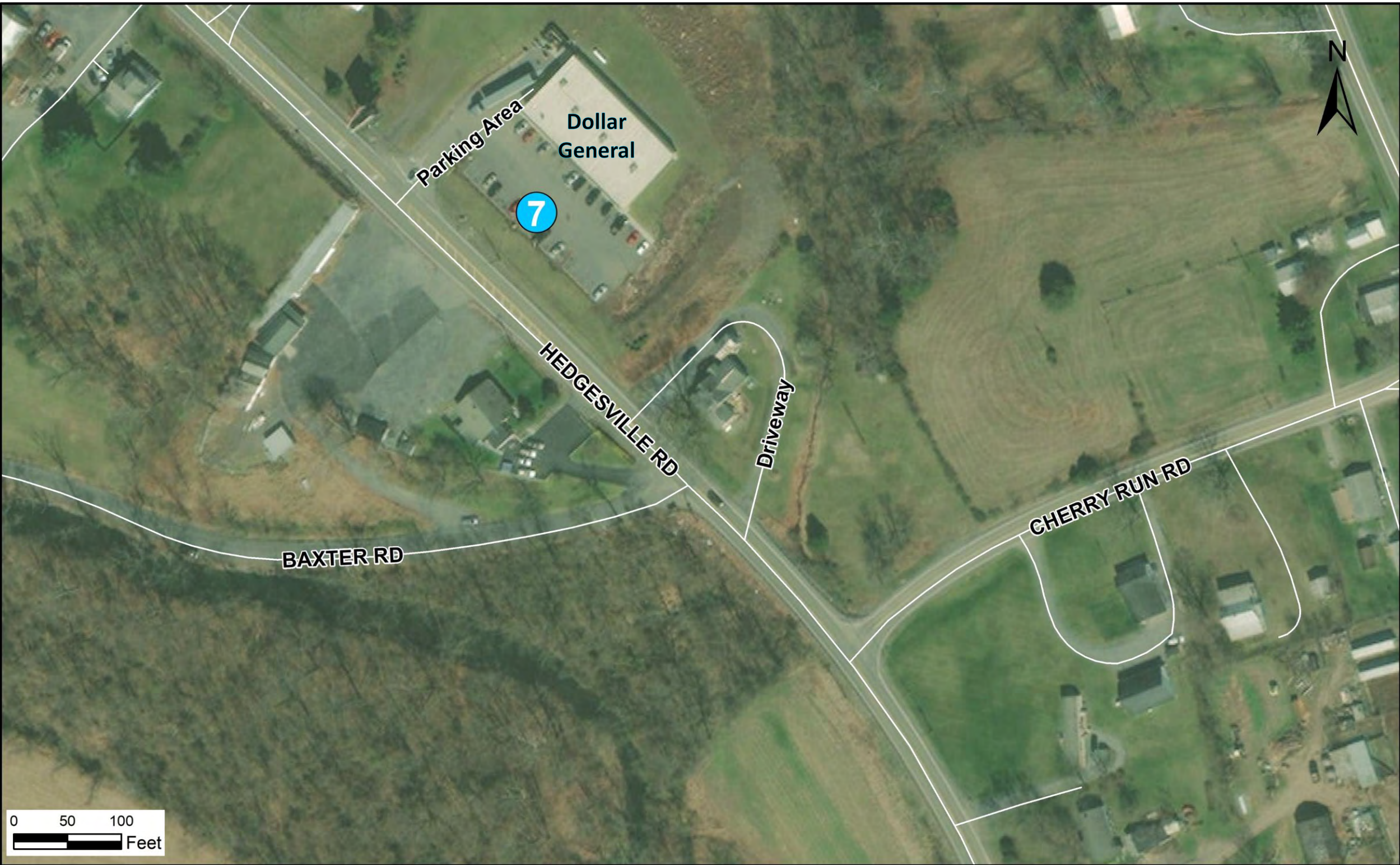
## NOTES



**Michael Baker**  
INTERNATIONAL



## #7 WV 9/Baxter Rd/Cherry Run Rd — Park at Dollar General



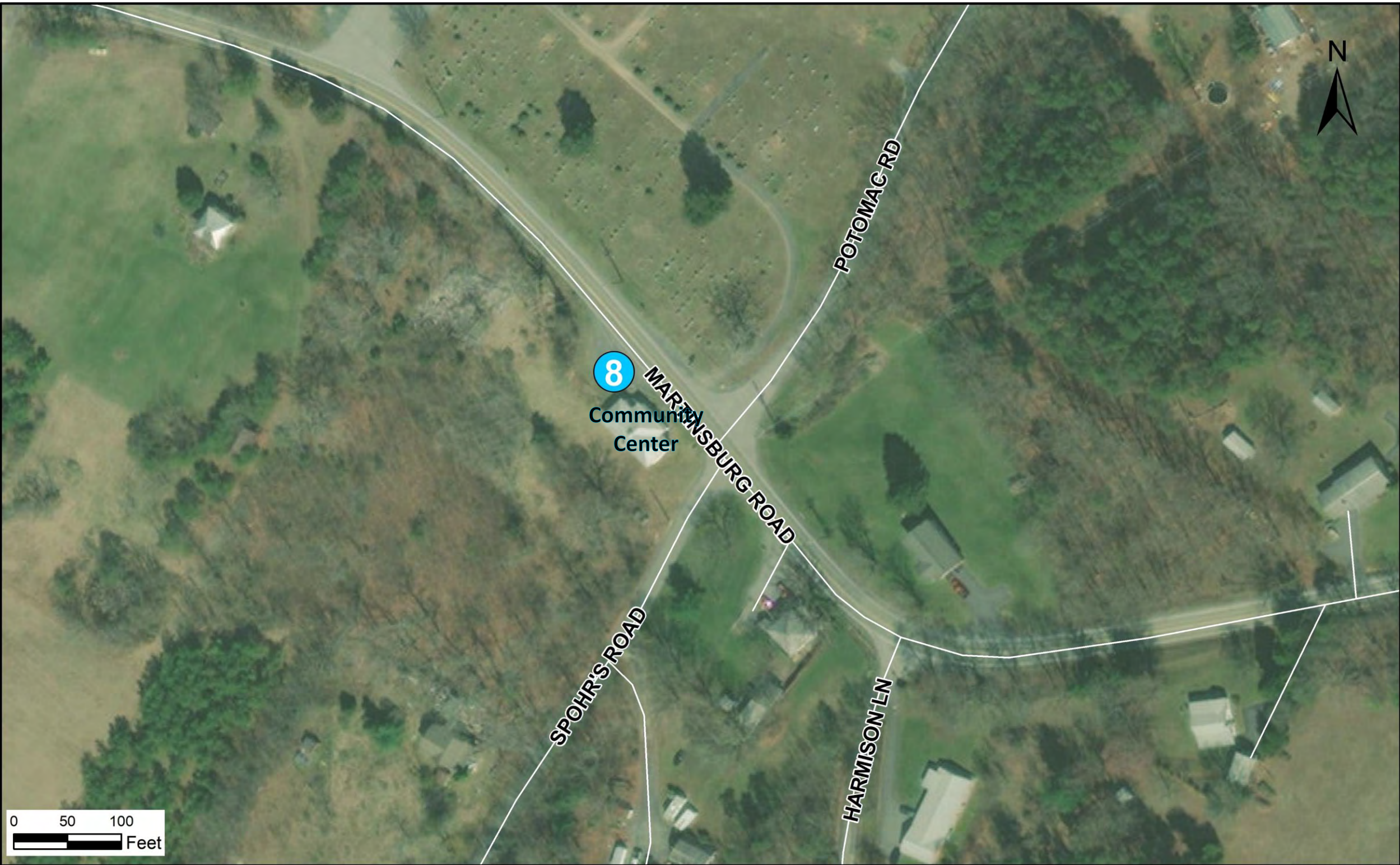
## NOTES



**Michael Baker**  
INTERNATIONAL



## #8 WV 9/Spohrs Rd/Potomac Rd — Park at Spohrs Crossroads Community Center



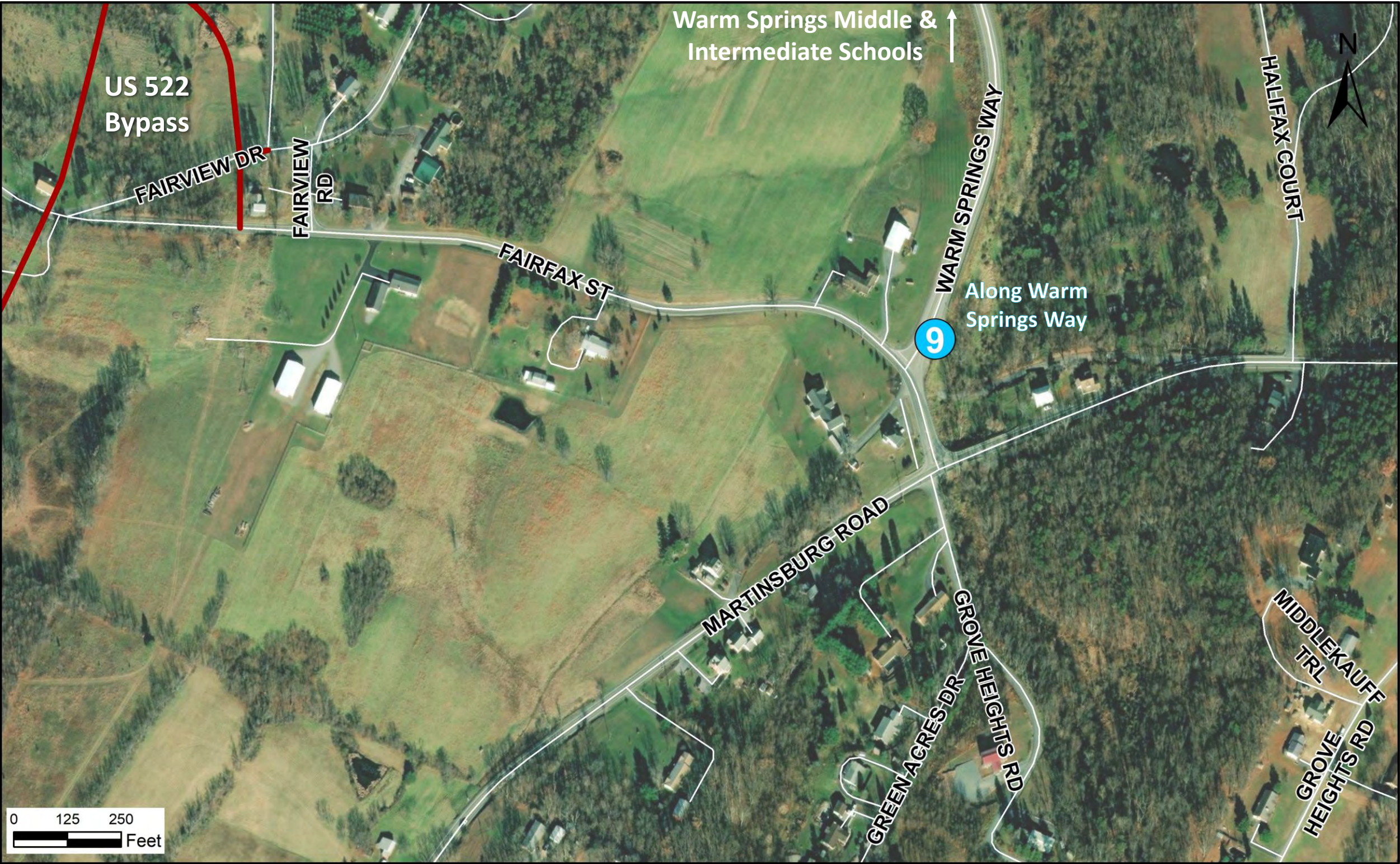
## NOTES



**Michael Baker**  
INTERNATIONAL



#9 WV 9/Fairfax St/Grove Heights Rd — Park along Warm Springs Way



NOTES







# PUBLIC COMMENTS



**WVDOH Online Public Comments  
March 4 – April 15, 2021**

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Joy	Buck		Joybuck3@gmail.com	Would you please send me a link to the Route 9 expansion planning survey by email? I cannot find the link on your website.
Mark	Barney	Resident	markbarney2211@comcast.net	I am of the belief that the northern routes make little sense in the grand scheme of what is trying to be done. The northern corridors proposed have an alternative route already available, 81 and 70. Additionally, the southern route was the most supported route as a result of the 1996 study and is the only route that intersects route 7. Route 7 generates a lot of the traffic out of the Back Creek Valley area. The southern route enhances their commute while residents to the north have the alternative of 81 and 70 already in place.
Madeline	Barney	Resident	barney246@comcast.net	I do believe some upgrade needs to be done to the existing Route 9. I prefer a partial upgrade using corridor 5. This largely stems from my analysis of the traffic once it clears the town of Hedgesville. The partial route takes the traffic south of Hedgesville, a route that had a high level of public support in the study in the late 90's. This route also links the existing road to route 7 which was another aspect that had a high level of public support in previous studies. The corridors to the north all the way to Berkeley Springs offer a commuter an alternative already in the use interstate 70 and 81 which is very close to the proposed corridor.
Mandy	Dillon	Citizen Taxpayer	dillons6874@gmail.com	I only support 2 of the proposals - upgrade Rt. 9 or Corridor 5. Any construction or repairs should take place at night with the least amount of impact to traffic. It's sad that it's taken this long to address the issue. Berkeley County has grown at a disgustingly astronomical rate, now you want to rip through what people have fought to preserve not to mention the homes and properties builders happily pimped out. You guys fire THEN aim. I've lived in BC all of my life and it's a shame. Protect our environment. You owe it and us this much.
Peter	Peltier		peter.peltier@gmail.com	<p>I live on WV-9 beside the bridge over Sleepy Creek, in the path of "Corridor II". I am therefore writing specifically to beg that my home, the homes of my neighbors, and our beautiful environment be preserved. It is my earnest and beseeching hope that the Division of Highways will not drive us out by choosing to build "Corridor II".</p> <p>I would be heartbroken to see the natural resources here in the neighborhood of Spruce Pine Hollow Park degraded or destroyed. The forested area covers an expanse much greater than the park's boundaries, and provides habitat to flora such as the state flower Rhododendron maximum and fauna such as the "Vulnerable" Eastern Box Turtle and the Fox Squirrel. The waters of Meadow Branch are of rare cleanliness, issuing from the protected Sleepy Creek WMA as they do. Furthermore, the volunteer-maintained Tuscarora Trail runs through this area, allowing everyone to enjoy these things. The retail outfitter REI has even built a shelter for hikers here, in the path of "Corridor I". Please do not build "Corridor I".</p> <p>The natural resources of this area and public enjoyment of same are also threatened by the proposal to "Upgrade" the existing WV-9. A truck climbing lane would placed here to the East of Sleepy Creek: something which I can see no call for. I have never observed a truck struggling to climb the grade here. There is nowhere to put the proposed new lane without destroying the mature forest and waterways that bring many visitors to the park and trail here.</p> <p>I hope that no changes will be made to the existing Western section of WV-9. I have witnessed bad traffic in the neighborhood of Hedgesville, but never here in Morgan County.</p>
Jonathan	Fouch		Blake47223@gmail.com	Bypass tbe town of Hedgesville and let the rest be!
Julia	Guarrera	Home owner		The green route would run though most of our property and take down several of our neighbors homes. The partial bypass would alleviate most of the congestion. Definitely against the green route, we put a lot of sweat blood and tears into our home and losing all our property and winding up on the side of a highway would be horrible. Not to mention the devastation to our neighbors who have been there much longer than we have.
Sue	Pellant	none	STP9@aol.com	I own property in the Hillcrest subdivision just outside of Berkeley Spring off Rte 9. After looking at the proposed roads, I am puzzled as to why you don't simply widen the existing Rte9 and straighten out the section with all the curve near Rte8. None of the options on you map seem very practical and in fact make me wonder who will profit from those plans because clearly it will not be the public. Please re-think this.
Jeremiah	Foser	N/A	jeremiah.foster5@gmail.com	The proposed Corridor I alternative would be hugely detrimental to the areas neighborhoods, communities and agriculture. I beseech planners to consider a route that goes through a more rural area and does not cut across neighborhoods and small family farms.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Charles	Marsh		marshbc@aol.com	<p>Thank you for this initial study and proposed alternatives. Well done.</p> <p>If I had to choose an alternative at this stage, I would recommend alternative V or VI based on your analysis to date. I believe the traffic volume and accident rate doesn't support a 4 lane all the way to Berkeley Springs. In addition, such a highway would quickly defer West bound truck traffic off of I-81 to reconnect with I-70 at Hancock, Md. Further congestion and danger would result on US Rte. 522 at the two lane bridge over the Potomac River. I thought the improvements to I-81 North in WV were being done to handle this volume. Neither alternative V or VI or the others relieve the issues at the Rte. 9 and I-81 interchange. In fact, all alternatives worsen it.</p> <p>In my opinion, a better alternative would be to build a 4-lane Western "Beltway" around Hedgesville and reconnect to I-81 and Rte. 11 somewhere north of Martinsburg and south at King Street. This would disperse incoming/outgoing traffic to/from Martinsburg and accommodate future commercial and residential growth west of I-81.</p> <p>I appreciate the opportunity to provide input to your study.</p>
Susan	Dietrich			<p>I am in support of the southern corridor as it had the most public support in previous work on this project. It is important to note that the southern corridors link to route 7, Back Creek Valley Road, where the other corridors do not. The northern corridors already have an alternate route with 70 very close.</p>
Steven	Dietrich			<p>The southern corridors make the most sense providing a vital link to route 7 and had the support in the 1996 study.</p>
Sue	DeVall		devall444@aol.com	<p>This letter is written in opposition to proposed new Rt. 9 North highway proposals in and around Hedgesville, WV.</p> <p>We live on Ridge Road North. Our house, listed on the National Register of Historic Places, is the original Peter Speck farmhouse, built in 1814. It is a historic Hedgesville landmark. Our property is also a current working farm. Two other properties, one on Ridge Road North, the other on Ben Speck Road, are also part of the original Peter Speck farm and historic structures. The spring that adjoins our property, purchased by Berkeley County Water and Sewage in Hedgesville in 2000, was previously the primary water supply for Hedgesville. All of these structures are within several of your newly proposed Rt 9 construction sites.</p> <p>A US Dept of Agriculture study, found at <a href="https://www.fs.fed.us/eng/pubs/html/wr_p/99771801/99771801.htm">https://www.fs.fed.us/eng/pubs/html/wr_p/99771801/99771801.htm</a>, sites the negative impact of highway construction on groundwater. According to the study, "Road effects on groundwater levels are important considerations in determining the overall impact a transportation system imparts on the hydrologic function of a watershed."</p> <p>We strongly oppose your new Rt. 9 North highway proposals, not only because they would destroy major Hedgesville historic landmarks, but also due to the negative environmental impact highway construction through this region will have on a significant water aquifer adjoining our property.</p> <p>David Elliott and Sue DeVall  1149 Ridge Road North  Hedgesville, WV 25427</p> <p>(304) 620-7036</p>
Amy	Ohlsson		amydkohlsson@gmail.com	<p>I live in one the the developments that would be affected by this change in Route 9. We just bought our home a year ago and love that it is a nice neighborhood that is safe for our children to ride their bike and play. If this change comes to pass it will affect so many families livelihood and their ability to feel safe in their homes. Please find another way - other than destroying the homes and neighborhoods that we love.</p>



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Sue	DeVall		devall444@aol.com	My husband and I own the Peter Speck House which is on the National Register of Historic Places ( <a href="https://en.wikipedia.org/wiki/Peter_Speck_House">https://en.wikipedia.org/wiki/Peter_Speck_House</a> ). Our farm is located within the Corridor 3 newly proposed highway region. There are two other historic houses also located within Corridor 3. My husband has farmed the land since we purchased it in 2000. Over the years we have slowly renovated the farmhouse, built in 1814, making efforts to preserve as much of the original architecture as possible. There is an historic stone smokehouse on the property too. The spring behind the farm, which was originally part of it but sold to the local water authority at the time we bought the property, is an important local aquifer that used to be the primary water source for the town of Hedgesville. It feeds the stream that runs through the farm. Our plans were to live here for the rest of our lives and continue to farm the land. Destroying the farm will not only destroy an important piece of Hedgesville history but also destroy my husband's livelihood while significantly having a negative impact on his psychological state. Farming is frequently cited as the #1 profession for suicide. I find this worrisome as a clinical social worker in the field of mental health. Both my husband and I strongly oppose the construction of the Corridor 3 road.
George	Hollida		Twinnwv@gmail.com	Please provide safe access for the Tuscarora Trail to cross any planned upgrades to Route 9 in the Soruce Pine Hollow Picnic Area. Thanks
Robert	Middleton	PATC	fbert817@aol.com	I do believe that there need to be a up grade to Rt 9 from Berkeley Springs to I 81 but there is the Tuscarora Trail that it would need to be built around To build a new road is out of the question for the fact the State of W.V would have to buy the land . No the by-pass around Berkeley Springs I say yes to with widing rt 522 from the Va. line to the by-pass
Kathy	Buchanan	Concerned citizen	Kathrine.buchanan@gmail.com	I oppose the proposed road construction that would destroy Speck Creek Farm. Speck Creek Farm was placed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation. It provides important habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto the farm's land and irrigates its crops. I urge the West Virginia Division of Highways in considering its range of construction options, to choose a different less destructive path alternative among the other more acceptable routes currently available instead of Corridor III.
Carol	Marujo		c_marujo@yahoo.com	I urge you to spare Speck Spring Farm in Corridor III as you search for a route for the expansion of the highway system in the Eastern Panhandle. This historic farm supplies me with the organic, locally grown vegetables I need for my health. It also provides habitat for many aquatic animals. Let us preserve the irreplaceable wonders of West Virginia
Carla	Toolan	WVU Medicine	Carla.toolan@gmail.com	Please consider an alternate route than Corridor III, which would destroy many historic homes and farmsteads, including Speck Spring Farm which has been in uninterrupted cultivation for over 200 years. The current farmer is not only an active member of the local agricultural economy, but also part of many cooperative efforts to address food insecurity and health disparities that ravage our state. Farms in Berkeley County have been declining at an alarming rate and it would truly be a terrible loss to our community. Berkeley County is known for its historic "Apple Valley" and beautiful hills of rolling farmland — I fear our tourist economy would suffer greatly as well if we forego this identity. Thank you for your consideration.
Lynn	Streu	Self	lynn.ebee.ls@gmail.com	Please do not destroy Speck Spring Farm but put the roads in another location.
Jeff	Chumley		jchumley@comcast.net	Please respect the historic and irreplaceable Speck Spring Farm. To choose a route that destroys the farm to save fast food restaurants and townhouses is exactly the kind of choice that has so often been made and has lead to where we are right now in terms of environmental damage, global warming and the complete disconnect between we humans and nature. Speck Spring Farm embodies that connection and should be allowed to continue for generations to come. You know this is true. Do the right thing.
Mary	Heizer	The Heizer Family, LLC	heiz19910mj@myactv.net	I strongly suggest that WV DOH make a decision to add the necessary roads but selects the path that has the least destruction to our environment, earth, the ecosystem, the plants, animals, etc. Therefore, I am NOT in favor of the path through the Speck Spring Farm. We currently depend of the produce that is currently grown on the Speck Spring Farm. It is also listed on the National Registry of Historic Places. Please preserve the Speck Spring Farm and it's natural habitat.
Carolyn	Thomas		ct1719@hotmail.com	Please spare the Speck Spring Farm! This farm is not only listed as a historical site, but it also feeds the tristate area!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Logan	Peck	Individual	lfpeck@gmail.com	Hello, I am writing to you concerning the proposed route for corridor III. I know one proposed route would destroy Speck Spring Farm and that would be a tragedy to the community. Development has plagued Berkeley county and further destroying untouched parts, especially historic parts, would be unwise and negligent. Please choose another route that would spare the historic farm and preserve what we have left of our beautiful natural beauty in the county. Logan peck
Randall	Miller	None	rcmiller34@gmail.com	<p>Hello,</p> <p>In recent years we have watched as decisions made by public officials result in harm to our local farmers, environment, and history of the Eastern Panhandle. Instances like Rockwool that only serve to destroy our environment and utilize tax-payer dollars to do such is a tragedy. Similarly, roads that cross through historical properties, farm owners, and waterways are made despite other options, but the power of corporations drive these decisions at the harm of our community.</p> <p>In your current decision for route 9 through Hedgesville, we ask that you please consider another route and spare Speck Spring Farm.</p> <p>Thank you.</p>
Julius	Goepp	Lupine Creative Consulting, Inc.	jkgoepp@gmail.com	I would urge WVDOH to consider routing the new artery to avoid damaging historic, and, more importantly, highly productive farmland. Speck Spring Farm is among the potential active farms that would suffer loss of arable land, natural habitat, and watershed destruction should the proposed route be directed in that way. This farm is a Historic Place and is and has been a major contributor to the health, culture, and heritage of West Virginia, and a provider of naturally-produced vegetables for the entire ari-state area. The loss of this farm and its produce would represent a significant step backwards for the people of West Virginia and surrounding areas.
Scot	Degraf	None	Scotdegraf@gmail.com	We have enjoyed produce from speck spring farm for some time. PLEASE spare that farm in your highway plans. Take out some of the subdivision sites instead! Save local agriculture. Please....
Jamie	Miller			It is vital to the success of the Eastern Panhandle to cherish and protect farmland and the agricultural enterprises of the community. By destroying more and more farmland with industrial parks and infrastructure, a very important industry is being destroyed as well. It is the duty of the state departments to find ways to envision and create plans for infrastructure upgrades without destroying farmland or hurting local farmers and businesses. The growth of our area is due to the community and environment that these types of industries create, like farmers markets, beautiful farmland, scenic views and tourism. There is a need with growing population and traffic issues to create and widen roads, but it is imperative that the state is aware and socially responsible of the areas and land that is being sacrificed in these improvements. Innovation and creativity can be used to develop the necessary plans to still upgrade the infrastructure without the expense of precious farmland that represents a major part of the good things of the Eastern Panhandle.
Beth	Dearing	Hagerstown Chapter of Blue Ridge Farm CSA	bdearing@myactv.net	I am urging you to choose a route for the new four-lane, limited access highway between Martinsburg and Berkeley Springs that DOES NOT destroy the historic area of Blue Mountain Farm which state engineers refer to as "Speck Spring Farm" including in the plans for Corridor III. This farm is an integral part of the local community and has been supporting the local population with fresh, healthy produce during this very difficult time. With the pandemic destroying small businesses at a staggering rate it is unconscionable for the government to do anything to a small business that has survived through hard work and perseverance. Moreover, at a time where small farms are being shown as more and more necessary for the supplying of food to local populations when distribution chains from larger farms are stymied by the pandemic, it is foolish to reduce our local food sources by even 1 farm. Please demonstrate a measure of forethought and consider the full ramifications for the entire community by the destruction of a historic AND currently relevant farmland. Other options are available and should be consider first.
Jennifer	Hughes		Persfile@gmail.com	Please spare Speck Spring Farm and chose another path for the route 9 expansion project. As someone who's travelled route 9 from Martinsburg to Berkeley Springs for more than 20 years I can assure that we could use less developments and the traffic they bring and more farms hands down. Spare farms.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Gary Roger	Tingley	private citizen Berkeley County and Jefferson County land owner	tingley2@comcast.net	<p>It is my understanding that the corridor III proposal for Route 9 from Martinsburg to Berkeley Springs would required going through Speck Spring Farm. It is currently owned and operated by David and Sue Elliot. It is listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.</p> <p>Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto the land and irrigates the crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project.</p> <p>Since the West Virginia Division of Highways is now considering a range of construction options, and has other alternative and acceptable routes that could be selected instead of Corridor III I request as a WV citizen, property owner and preservationist that you do not select any alternative that will destroy or damage this Historical property.</p>
Leah	Rampy		leah.rampy9@gmail.com	<p>I am urging you to eliminate from your consideration any possibility of building a road through Speck Spring Farm. Not only is it on the National Register of Historical Places, it is a viable farm that has served the community for 215 years. This farm provides healthy food via a CSA and farmer's markets. It would be a tragic loss of farmland and livelihood to pave over this rich land.</p>
David	Copper		davecinthewoods@gmail.com	<p>Please do not choose Corridor III for your highway as the Speck Creek and Speck Creek Farm will be destroyed if you do</p>
Aileen	Curfman	None	acurfman@gmail.com	<p>I believe the best alternative is an upgrade to the existing Rt. 9. The upgrade is necessary. I can attest to that, because my stepdaughter died in a fatal crash on Rt. 9 just past Butts Mill Road in 2014. The roadway should be straightened where possible, curves should be properly banked, and guard rails should extend all the way around the curve, instead of a short, useless piece of guard rail at the center point of the curve.</p> <p>The four proposed alternate corridors are not acceptable. Corridor III and Corridor IV are absolutely unacceptable because both these routes have sites that are on the National Registry of Historic Places "within the corridor," as the presentation euphemistically states. I know that the historic site within the Corridor III route is a working farm and the owner's livelihood would be destroyed by construction of this alternative. Corridors I and II will also destroy homes and farms.</p> <p>The studies show that few of the vehicles that travel Rt. 9 go the entire distance from Berkeley Springs into Martinsburg. We don't need a limited access highway like Rt. 9 in Jefferson County. The best alternative is to re-engineer the existing route with safety in mind. Traffic congestion in Hedgesville could be alleviated with better timing of traffic lights and perhaps the use of roundabouts, such as the ones in nearby Maryland communities like Brunswick.</p>
Andrea	Payne		Arccows@gmail.com	<p>Requesting that Speck Springs Farm be left out of any plans to build a highway.</p>
Ellen	Smith		esmithart30@gmail.com	<p>Speck Spring Farm produces food that I eat. It is a vintage farm that has been in the county for generations. The people who own and run it do a great service to our region. They work hard and provide a valuable service to our community. I am in not in favor of running a highway through valuable farmland. We only have 59 years of soil left to grow food. Do not take away a small family farm.</p>
Tamara	Cooper		Tamaracoopertopcat@comcast.net	<p>Corroded III. Spare the Speck Spring farm. Preserve farmland and green spaces please and leave the historical and cultural presence of the area for future generations.</p>
Paula	LeBoriosis		pleboriosis@gmail.com	<p>I would like to express my anger over Corridor III. I have lived in Berkeley County for almost my entire 62 years, and have been disgusted by the never ending construction that destroys farmland, yet never takes care of the infrastructure needed for all those homes and businesses being built! I realize that part of the problem is that no one wants zoning around here, and that if impact fees would be assessed against the developers it would help towards the solutions needed. The traffic should be figured out BEFORE any construction takes place!! Do we need something to alleviate the traffic on Rt 9 West, (not to mention so many other areas here), YES! But don't destroy our historical properties and farmland to do it!!!</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Marie	Tyler-McGraw	None	mtylermc@verizon.net	With only a week until comments close, I have learned that the WV Highway Dept. has proposed, as one of the routes for the planned Route 9 limited access highway, to essentially destroy the Speck Spring Farm. This historic farming site has been tended and improved for twenty years by the current owners who sell locally and practice sustainable farming methods. This area is being widely promoted as a healthy, beautiful and convenient alternative to the city for those who will work primarily from home in the future. This farm cannot be replaced. Leaving aside the question of whether the rerouting of the Martinsburg to Berkeley Springs segment of Route 9 is to be favored over improvements to the current route, the route chosen should not be through this historic, functioning and useful farm which is an example of what WV can offer new residents in the future.
Elizabeth	Gatt	NA	eegee452@gmail.com	<p>I would like to oppose the Corridor III option that contains a historical site as well as Speck Spring, stream and ponds which serve as a significant wildlife habitat, as well as the the Speck Spring Farm that I receive much of my clean, local produce from. The current Rt 9 is so much better than other routes not far from the DC area (i.e. Hillsborough route between VA and WV is one big example).</p> <p>There is already an alternate route between Berkeley Springs and Martinsburg which can easily be used and is already the main route for trucks and other large vehicles. So please do not destroy wildlife habitat, clean water and farms for this .</p> <p>Thank you, Elizabeth E Gatt</p>
Meg	Kinghorn		Queenbugle@Kinghorn.org	<p>Dear WVDOH, I am writing to express my deep concern over the possible routes for Corridor III that would cut through Speck Spring Farm, currently owned by David Elliot for his business Blue Mountain Farm.</p> <p>I rely on Blue Mountain Farm's fresh produce throughout the year. They are my main supplier at the Charles town Farmers Market and I have also participated in their winter CSA when the market is not in operation. This is an important business to me, our healthy community, and our farming economy. The farm is also important historical (on the register of historic places) and environmental interest. It is a vital place in our community!</p> <p>I STRONGLY urge you to select a less destructive route that would not impact Speck</p>
Judi	Himelrick	Jefferson County Schools	judihimelrick@gmail.com	It has come to my attention that you're considering building Corridor III through Speck Spring Farm. This is land that currently serves the community agriculturally and would be a tremendous loss for the area. Please reconsider this venture, as I'm sure there are <u>other acceptable areas to build</u> .
Jennifer	Palter		jthornp@icloud.com	<p>I have just learned that one of the proposed routes for the WV 9 route, called Corridor III, would require the 11 acres of land where Blue Mountain Farm is located. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years.</p> <p>This farm is listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.</p> <p>In addition, Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to the town of Hedgesville -- still flows onto this land and irrigates the farm's crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it.</p> <p>I understand that the West Virginia Division of Highways is now considering its range of construction options, and has other alternative and acceptable routes it could select instead of Corridor III. I am a member of the CSA that is served by Blue Mountain Farm, and I am writing to urge you to consider some other option than the destruction of this landmark property and of the waterway that runs through it.</p>
Kristin	Loken	retired	krisloken@yahoo.com	Please protect the Sperry Spring Farm and other historic farms. You can build other town houses and convenience stores but once you take an historic farm, it's gone for good. Sure we need the new road but not at the cost of local culture and beauty and livelihood



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Shannon	Holliday			I urge the DOH to choose an alternate route other than corridor III for the proposed highway between Martinsburg and Berkeley Springs - one that does not jeopardize the historic farmland of this region, specifically that of Speck Spring Farm. Please consider only routes that protect our local farmland since there is precious little left here in the eastern panhandle, and it is of great historic and agricultural significance.
Anne	Young		anneesabatos@hotmail.com	This request is to ask the engineers of the WV highway system to reroute the proposed highway. Currently Spring Speck Farm is located in the path of the proposed road. This farm and others around it is a historic and over 200 years old. Up until 20 years ago it was owned by the Speck family. Civil war soldiers camped in the knoll of the hill behind the farmhouse. Currently, it is the home of an organic farm that provides fresh veggies throughout our local area. Rerouting the road preserves this historic spot and helps keep our state wild and wonderful.
Josh	Felman		joshfelman@gmail.com	<p>I strongly oppose Corridor III for two reasons: because it will destroy our heritage and damage our economy.</p> <p>West Virginia needs to preserve its farmland and its historic houses. Yes, people are moving here, and we need to accommodate them. But we cannot do this by destroying the beauty that attracted them here in the first place. If we do this, the newcomers will eventually leave, and we will have destroyed our heritage for nothing.</p> <p>There's also another issue. Some of the farms along Corridor III provide food that is sold in local farmers' markets. If you eliminate these farms, you damage the farmers' markets, and damage the life of towns like Shepherdstown. This may sound like an exaggeration, but it is not. Consider Speck Spring Farm, which will disappear if Corridor III is chosen. This farm is one of the few places that sells vegetables at the Shepherdstown farmers' market. If the farm goes, then it will be difficult to get basic foodstuffs at the market. And then fewer tourists will come to town on Sundays, more shops will close, and Shepherdstown itself will wither.</p> <p>So, yes, build fast roads to accommodate the newcomers. But build them through corridors designated for development, not through farm areas. Otherwise, we will damage our heritage and our economy, at a time when we desperately need to revive both.</p>
Rose	Wilson	citizen	riewilson@me.com	Please DO NOT take land from the historic Speck Spring Farm when expanding Rt. 9. There are reasonable alternatives that don't require such destruction.
Nicole	Flaherty	None	nicoleloskoch@gmail.com	This request is to ask the engineers of the WV highway system to reroute the proposed highway. Currently Spring Speck Farm is located in the path of the proposed road. This farm and others around it is a historic and over 200 years old. Up until 20 years ago it was owned by the Speck family. Civil war soldiers camped in the knoll of the hill behind the farmhouse. It would be a real shame to lose such a historic farm when there are other alternatives for the road.
Charlotte	Baker-Shenk		bakershenk@aol.com	My family has been purchasing vegetables from Speck Spring Farm for years now, including through their CSA. I am also part of an organization that promotes the retention and building of healthy soil, which has been a hallmark of this farm. It's my understanding that there's consideration being given to running a new road (Corridor III) through this designated historic farm. What a terrible loss that would be! We so badly need to both maintain and increase the number of such valuable local resources. Yes, we do need roads as well. But destroying this kind of heritage farm would be a tragedy. (Note that this lovely farm is listed on the National Register of Historic Places.) Please make sure this farm is preserved! Choose an alternate route.
Carol	Wood		cwood453@aol.com	No! The damage this would do to existing, functioning farms is devastating! There are many old and beautiful historic homes that would be destroyed. Is nothing sacred?? Leave Rt.# 9 alone!!
Derniere	Marshall	Jefferson County resident	deesyoga@ccomcast.net	Please save Speck Spring 🙏!! Thank you.
Heidi	Dorsey		rawhide32073@yahoo.com	This request is to ask the engineers of the WV highway system to reroute the proposed highway. Currently, Spring Speck Farm is located in the path of the proposed road. This farm and others around it is a historic and over 200 years old. Up until 20 years ago it was owned by the Speck family. Civil war soldiers camped in the knoll of the hill behind the farmhouse. Currently, it is the home of an organic farm that provides fresh vegetables throughout our local area. If other options are available that can be considered, they should be.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Lisa	Shields	Concerned citizen	lisamariemcollins@comcast.net	This is absolutely horrible! The Speck Spring Farm has been providing local vegetables and eggs for the community for over 216 years. Dave is a wonderful farmer and we appreciate knowing our food is locally sourced. Once again this proves the government doesn't care about our farmers or the people. You want us all dependent on the Walmart of China as the preferred food source. Shame on you all! God save our planet.
Nicole	Sabado			This request is to ask the engineers of the WV highway system to reroute the proposed highway. Currently Spring Speck Farm is located in the path of the proposed road. This farm and others around it is a historic and over 200 years old. Up until 20 years ago it was owned by the Speck family. Civil war soldiers camped in the knoll of the hill behind the farmhouse. Currently, it is the home of an organic farm that provides fresh veggies throughout our local area. Rerouting the road preserves this historic spot and helps keep our state wild and wonderful.
Kristin	Potts	Personal	Kristinamanda@live.com	I believe it is more important to protect farm land and historic sites than it is to put in a new road. Please protect all the farms.
Patricia	Hoffman		Patti.304@gmail.com	Please reconsider your new roadway to Not include Speck Spring Farm. This is a working farm of which we are losing by large numbers in WV even without roadway interference.
Jon	Deiches			Please choose a route for the WV 9 expansion that does not involve destroying the Speck Spring Farm / blue mountain farm. It is such a valued part of our local community and their CSA and produce sold at the local farmers markets are incredibly important to many in our community. Please preserve their farm and choose a different route!
Sarah	Morello-Venegas			Please discontinue the dismantling of Speck Spring Farm. The world doesn't need another road, and displacing this family isn't a benefit to anyone. Thank you.
Joanne	Bario	Joanne Bario LLC	joannebario@gmail.com	I am writing to urge the Division of Highways to spare Blue Mountain, an historic farm that continues to share its bounty with grateful residents of our county and our area. We need food, local, fresh food, far more than highways that add to greenhouse gases and the destruction of our planet. Please relocate your road, if you must indeed build it at all. We need natural surroundings that support plants, wildlife, bees -- not more concrete.
Hillary	Banachowski		Hillarybanachowski@gmail.com	I am a concerned citizen. I've recently heard that Speck Spring Historic Farm is in danger of being destroyed to put a road i/highway in. I urge you to choose other viable options. We need to support our farmers, and historic farms at that.
Marjorie	Yost		mflinnyost@aol.com	Please do not destroy the historic Speck Spring Farm property. Use an alternate route.
Betty Jo	Rockwell		bettyjo.bjr@gmail.com	Please choose a route which will not damage Speck Spring Farm.
Chasa	Cochran		anetrnlov@yahoo.com	<u>It is an important historical landmark for the people of Hedgesville.</u> Please spare Speck Spring Farm with its 200-year-old agricultural history and use a less destructive path than Corridor 3. WV has already given up so much of its singular beauty and agricultural lands. do not take more away.
Kathleen	Porter		ktrporter@outlook.com	Please reconsider the demolition of the Speck Spring Farm for the new RT9 project. I understand the need for updated motorways but feel we have responsibility to save and protect established and historic farmland in our area. We live in uncertain times. Having local farms allows our community to be self-sufficient and stronger together. Thank you for your time
Christine	Whitman		Christinemlee99@yahoo.com	Please leave blue mountain farm alone and look for alternative ways to upgrade/relocate WV 9. Please don't take away a farm that's been there for so many years and the destroy the farm operators' means of providing for their dependents.
Maegan	Exline	Self	Mehart34@gmail.com	Speck Spring Farm is a well established, historic homestead. Please consider its deep history and fertile land and spare it in your plans for a highway.
Andrea	Stewart		Avon2adopt@hotmail.com	Please do not destroy a historical staple in our community. It also provided wonderful food still for this community. Find another way than Speck Spring Farm.
Rita	Hennessy	NA	Rhennessy25443@gmail.com	Please find an alternative route to preserve Speck Spring Farm in it's entirety to remain a functional, sustainable farm.
Stephanie	Frye	Unaffiliated	stephaniefrye@gmail.com	Please do not build Corridor 3 over Speck Spring Farm in WV. I live in nearby Charles Town and I do not want this road to destroy this working farm.
Jamie	Smith		Jamielynnsmith@gmail.com	Do not destroy Speck Spring Farm for another road development. We need to preserve historic properties and farms. Support our local farmers!
Jennifer	Swart		Jenerina14@gmail.com	Don't go with Corridor 3! Save Specks Run farm. Find another way.
Tara	Motley			Please don't destroy another farm. Spare Speck Spring Farm! A community staple that is needed!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Christina	Ridings		Christina.ridings@gmail.com	Speck Spring Farm is a National Historic site that needs preserved in its current state. As an active farm for over 200 years it would be unwise too destroy it as farms like these are very few and our children and children's children will need farms like Speck Spring Farm <u>to obtain quality food supplies for their survival.</u>
Ashley	Stewart		Ashleyfstewart@gmail.com	Please reconsider making Speck Spring Farm and their land another highway. The farm is historic and an active working farm. The water that runs through it is used for public water supply and home to many native species.  Using this land would be a huge issue to the local ecosystem when there are many alternatives to use.
Danielle	Layer		daniellayer@gmail.com	Please do not go forward with Corridor III plans. Speck Spring Farm is a very important part of our community.
Kristine	Mumaw	Education	Kmm749628@gmail.com	Leave Speck Spring Farm alone!! People moved here to enjoy the countryside and it's being quickly ruined.
Emma	McAllister			Spare speck spring farm
Jennifer	Patoray		Julianpsmom@aol.com	Please select a different option, other than Corridor III. Do not destroy that historic land!
Jennifer	Hunt		Jrstrawbridge@hotmail.com	Please consider alternative routes, in planning your roadway through Hedgesville. Speck Springs farm is a local treasure, and it would be a disservice to this area to change or take away this farm's services to our area.
Stephanie	Whitmore			Please do not destroy this property. We have already ruined so much of our beautiful state with our horrible roads and construction. Don't take this from them as well.
Casey	Barker		casey.shumate@yahoo.com	I urge Engineers to spare Speck Spring Farm from building a new, four-lane, limited access highway between Martinsburg and Berkeley Springs. Preserve our land and keep West Virginia how it is meant to be; wild and wonderful.
Trista	Rutherford			Part of what makes our great state so great and beautiful is the LACK of major highways. Yes a major 4 line road between martinsburg and Berkeley springs would make things easier for commuters. But the reason why many people, including myself, move to West Virginia is to get away from the hustle and bustle of the city or even other states. To enjoy scenery to enjoy the small local historic local farms (many of which are included along this proposed highway). Keep West Virginia wild and wonderful and don't build a highway
Melissa	Viteri		Melissa.viteri5@gmail.com	This highway is not wanted. Farmer Dave is a wonderful man and he has provided my family with food for many years. Cutting through his property would destroy his business and make it impossible for him to continue farming. This is not ok. He has worked so hard to build up the farm and create his business. The idea that anyone would take that away from him and his family is cruel. He deserves better than to have spent his life creating a wonderful place just to have it taken from him. I will not support this and the people of WV will not support it either! SAVE OUR FARMS!
Cheryl	Middleton	Self	Cmiddl01@yahoo.com	As I understand it, this proposed improvement project will completely ruin a historic farm and eliminate a small business in the state of West Virginia. I'm specifically referring to Speck Spring Farm. Agriculture is one of West Virginia's most important businesses. I understand West Virginia needs to improve its roadway infrastructure to connect people easier, however that cannot be at the expense of our farmers. The route should be revisited so that it doesn't affect small businesses in this manner. It is completely unacceptable that the state would think that this is an appropriate measure. I do not support this highway alignment as proposed.
Wendy	Maddox		wendylee704@gmail.com	Rather than disrupt and destroying Speck Spring Farm, I would prefer that replaceable commercial buildings along existing route 9 be taken for the roadway improvement s. We need our farms.
Pam	Langland	none		I am strongly opposed to any road improvements or new highways that will have any impact on Speck Spring Farm.
David	Foster	Public	Vzfoster@man.com	Please consider other options for Corridor III, Speck Spring Farm is essential to the local wildlife as well as a long-standing farm. It has been in operation since 1814. In a time where farms have been shrinking faster and faster we should be in the mode of saving farms. It seems odd that there are so many State and Federal programs to save and start farms and here is a project to destroy a well established and producing farm.  Again please choose another option and do not destroy the Speck Spring Farm and cause the mass displacement of West Virginia's fine wildlife!!!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Patrick	Kratovil		pkratovil@gmail.com	<p>Hello,</p> <p>I am writing regarding the martinsburg to Berkeley springs expansion of Rt 9 and requesting that the DOH not choose Corridor III as their route. DOH should site the road near the already occurring residential development instead of destroying farmland. Specifically, the Speck Hill Farm, a more than 200 year continuous and ongoing agriculture concern. These sorts of businesses are what give WV and the area it's charm and we should not destroy them because it is a slightly easier path for contractors. We already have lots of upheaval and construction in that area, and any further development of transportation or utility infrastructure should be concentrated along those same corridors instead of condemning virgin land.</p> <p>Patrick Kratovil</p>
Wesley	Taylor		Wmkt89@hotmail.com	Please do not build corridor III over the Speck Spring Farm, instead find some other route.
Samantha	Carper			Please do not destroy the historical farm at Speck Spring in Hedgesville! There has to be alternate routes that would not destroy a documented historical property that continues to provide food for the local community
Wendy	Treleven	None	Wendy.treleven@comcast.net	Please avoid Corridor III and historic Speck Spring Farm. This project would be devastating to that property and the ecosystem in that area. It is home to a number of indigenous flora and fauna.
Elizabeth	Egan		egan.elizabeth@gmail.com	I am writing to urge you to consider an alternative route to Corridor III. Speck Spring Farm, this fertile and productive farmland, has served the community for 216 years and provides sanctuary for wildlife listed on the endangered species list. The historic and agricultural value of this farm is in line with the values and priorities of our state and community. It would be a tragedy to destroy such a monumentally important piece of our culture. Please consider other alternative and acceptable routes for the highway between Martinsburg and Berkeley Springs.
Kelley	Kubic		kelley.kubic@icloud.com	<p>Subject: upgrade and/or relocate WV 9.</p> <p>Please preserve Speck Spring Farm from road construction. Other alternative and acceptable routes could be selected instead of Corridor III. A different, less destructive path should be chosen to preserve this historic farm.</p>
Anna	Gibson			I oppose the building of the road that would be built across Speck Spring Farm.
Autumn	Nottingham		swerve_5sos@yahoo.com	These plans will ruin a ton of beautiful land that is still being used to supply our community, instead of making a different route protect this land and stop the building of development homes, I know this area is growing but this county is packed as is and making a new route will only make it worse
Terra	Ayres	Independent	terraayres@yahoo.com	We do not need to add more roads here in Hedgesville. We cannot keep destroying our farms because people refuse to go through Winchester or use 70 to get home to Berkeley Springs. I oppose all corridor plans which would destroy our countryside. Just because you all want to avoid townhouses and new homes which put stress on our roads anyway.
Tracy	Ulderich	Agape Meadow	Govflygirl@hotmail.com	Urge you NOT destroy the farm and select another option OTHER than corridor iii. Speck Spring farm should be considered essential to a sustainable life. Please do not destroy this property!!!!
Jack	Tennant	WV resident	Jack.tennant50@gmail.com	Please spare the Speck's Run Farm from the new Rt. 9 project.
Nichole	Whitfield		Scotcharoo@yahoo.com	As a former resident of Mountain MD with family all over that area and WV, we love the beauty. You can feel the history in the air. Just last year my husband and I spent our anniversary in Berkeley Springs. I urge you to save this historical farm at Speck Springs.
Rebecca	Francoline		Becky_aine@hotmail.com	As you consider roadways to alleviate traffic through 9 in Martinsburg - please do not destroy Speck Spring Farm. Chose an alternate that does not impact the farm, their livelihood, a historic landmark, or the natural habitat.
Josh	Malcolm			Please use alternate route.
Marcy	Deck			Please spare Speck Spring Farm from being affected.
Krysten	Gossard		Krystenlgossard@gmail.com	Please Spare Speck Run Farm - this is a historical property providing local food to this community .
Todd	Coyle	N/A	todd@flatrabbitmusic.com	After reviewing your plan and considering the impact it would have on some local small farming operations I think that Corridor III is a terrible choice. I implore you to reconsider or choose another route for your proposed road. This route would destroy a much loved and valued historic farm that has been a part of the area for hundreds of years. Of course if you don't care about the area and the historical significance of agriculture then, by all means, do whatever the hell you want. Or you could prove to the citizens of the eastern panhandle that you care. Take your road another way!



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Amanda	Keplinger		Amandakeplinger1@gmail.com	Hi, I wish to not have any highways built in my hometown, this would cause our area to grow more, which is not what people who have grown up here want. We want to keep this place small and it's already too big for our liking. Any highway built would steal homes and property that have been passed through generations. Poof. Gone. You can't get it back once it's gone. Please think about the citizens that this area was founded on. The ones that built these towns. Don't destroy my neighbors homes and livelihoods.
Heather	Uhlenhopp		Uhlenhopper13@aol.com	Please choose an option for the highway that does not take away land from Speck Spring Farm. The land they have is historical, houses important wildlife, and their farming provides nutritious food to the community. After year like 2020 supporting a local farm like Speck Spring Farm is more important than ever. Thank you.
Angela	Basile	Berkeley county resident	Salemskitty@aol.com	Please do not use corridor III this would destroy many historical properties including the speck spring farm. While I understand the need to filter traffic around hedgesville to alleviate traffic backups I do not want to see working farms and history erased.
Cheryl	Groen		Cheryl.lilie88@gmail.com	You must consider another route than through Speck Spring Farm, a historical, working farm that has been operating since the 1800s. With the amount of build up in the area, we need to preserve as much as we can for agricultural, historical, and environmental reasons.
Teresa	Forsyth	None	Teresa.Forsyth@gmail.com	Speck Spring Farm, Berkeley County.....save this historic land.
Kim	Fisher		Vagrlnbama@yahoo.com	Please spare speck spring farm and choose another route for corridor III
Bryan	Shawyer	Local business owner	Bryan.shawyer@gmail.com	Blue Mountain Farm should not be considered for the new road(Corridor 3) from Berkeley Springs to Hedgesville. We need these local farms. The options to buy products from an actual farm versus slaughterhouses and mass produced low nutrient dense veggies/fruits is definitely needed.
Kristen	Gray			I am 100% against the highway destroying Speck Spring Farm. While I am not a WV resident I do reside on a farm and recognize now invaluable the preservation of agricultural land is.
Carla	Sorensen		carlajsorensen@gmail.com	Please consider sparing the historic Speck Spring Farm and choosing a different pathway. They are a vital and active participant in the betterment of our community.
Lori	Senyk		Lori.senyk@gmail.com	Spare Speck Spring Farm. This piece of land should be spared from destruction. It is a historical farm that should be preserved for generations to come. Destroying it would poorly impact not only the owners, but also those who buy the crops from them as well as the wildlife that call that area home. Please use your alternative plans and preserve this beautiful part of God's creation!
Samantha	Dillow		samanthadillow@aol.com	Save the farm!
Marissa	Gain	Riss Art llc	Marissalgain@gmail.com	Please spare "Speck Spring Farm" as the owner who like to keep his livelihood and his historic land.
Ashley	Alvarez-Villa	Self	ashleyalvarezvilla@yahoo.com	This is so disgusting that you would want to take this man's home and living. Speck Spring Farm is historically registered. He doesn't just have land, he has animals and crops. That is his livelihood. How do you expect him to make a livelihood if you take his farm (Speck Spring Farm) This is so sad. IF you must take this man's home I suggest you pay him enough to not only so he can buy other property but compensate to live off of since you took his livelihood.
Whitney	DeGraw			Spare Speck Spring Farm please! We love our local farmers and farms here
Emily	Morrow			It's clear the department of transportation is prioritizing cheap houses over historical landmarks and bi-centennial farms. This is an opportunity for the state to show that local agriculture is important, in a county that is constantly loosing farmland to urban sprawl.
Hannah	Rossi			I urge you to reconsider your highway project affecting Speck Spring Farm. This farm is essential to feeding our community and serving so many in our state. Ruining this farm would go against the mission and values of our state.
Cindy	Hall	Speck Spring Farm	wv_cindy@hotmail.com	Please....spare Speck Spring Farm! We need these local farmers for good, healthy food. This has been around for generations!! Thank you!
Theresa	Noel		Wvnoels@gmail.com	I'm writing today to ask to spare the Speck Spring Farm and look for other alternatives for this proposed roadway. We moved to WV over 20 years ago because of the natural beauty and access to amazing existing historical landmarks. West Virginia is known for this and Tourists (and dollars) are drawn to this beauty as well. Please do. To destroy our greatest asset....our natural resources and visible history. Also, small businesses are important part of a healthy economy. I have several friends who have moved from WV due to the new Rockwool company in their backyard. This type of action not only discourages tourism but people wanting to move here which help with our tax base.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Susan	Kerr	None	Soozkerr@gmail.com	Please consider saving Speck Spring Farm. It is historical property that provides much needed fresh food to our area. Thank you,
Savannah	Ott	CHS	savott850@gmail.com	Spare the Speck Spring Farm!!
Irene	Deychakiwsky		orysia.nasar@gmail.co	Please spare Speck Spring Farm! It is a precious, irreplaceable part of our state's history.
Samantha	Park		Sparklee43@aol.com	This is not a solution. Farmer struggle enough and many go under without issues like this and this land is "protected" and should be left unharmed as expected.
Joyce	Smith	None	Steelersnutjas@gmail.com	Please Do Not destroy the SPECK SPRING FARM!
Thomas	Blue	Dairy farmers of america	bluethomas43@gmail.com	The proposed highway is a despicable waste of resources. Not to mention the unneeded destruction of family farms and some of West Virginia's only remaining wild, open areas. Who asked for this road? Who needs it? Who profits from it? Who suffers? There is only so much beating a dog will take before it bites you
Alicia	Pownall		alirpow@gmail.com	Specks Spring Farm should be preserved in the planning of Corridor III. It is a historical landmark that is a staple in our community. These areas are dwindling and keeps our food supply local and fresh.
Susan	Biggs			Please have some respect for history and for farmers! I am sure there are other alternatives that would spare the Specks Spring Farm. Think about the individual people who this would affect plus the ripple effect on the community. Be considerate and mindful of other people and not just your agenda. Farmers feed us, we need them!! <del>Spare Specks Spring Farm!!! Thank you!</del>
Georgiana	Pardo		gmpardo@comcast.net	You must choose a route that leaves the Speck Spring Farm unharmed. Avoid that area. Historic resources need to be saved. Working farms need to be saved.
Stephanie	Fagan		Sgraves0614@gmail.com	I urge you to spare speck spring farm when considering your path for the new highway! This farm is historic and provides precious recourses and habitats for wildlife! Thank you
Samantha	Browning			I firmly believe Speck Farm should be left alone. There has been too many farm land destroyed in my area alone for nonsense house building when many homes are still on the market in previous built developments! I believe until the many already going and little to no work done should be first priority. 81 is a good place to start. Constantly starting another section before finishing one than creating not one but two sinkholes. Sometimes I feel like a map is hung on a wall and a dart is thrown to see what area they want to destroy next.
Deana	Vermillion	self	Quinnellabella@aim.com	please save this farm. go around
Ruth	Moyers		Ruthmoyers87@gmail.com	I don't personally know the family at Speck Spring Farm but, having lived on an historical farm, I know it would be a shame to destroy it for a road that could easily be placed elsewhere. There are few enough working farms in the area as it is. Please don't destroy this one for Corridor III when you have other options. This area is well known for its history. Please keep the history of this farm intact.
Natalie	Friend	Shepherdstown Farmers Market	Natalie.Grantham.friend@gmail.com	Save Historic Specks Run Farm. Choose another path.
Amanda	Miller			Speck Spring Farm
Tashana	Remsburg	Speck Spring Farm	T.rems87@yahoo.com	I beg you on behalf of our family to please SPARE the Speck Spring Farm in Pennsylvania. There is currently a plan in place to place a highway right in the middle of their farm. Their particular farm has been in use since 1970! That's 50 years of service to their community. Placing the highway in this specific location will not only make it so their farm is no longer resourceful but to add, that our friends will have to move. Please attempt to find another way to place your highway without hindering this farm.
Claudia	Banca		Cwalter40@aol.com	Speck spring farm
Brianne	Mason			SAVE SPECK SPRING FARM! Do not run your highway through this historical farm land
Jacqui	Mosser		jacuimosser@yahoo.com	Spare Speck Spring Farm from this new Corridor III project!! It is not wipe out generations of farming and the potential to hurt the ecosystem in that area.
Daniela	Powers		danielampowers@gmail.com	The historic nature and value of Speck Spring Farm should be respected. Places such as this farm add value and character to our region, and the owners of the farm deserve to continue their business on the same land they have cultivated for decades.
Jessica	Adorno	Charles Town Community	Jessica.c.adorno@gmail.com	Do not develop through Speck Spring Farm! Please leave it stand as it is part of local history!
Gabrielle	Iden	Private citizen	gjmcmann@mix.wvu.edu	Please do not disturb the Specks Spring Run farm for the creation of this highway. Farming is essential and this farm has been in this man's family for generations. Please explore other options.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Mark	Taylor	Concerned Citizen	Seabeeed@gmail.com	In regards to Speck Spring Farm, I hope the Proposed alternative for route 9 would be considered in another area that does not impact a farm that has historical value and meaning for our area. This environmental disruption could impact the region in a negative way with unintentional consequences.  Thanks for your consideration
Ciara	Anderson			Spare Speck Spring Farm!
Suzanne	Lucas		Tashat@myactv.net	Please consider a different path for the new interstate than going over the historic farm SPECKS SPRING Thank you
Claire	Sadeghzadeh		csadeghzadeh	Please consider minimizing the impact on our local farmers through this area. Specifically Blue Mountain Farm, a local farmer who grows food for many families locally, is located on a proposed pathway which would end us agricultural production. Please consider one of the many other options to ensure Hedgesville and the Eastern Panhandle maintains its roots in farming and preserves historic homes and land.
Kay	Kidwiler		Bakertonmama@gmail.com	The farm has been there for over 200 years and is still a working farm. You can find another way. Please don't start work on Corridor 3.
Kenda	Barrs	N/A	bkenda@gmail	Please spare this family farm and there lively hood. Has got to be other places for Corridor 111. Roads and Bridges are terrible around here!!!!
Julie	Purkey			As you plan this needed expansion of Route 9, remember to save the habitat of WV wildlife. So much of the the flora and fauna natural habitat is being decreased by the increased of housing developments and shopping areas. Please consider a route that does not take away farming Specks Farm, has the least lose of natural habitat and maintains our clean streams. We need to protect our resources and heritage for future generations
Kathryn	Nails		Katrich29@aol.com	Corridor III plan will destroy a rich ecosystem and destroy a registered historical farm. Farmers are being pushed out for the sake of capitalism and it needs to stop. Choosing an alternative construction plan will preserve our culture and communities. Farming needs to be protected not destroyed so people don't have to sit in traffic. We are "Open for Business" but that doesn't mean at the expense of our farmers. It doesn't represent WV and our history of self reliance.
Robert	Cook	Hillside Pepper Co	rw_c_webshop@comcast.net	State Project: T233-9/-25.76 Federal Project: SPR-0009(254)D  **SAVE Speck Spring Historic Farm**  WVDOH I urge you to reconsider any Corridor III action that would endanger the "Speck Spring Historic Farm". The road construction would destroy this beautiful historic farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years.  This farm was founded by Peter Speck and was home and livelihood for many generations of his descendants and is listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.  Speck Spring, with its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto the land and irrigates the Blue Mountain Farm crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it.
Dan	Taylor		danotbob@gmail.com	"Speck Spring Farm is a real asset to the community in Berkeley County, and also the retirement plan for owner Dave Elliot and his wife. Do not displace them from their farm, route the proposed road elsewhere.
Kim	Slaughter		kslaughter01@gmail.com	Please save our farms. Speck Spring Farm should not lose out because of ill-prepared plans for the roadway. These plans should have been considered many years ago, along with the growth. Please do not put a local farmer out of business for a road.
Jaylin	Helmick		Jaylinh84@hotmail.com	Let that man keep his farm !!!!! Fuck a highway
Kathleen	Nunes	Private citizen	Knunes@comcast.net	DO WHAT'S RIGHT!! Please do NOT chose Speck Spring Farm for your project
Danielle	Watty			You should not destroy farmland that has been producing food for over 200 years. Somethings need to be preserved- like our farmland in the Eastern Panhandle of WV.
Cara	Malone		malonegang@hotmail.com	This farm has been here for many years and is the livelihood of this family. Many essential needs are met by the farming industry. Another high speed, four lane can go elsewhere.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Susan	Hopkins	Citizen	shmarigoldlane@gmail.com	Specks Run, the historical properties in the area should be left alone.....to avoid building a road onto newer construction and businesses .....someone wasn't thinking ahead when building these newer sites.....why should historical land be destroyed.....once they are gone, they are gone forever, what are we leaving our children? There has to be a more suitable avenue to remedy the over population of vehicles.....leave our local history alone
Michelle	Shaw			Please spare Speck Spring Farm. Historical farms should be respected and not destroyed by highways.
Caroline	Selle	n/a	zerowastegirl@gmail.com	As an individual who works professionally with farms and farmers, I am appalled that the state is considering destroying prime farmland and thriving agricultural businesses like Speck Spring Farm. Soil is not a renewable resource, and we must protect these lands that feed us. Please consider an alternate route.
Gregory	Welter		Greg.Welter@ramboll.com	I am writing to express my concern over one of the considered alignments, namely Corridor III. My specific concern is that part of the alignment would be destructive of a 200-year continuous farming operation, Speck Spring Farm, which is also designated on the National Register of Historical Places. From what I can see of the routing alignment maps, The alignment could be modified using Corridor IV and Corridor VI alignments in that area to avoid this adverse impact.
Nicola	Alicandro		nicola0621@gmail.com	Spare Speck Spring Farm!
Bethany	Coday	None	bmcoday@gmail.com	Please do not destroy the Speck Farm that has been in operation for over 200 years.
Erin	Ciardiello		erinpac7@yahoo.com	Please save Speck Spring Farm!
Kayla	Schwartz		Starmdkmc@aol.com	Do not use corridor III and go through Speck Spring Farm, that should be saved! It's a shame that's even an option!
Alyssa	Moser	Private Party	alyssamoser94@gmail.com	I am here to try and save the lands of Speck Spring Farm. Your proposed plan would ruin their livelihood and also take away another large farming community in our area. I would propose another route that does not involve harming the livelihood of this farm. Townhomes and prefab homes were put up in mass before these plans were brought to light. I would rather the townhomes be displaced and moved somewhere else, as opposed to a large farm
Daniel	Fitzgerald			Please do not build roadways through Speck Springs Farm. It is a historical property and development in the area is quickly taking away the natural beauty of our area. In many areas, what was once beautiful farm land, is now townhouse developments. Since I moved to the area 5 years ago, it has drastically changed from what I fell in love with. Please do not destroy another family's property to make it convenient.
Pamela	Frock		psf_always1@yahoo.com	A long time farmer family & his community would suffer . Farmers marketers help many people to be able to afford good healthy foods at reasonable prices. I understand the need for a new road to Berkeley Springs as a person who grew up there, however taking a property of a family who have been there for a couple hundred years is extremely unfair to the family & community.
Joli	Kemp	Private citizen CSA supporter	jolikemp@mac.com	PLEASE, please do not build a road that would eliminate farmland which would eliminate someone's livelihood. It would be a desecration.
Christina	Stair			Please do not consider Corridor III. This route will destroy a 200+ year old historic farm (Speck Spring Farm) that continues to provide for the community, surrounding area, and whole panhandle region. It will also threaten and could destroy the habitat that the flowing Speck Spring provides for a variety of wildlife, and could also be detrimental to the town of Hedgesville as the stream is a supply of water for the community. Development of roads and increased mobility is necessary in our expanding region, but must be balanced and done in a way that does not destroy our heritage, livelihoods, and important natural environments. Thank you.
April	King		apryljennifer@gmail.com	Please do not plow thru land to build this highway without regard for the people who will potential be negatively impacted. For example, one path will destroy a farm that's been around for 216 years. That's not progress. It's destruction. You can't undo that kind of ruin. Please find a path that creates the least amount of harm if it has to be done at all.
Kelly	Hoover		mrskelhoover@aol.com	Please do not destroy Speck Spring Farm. Such a historic, giving, landmark should not be wiped out.
Deborah	Burke	Resident	Debbie.g.burke@gmail.com	Please choose any option other than corridor 3 for highway construction. Please do not destroy the historic farm located within corridor 3 planning



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Amy	Ferguson	Self	Amy_1134@yahoo.com	Please spare Speck Spring Farm in your plans to build a new limited access highway between Martinsburg and Berkeley Springs to alleviate traffic on WV Rt 9. Speck Spring Farm is a historic property listed on the National Register of Historical Places because of its rare and unique physical characteristics and because of its substantial degree of voluntary, unaltered preservation. Speck Spring, its stream and its ponds - part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville - still flows onto Speck Spring Farm and irrigates the crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it. Please consider other alternative and acceptable routes instead of Corridor III.
Karen	Digman		Kare1383@yahoo.com	Please spare Specks Spring Farm and choose a different route then corridor 3.
Joey	Aloi			Please do not build a road through Speck Spring Farm. Especially in the eastern panhandle, agriculture is a major part of West Virginia's economy, and our agrarian heritage & culture is key to the economic power of our tourism industry. Whatever economic benefit could be gained from this road would be a wash if we destroy some of the most vulnerable, yet potent, present economic activity. Please consider rerouting through established commercial districts.
Vaughn	Gold	N/A	lornaelithyr@gmail.com	Please find a route that doesn't destroy Speck Spring Farm. It is a historical and agricultural treasure of our state. It's been around since the 1800s and deserves better than to be turned into a 4 lane road. You can do better.
Emma	Huvos		emma.huvos@gmail.com	As a former resident of Jefferson County who retains close ties to the area, I am strongly opposed to the plan to develop Corridor III, a route that would destroy the historic Speck Spring Farm. In addition to being a productive farm, this property has a vibrant ecosystem that should be protected and preserved. The character of the Eastern Panhandle - and what makes it a popular tourist destination - is rooted in properties like Speck Spring Farm. It is shortsighted and irresponsible to destroy what little remains of this region's history and fertile agricultural land.
Anita	Bernhardt		qt100@frontier.com	I am worried about the historic Speck farm and Blue Mountain property could be destroyed by one of the proposals. Please stay away from this property in consideration of the Route 9 highway.
Shannon	Spiker	None	Frostedfantasies1@yahoo.com	Please spare blue mountains historic farm, and choose a different route for the bypass. That farm has served our community for generations and should not be destroyed. Choose a different route for the bypass please so this family can keep their farm.
Crystal	Chand		kryschand16@gmail.com	Please choose an alternative road plan + spare Speck Spring Farm!
Megan	Robinson			Please save Speck Spring farm and don't build Corridor III. Farm land is crucial to the environment especially a farm so historic.
Sara	Howle		sara,howle,8@gmail.com	Please choose another route and NOT Corridor III. Please leave Speck Spring Farm in tact. Thank you - Sara Howle
Bethany	Plummer			NO FARMS , NO FOOD !!!!!!!!!!! THIS IS THEIR HOME !!!!!!!!!!!
Lisa	Bagnall		Lisabagnall@live.com	Please do not allow Corridor III to destroy Speck Spring Farm. Please select a different option. We need to preserve our local farms!
Dawn	Reidy	Self	Dreidy7@comcast.net	Please do not use Plan 3 for Rt 9 expansion that would run through Speck Spring Farm in Hedgesville. Thank you.
Victoria	Smith			To build this road, destroying forests and farmland, for the convenience of people who decided to move further into the wilderness is absurd. This will destroy farms who have been supplying our community with food for over 200 years! We, as a community, reject this project and stand with what makes America great, our farmers and our traditions.
Sarah	Simmons		sasimmons83@gmail.com	Please spare Speck Spring Farm in your plans to build a new limited access highway between Martinsburg and Berkeley Springs to alleviate traffic on WV Rt 9. Speck Spring Farm is a historic property listed on the National Register of Historical Places because of its rare and unique physical characteristics and because of its substantial degree of voluntary, unaltered preservation. Speck Spring, its stream and its ponds - part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville - still flows onto Speck Spring Farm and irrigates the crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it. Please consider other alternative and acceptable routes instead of Corridor III.
Tracy	Abercrombie		bbcc5342@yahoo.com	Save our historical farmland!! There must be a way to plan better!
Victoria	Smith			To lose Speck Spring Farms to a construction project is a injustice to our entire community!
Melissa	Hopson			I don't understand how a property registered with the national registry can even be considered for a project like this. The owner is doing what they can to protect their land and is still in jeopardy. I whole heartedly disagree with the WV Division of Highways.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Alexandra	Huston		AlexandraLHuston@gmail.com	I have recently read that your zoning will take 11 acres from Speck Spring Farm , which I'll remind you is a historical, WORKING farm. Your path will destroy a family's livelihood and a historical landmark. While I am a firm believer in progress this is not that , this is destruction. Reroute your highway and don't destroy Speck Spring Farm
Leslie	Quinlan		lquinlan@gmail.com	Please do not build a highway through Speck Spring Farm, also known as Corridor III. Surely there are alternative routes that can be utilized. WV needs to preserve its farmlands.
Suzanne	Patrick	Retired Professor	biltmore19@comcast.net	In an area that relies on tourist dollars as a good portion of the local economy, cutting through one of the few pristine farm area is counter productive. There are other routes possible and even ones that initially will be more cost effective in the long run will cost far more in terms of people's health, the economy and environment. Use long term vision and its impact on our future communities in making decisions. I agree there is a huge bottle neck at the intersection in Hedgesville but think long and hard about destroying our environment for a solution to an immediate problem while creating a much larger problem for future generations .
Kim	Greenfield-Rice		kagreenfieldrice@aol.com	I'm writing in hopes to make a difference in the consideration of Corridor III. Please consider an alternate route and allow Speck Spring Farm to continue to operate and serve our community. I can agree, as I have traveled Rt 9 from Martinsburg to Berkeley Springs many times, there is a need for a better traffic pattern. What I disagree with is removing historic land/ property and forsaking a farm that provides nourishment for our community in lieu of preserving commercial industry. I do understand that there is much to be considered but if we have learned anything from the past year it's that we need to hold on to our heritage, to the industry that brought us to where we are today. We need our farms and farmers. We need our rich history. May you please have mercy on this beautiful land and the gracious people have cared for it for so long. In closing I ask you please consider a different route from Martinsburg to Berkeley Springs and spare Speck Spring Farm. Thank you for this opportunity to voice my concern.
Gryphon	Watkins			I hope they reconsider!! Your property is your property!
Jason	Campbell			Leave Speck Spring Farm alone, build your highway elsewhere. Its a historical farm and <u>land and should be protected, not destroyed and built on.</u>
Renmary	Rivera			No al pasillo III...
Colleen	Uhlenhopp	Resident		Please reconsider any road construction that will interfere with the farm known as "Speck Spring Farm". This is a historic and loved farm to the owners and area residents. Local farms are an important part of our community. Local food is healthier better for the environment. In 2020 and 2021 we have seen how our retailers or dependent on overseas goods. When there is a problem, our stores go empty. We need locally accessible farms to ensure stable food supplies.
Leslie	Randall			Speck Spring Farm is a historical farm that is still producing food after 200 years. Destroying this ground for a highway is incredibly short sighted and infuriating. Dave Elliot is a hard-working farmer who's business would be stripped away as well as his land. The community will fight you on this and it won't be pretty. Find another route or better <u>yet improve the roads you have</u>
Susan	Lewis	Private citizen	Susan@susanlewis.com	Please do not destroy Speck Spring Farm by putting your road through or near it.
Lindsay	McLaughlin		lindsay.mclaughlin66@gmail.com	Please do not build a highway through the Speck Spring Farm. This is an historic farm that adds a great deal to local agriculture and is an important value to the community. These are critical considerations and should weigh far more than convenience and <u>efficiency</u>
Carol	Hartzell	WV resident	shgrpi@frontier.com	WV DOH simply CANNOT destroy Speck Spring Farm via Corridor III. Find another way, even if it may cost more. <u>Jim Justice will find that money for you!</u>
Cynthia	Vera-Collins		senoritacyndita@gmail.com	Please spare Speck Spring Farm. I understand the need to expand the route to Berkeley Springs however there are other viable alternatives that do not require the disruption and destruction of an over 200 year old WORKING farm. Look at the other alternatives <u>and take this one off the table</u>
Sara	Anderson			Corridor III would be hugely disruptive to Speck Spring Farm. Local agriculture and business is vital, and a less destructive alternative should be used.
Sarah	Vogel		Sarah.vogel86@yahoo.com	Spare Spring Speck Farm and run the proposed highway through any other routes than Corridor 3. It is a historically registered site and would threaten the livelihood of local farmers who support our community.
Kara	Scheuer		Kescheuer@gmail.com	Please do not take specks spring farm! Our area is quickly losing it's natural scenery appeal, many move here for this reason. This is a rich historical piece to where we live and removing it would be a huge disgrace, a major loss. There are alternatives to this <u>highway. Please consider them.</u>
Tyler	Keifer		Tylerkfr@gmail.com	Do not go with the highway build option of corridor III. This land is a working farm. It has been a family run farm for over 200 years. Please consider other options!!!!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Justin	Hayman		justinhayman@hotmail.com	In planning the new highway between Martinsburg and Berkeley Springs, I urge you, the engineers, to consider sparing the SPECK SPRING FARM, an historic, small, family-run farm, that serves the people of Berkeley County and surrounding areas in West Virginia, and others like it. These small farms are every bit necessary to the well-being of all West Virginians
Sara	Carley-Peña		carleypena@yahoo.com	Please do not destroy farm land and private property to make way for roads, construction, or industries!
Angela	Deeds		angelobw99@hotmail.com	Please spare Speck Spring Farm. It would destroy so many living things if Corridor III was built there. thank you
Faith	Bain		Faith.bain69@gmail.com	Find alternative and save Speck Spring Farm
Valhalla	Eichelberger	Speck Spring Farm	Valhalla4270@gmail.com	My family is 100% OPPOSED to Corridor III as this would eradicate a registered historical Landmark Speck Spring Farm. Lile so many others prefer shopping and buying local eggs produce and meats that are locally sourced low if any pesticides, hormones and poisons. There are other non invasive plans that must be utilized.
james	watson	resident, jefferson/berkeley county area	digitalbloodline@gmail.com	On the matter of State Project: T233-9/-25.76 Federal Project: SPR-0009(254)D do not approve Corridor III, please chose a route that does not involve the 'Speck Spring Farm'
Jessica	Vandell			THE VALUE OF SPECK SPRING FARM IS IMMEASURABLE. NOT ONLY FROM AN AGRICULTURAL STANDPOINT, BUT HISTORICAL AS WELL. DO NOT DESTROY A VALUABLE ASSEST TO THE COMMUNITY, A FARM WHO PROVIDES FOOD TO SAID COMMUNITY, A HOME AND SAFE HAVEN FOR COUNTLESS ANIMALS AND THR LIVELIHOOD OF A FAMILY.
Jennifer	Rigby		jrigby@k12.wv.us	We should NOT be destroying historic farm land to build a road that will take away from our gorgeous views. People moving to WV. want to escape the urban sprawl that plagues so many areas. Smart planning and natural resource management needs to be a priority in this area.
Travis	Shroades	Citizen	Tshroades@gmail.com	The Speck Spring farm has been a pillar of our community since the 1800's. It has supplied the community with produce for years. It is on the national register of historic places. I urge you to rethink the routing for corridor III to spare this landmark.
Mary Jo	Bennett	Charles Town Now	mojophoto@comcast.net	Please spare Speck Spring Farm!
Savannah	Williams		Savannahlw317@gmail.com	When I heard from our neighbor that our family home fell into the proposed route (through Speck Spring Farm), I was distraught. I've spent 13 years in our home on Ridge Road North; my little brother (age 12) has known no other home. My father has filled our home with so much love, & has put so much of his time and effort into our home & property over the last decade.  Using this proposed route would destroy century old farms & homes, which are the basis of Hedgesville's foundation. I urge the DOH against using this route for the new improvements to Route 9. This route would destroy valuable, historical homes and livelihoods, some of which are a century older than you & I.
Jessica	Colon		jscolon@yahoo.com	Please do not destroy Speck Spring Farm.
Matthew	Grove	West Virginian	matthew@gdaaia.com	I am opposed to this corridor plan as it would divide the historic Peter Speck Farm, a contributing property on the National Register of Historic Places. The current residents, Blue Mountain Farm, have invested there life in continuing the traditions of this farm by offering excellent quality locally grown food for our community. Blue Mountain Farm represents an excellent example of the growing agri-tourism industry. During the pandemic, when there were food shortages in the big box stores, our local farmers provided a safe and constant flow of food to our community. This road should proceed only if we decide that 1) our state's early heritage and historic properties are unimportant, 2) that sustainable farming is not worth supporting, 3) that displacement of a business that touches the lives of thousands of local residents doesn't matter, 4) that agri-tourism and attracting visitors from outside our region to enter our State and spend tourism dollars doesn't matter, or 5) that local food security during times of crisis doesn't matter.
Grace	Hannon		Ghannon40@hotmail.com	Please spare the Speck spring farm. Please leave the farm and the history alone.
Andrea	Packe	Resident	Andrea.pack@gmail.com	Please don't destroy our local historical farm land to pour more concrete for roads. We as a species need to start recognizing when it's wrong to destroy the natural land around us in the name of consumerism and convenience- this should be an easy choice. We need or farms and our history
Evelyn	Alderman			Please spare the Speck Spring Farm.
Tricia	Simpson	Good Vibes Pottery	Tricia@Goodvibrspottery.com	Save Speck Spring Farm
Jennifer	Butler	None	Jlbutler2@gmail.com	We have got to stop taking away farms. We won't have any left!
Gale	Holt	Local citizen and voter	annieoholt@comcast.net	Please find an alternative route to Specks Spring Farm. It is an important and historic resource.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Megan	Betts		Nutmeg8715@yahoo.com	Please leave speck spring farm out of the construction works for this new highway!!
Tracy	Garns	Mulberry Farm	mulberryfarm@ymail.com	SAVE SPECK SPRING FARM!
Kelsey	Thompson		kelsey.melynda@gmail.com	Absolutely not. Bad enough all the housing developments are popping up and taking over farms. No need for a "new" road to do that when the old one does just fine.
Scott	Mcmillian		Scottmcmilliancrw@gmail.com	Spare historic Speck Spring Farm. Food production, our water table and historical properties are valuable to West Virginia, strip malls and new development are easily replaced. Tearing down and rebuilding recent development is economic development.
Mariah	Bacon			Place save the speck spring farm !! These people have worked hard for years and years on their farm. Please do not take that away from them!! We need more farms and less highways!
Imogene	Cancellare		imogene@udel.edu	As a Charles Town resident I do NOT support the WV Dept of Highway's proposed route for Corridor III, which involves cutting through 11 acres of private property on Blue Mountain Farm. This property is registered with the National Register of Historical Places and preserves natural resources to native wildlife and is adjacent to water bodies that provide drinking water to Hedgesville. As this property is also the primary source of income for the owners, this route would require Eminent Domain and as such would be an egregious misuse of power by the state. The benefits of this new route do not outweigh the problems associated with further fragmenting natural habitat, stealing private property, nor do the alternate routes through already-developed areas pose a problem for infrastructure development. Do NOT steal Blue Mountain Farm.
Katy	Shaffer		lmxkat@gmail.com	I am a WV native, born and raised in Berkeley county. While the Rt 9 bypass has been a long time coming (many, many decades) and is good for the region's development, I urge the DOH to leave Blue Mountain Farms and all other national historic register properties as well as any active farm properties INTACT. Please do not cost-cut in an effort to protect strip malls and shopping centers while destroying history, agriculture and small businesses!!! This is antithetical to our state motto - Montani Semper Liberi - we cannot be free to pursue our dreams if the DOH bulldozes our history and small business in favor of corporations! Please honor the small farms and rich history of our region!!!
Catherine	Pezzaro	Self	cpezzaro@gmail.com	I would urge the WVDOH to not use "Corridor III" as a route for a new highway because construction along this route would irreparably damage historic and sustainably managed farmland and wildlife habitat like that of the Speck Spring Farm. In fact, I would urge WVDOH to thoroughly review the environmental, cultural, and economic harm that a new highway would inflict on farmland and well-preserved wildlife habitats along any of the proposed routes. Properties like the Speck Spring Farm represent a model for sustainable and economically viable land use in West Virginia. Unfortunately, the state's history has long been plagued by less than responsible land use and management. Building a highway through the Speck Spring Farm, and similar properties, would be a slap in the face to landowners who have invested time, money, and goodwill into preserving historically important land for the future - land that will not only generate money through agricultural activity but will also enhance West Virginia's appeal as a bucolic tourism destination. I strongly suggest any path for a new highway should consider the long-term impacts on historic properties like the Speck Spring Farm (which is also listed on the National Register of Historical Places). Perhaps a better route would run through recently build housing developments and retail areas so as to consolidate high-impact construction rather than fragment remaining rural areas for the sake of a easier building/permitting process. I respectfully submit this appeal as a frequent visitor to the Eastern Panhandle of West Virginia and as a family member of Berkeley County residents who moved to the county (to start two businesses) partly because of the appeal of the area's bucolic landscape and thriving local agricultural economy.
Melissa	Lewellen			Select another building route besides the Corridor III option. Do not destroy productive farmland, livelihoods, and historic homes for "convenience" sake. Select another route.



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Mathew	Zenkowich	Self	mattzenkowich@gmail.com	<p>In looking at the various route alternatives, I noticed that Corridor III would significantly impact the Speck Spring Farm. This farm is on the National Registry of Historic Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation. I would urge that any new road be routed to avoid impacting the Speck Spring Farm.</p> <p>Thank you</p> <p>Matt Zenkowich</p>
Steve	Shields	Home owner	Cansir4usir@yahoo.com	<p>Destroying a family's property so you can increase speed and congestion and bypass other routes is Despicable. This family does not deserve this misuse of power. Let alone <u>many other families. Find another way!</u></p>
Natoma	Baker	NA	nibaker53@yahoo.com	Save the Speck Spring Farm
Francesca	Domenico			I strongly urge you to spare building a highway on Speck Spring Farm. Not only is this a <u>home, the farm brings so much joy to those around Berkley County.</u>
Diane	Blust	Self	dblust73@gmail.com	<p>I am writing to oppose option 3 for the proposed improved road between Martinsburg and Berkeley Springs. Option 3 would destroy an historic farm known as Speck Spring Farm. The farm is currently in production supplying produce to the Eastern Panhandle and to Maryland. I strongly urge you to spare fertile farmland when making plans for the improved road between Martinsburg and Berkeley Springs. Once historic farmland is gone, it's gone forever and cannot be replaced. While other options for this new road might disrupt some new housing developments and strip malls, they will not remove this needed farmland from production. You have only to consider the impact of the pandemic on food availability to realize that we need local farm production now more than ever. Thank you for your consideration.</p>
Kit	McGinnis	self	kitmcginnis@gmail.com	<p>RE: Spring Speck Farm. It has recently come to my attention that a highway 9 expansion project puts Spring Speck Farm at risk of being destroyed. I am writing to protest any decision that would put this farm, which has supplied food to our region for 216 years, at risk. Please find another route that would protect the farm, its springs and the <u>watershed. No Farms. No Food. Thank you.</u></p>
Patricia	Lupoli	Harmony Hollow Farm	candles@harmonyhollow.farm	<p>Is it not horrific enough the amount of people that have been displaced by the 522 bypass now this? I live on rt 9 you want to alleviate traffic congestion ban truck traffic. Absolutely no reason for 18 wheelers to be on this road. DOH is systematically destroying the beautiful roads and scenic structures that WV is famous for. County Roads Take Me <u>Home not when the DOH is done with them</u></p>
Bruce	Appelgren	Viators LLC	baappelgren@comcast.net	<p>It is not useful or appropriate to destroy Speck Spring Farm in order to build a road. Please go around this property or find another route to save this farm which has been <u>serving the community for over 100 years.</u></p>
Karen	Stroup	Citizen	Stroupwv@aol.com	Please do not destroy this farm!
Mary	DeHaven		Dhavn@frontier. Com	I urge you to consider that Speck Spring Farm is on the Historical ledger and should not be part of your road construction. Certainly there are viable alternatives.
Nancy	Bowers	Concerned citizen	Nancy.bowers@ymail.com	Please find another route for the Corridor III project and spare Speck Springs Farm. They have provided Berkeley County and surrounding counties with Fresh Vegetables for years. The are also a historical farm. Im sure you can redirect a this road.
Robin	Johnson		yogagoddessenator@gmail.com	Please choose a route that does not destroy the few farms left in Berkeley County. The <u>Speck Spring Farm should be spared.</u>
Taylor	Keck		Taylor.LaRai.keck@gmail.com	On behalf of local business and farmers I strongly oppose the proposal for a new highway
Melissa	Grove	Berkeley County Resident	Missy.grove72@gmail.com	Please choose a route that does NOT effect Speck Spring Farm. I agree that a new road is a necessity with the growth in our county. However, with many options available, the <u>destruction of this farm is not necessary.</u>
Jasmine	Kidrick	Speck Spring Farm	Kidrickjd@gmail.com	Let the farm stay!
Haleigh	Roby			Looking at the planning for this, it looks like every planned route besides the first alternative will impact at least one historical site or farm. This means multiple historical farms may potentially be impacted but one especially, that has been around and serving our community for 200+ years, Speck Spring Farm. West Virginia is a state known for its beauty - the land, agriculture, farms. Do not take away someone's livelihood and turn us into yet another state filled with nothing but highways. We're better than that.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Alisha	Hanlin			I am reaching out to vocalize my opposition to the development of Corridor III as it will destroy historic properties and farmland crucial the very character of this area. I understand the importance of managing traffic flow, but it cannot be at the expense of an historic farm still functioning, other historic properties, disregarding the quality of life of the people there in the pursuit of development. Infrastructure can be improved without destroying the agricultural function of the proposed area for Corridor III— we are losing people from the state and area in general already, and this one of many driving factors. Our farmers are important. Our historic lands are important. Please, pursue another avenue. The community you aim to serve rejects this exploitative solution.
Jill	Myers		Jillmyers_99@yahoo.com	Spare Speck Spring Farm. This is someone's home and livelihood.
Benjamin	Myers	None	Benraymyers@gmail.com	You need to remove Speck Spring Farm from your plans.  You will cause an economic burden to the land owners business and it is disgusting to think of an ugly road running through our farmlands. Haven't we done enough already to scar and destroy West Virginia. Improve what you have before wasting more taxpayer dollars.
LeighAnn	Osuch		LeighAnn.tepper@gmail.com	After 216 years of existence, we beg of you to reconsider your plan for Corridor III through the Speck Farm. WV needs farms to continued the legacy of our great state!
Linda	Kato		LindaNicosiaKato@gmail.com	Please consider upgrading 9, but not relocating it. Especially, do not consider taking "Speck Spring Farm" to build a new road. We have enough roads. We need better utilities.
Kathryn	Williams		Redkatseven@gmail.com	Please spare Speck Spring Farm, it is a historic site and serves the community! Please choose and alternate route!
Tracy	Phipps	Resident & Concerned Citizen	tdroberts05@hotmail.com	I urge you to spare speck spring farm in Hedgesville, WV and choose a more practical path for the new corridor to Berkeley Springs. One that will not encroach on our natural resources & wildlife, that will not encroach on the produce this farm produces for the local and surrounding communities, one that will maintain this farm's livelihood and history.
Max	Boward	Boward Family Farm	bowardfamilyfarm@gmail.com	That area of Hedgesville is one of the few left that still has functioning farms. The unregulated, rampant development that's been allowed to destroy the rural quality of this area is shameful. Hardly an orchard or farm has escaped the sprawl and now an unnecessary road is going to take out these last few. It seems everyone's heritage matters except for family farmers, who routinely are swept aside. Speck Spring Farm goes back to the founding of Hedgesville with well over 200 years of continuous farm production, what a waist of our history and heritage for another road. Among so many other bad decisions this stands out as a supreme failure of our local and state governments ability to develop with sense and reason.
Tanner	Partlow	Self	Tanner.partlow7@gmail.com	Leave Speck Spring Farm untouched!
LaDeana	Bohrer			Please spare Speck Spring Farm
Carrie	Blessing	NA	Carriejaneblessing@gmail.com	I'm writing on behalf of Speck Spring Farm in Hedgesville, WV. The proposed highway construction would destroy the farm that has been in operation since 1814. Our rural community here in the eastern panhandle is defined by the legacy of family-owned and operated agriculture, and its existence sustains our communities, our economy, encourages tourism, all while protecting the rural landscape. I am asking that the WVDOH decide on an alternate route for the expansion so that Speck Spring Farm is not destroyed in the process. Protect WV farmers, protect our farming communities. Progress must not be made at the cost of tearing apart peoples livelihoods, and destroying the land that sustains us.
Katelyn	Morrison		katelynm15@gmail.com	PLEASE SPARE SPECK SPRING FARM!!!
Mike	Garns	Mulberry Farm	mulberryfarm@rocketmail.com	Save Speck Spring Farm
Alexander	Betke		Abetke@gmail.com	Save "Speck Spring farm" or any other farms.
Capri	Billings		hooked_on_nature@yahoo.com	Please spare Speck Spring Farm! This farm is this family's entire livelihood! We need to stop putting local farms out of business, it isn't good for the economy and gives factory farms more control over our food system!
Crystal	Reuter		crystal_reuter@yahoo.com	Find alternate solution for highway and preserve Speck Spring Farm. It is a shame we do not put more effort to save farms.
Olivia	Thompson	Spring Burke's Farm	xoliviafthompson@gmail.com	PLEASE DO NOT MAKE THESE PEOPLE MOVE OFF THEIR LAND JUST FOR A GD HIGHWAY!!! THEY HAVE BEEN HERE FOR DECADES AND THEY MAKE A LIVING FROM THIS LAND!!! THERE IS NO POINT IN MAKING THEM LEAVE THEIR HOUSE AND IT WOULD BE DETRIMENTAL TO THE COMMUNITY IF THIS FARM WAS TO VANISH!!!! STOP BEING SELFISH!!!
Curtis	Tobin	Concerned resident	curttobin@hotmail.com	Both historic sites and natural resources impacted at the Ben Spec Rd intersection with Ridge Rd that it warrants a closer review of the location for plan III. There is significant open space available just east of present plan that should present far less impact to the area.
Naomi	Haines		Njhaineswv@gmail.com	Save Blue Mountain Farm. Save Speck Spring Farm. God bless and thank you.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Jean	Petti		Jeanmpetti@gmail.com	I was deeply concerned to read about the potential route of a new rt 9 to Berkeley Springs that would threaten Blue Mountain Farm, a nationally recognized historic property. I urge you to consider an alternate route- new houses or strip malls can be replaced, our history cannot. Thank you for accepting public input. I'm sure you will be able to find a creative way to honor our region's agricultural heritage.
Jennifer	Plotner		Jenniferplotner@outlook.com	Please spare the farm Speck Run Farm and the homes on Ridge Road N. Everyone is happy and plan to be here the rest of our lives. I live literally across the street from the Elliots and would hate to see them those their farm, their livelihood. We also don't want to lose our home or have that amount of traffic on our quiet road. Which is why we moved to this location. Thank you.
Jill	Cantafio			Please preserve Blue Mountain Farm and consider other options.
Jessica	Jenkins			Please reconsider your route 9 road construction. We need our farm land and this path will destroy part of a long term family farm. Part of West Virginia history, which is an important aspect of our history.
Jennifer	Miller	Resident	Pikemiller@msn.com	Please reconsider building a road on / through historic speck spring farm in hedgesville. Places such as this a special for our state and our country and deserve to be preserved. Thank you for preserving historic farms and supporting farmers.
Dayna	Stancil		daynastancil@gmail.com	I am opposed to the development of Corridor III in Hedgesville. If you need to put a highway in that area (ugh), do not destroy historic farms. Please!
Amanda	Gilbert		mandysills@yahoo.com	I am writing to express my concerns with the plans to develop highway through Speck Spring Farm. Many citizens, not only local, will be extremely disappointed with the lack of respect for this historic land. Many wildlife are being pushed out of their habitat from all of the quickly expanding developments and construction operations. Please consider alternate options for developing these highways so that Speck Spring Farm can continue to flourish and feed the community. Thank you for your time!
Vanessa	Pratt			Please spare Speck Farm. We need more farms!! Find a way to spare them!
Renae	Pascone		Renaekaitlin@outlook.com	Spare Speck Spring Farm!!!!!!
Peggy	Bowers	Sundogs Bed and Breakfast	sundogspeg@gmail.com	Speck Spring Farm is a historical and beneficial agricultural land. The eastern panhandle of WV is losing farm and agricultural properties at an alarming rate forever changing what makes our home special. Highways have no place running through this important property. find another route.
Jihn	Bronson	Farmer	Milkandhoneysmithsburg@gmail.com	Spare the speck farm tract! It is a fertile farmland and crucial habitat for thousands of species. Remember, no farms, no food. Scary thought...
Haley	Theilgaard		Theilgaardhr@gmail.com	Do not ruin the farmers land, go build somewhere else
Meg	Hamilton		Winterfoot@msn.com	Surely the state of WV understands the plight of this farm! To have it lost for a ROAD seems so very wrong! Please do the right thing by this family--what you know in your hearts is right!
Ashley	Pontius		Ashley.pontius92@gmail.com	Please do not disrupt the small businesses and farms in West Virginia. I work in Shepherdstown, WV and I'm proud of the agriculture there. Please consider your farmers and communities.
Eileen	Elliott		eepeachlan@gmail.com	Please find an alternate route to Corridor III. It is important to protect our historical farmland for the future as well as the present.
Jessica	Grow			Please please choose another path and leave Speck Spring Farm alone and to continue to provide for the community. This decision will only once again hurt the region
Hailey	Schramm			I truly hope that you reconsider your proposal of a four lane highway through Speck Spring Farm. I do not see how destroying a historic family farm that has provided so much for this community is beneficial. Not only does it destroy the well-established ecosystem in that area, but it destroys the home and business of a truly kind and caring man. Dave Elliott is a valued member of this community, who does not deserve to have his home destroyed. No person does. If this highway is never built, people will continue on and not ultimately be affected. But if it does, a man loses his business and his home as he knows it, and our community loses a part of its history. Is that worth a highway? I do not believe that it is, and I know that I am not alone in that thought process.
Jennifer	Hitchcock		Jhitchcock3@comcast.net	Good morning. I am writing to ask you to NOT build the new road at Speck Spring Farm. Destroying our history is NOT okay. You have already allowed this in the building of so many new houses and townhomes. I would rather see some of them removed for the new road over our agricultural areas. We NEED our farms and fertile lands. We do NOT need the homes. Job Hitchcock
Melissa	Bageant		mbageant@yahoo.com	Please leave historic Speck Spring Farm alone! Please put your proposed route somewhere else. Thank you.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Kayla	Kasopsky		Kkasopsky66@gmail.com	<p>Please do NOT choose Corridor III for the new highway. It would be environmentally and historically irresponsible to destroy the farmland and buildings that stand on that ground.</p> <p>All other historical buildings and sites aside, by building Corridor III you would be destroying 11 acres of Specks Spring Farm, a beautiful farm that has been serving the community in both sustainable agriculture and beauty since 1814. Specks Spring Farm also provides homes to our beloved West Virginia wildlife, including blue herons, geese, ducks, snapping turtles, and frogs. Another expansive habitat would be destroyed, leaving these creatures even less space to do their important jobs within our ecosystem. I recognize that other routes may cut through developments or shopping centers, and that is also a difficult decision to make. Try to keep in mind how relatively easily a modern home or supermarket can be rebuilt, compared to the historic structures Corridor III would take from us. The loss of Specks Spring Farm would be immeasurable, of not only fresh local food and that unique West Virginia agricultural beauty, but also 216 years of community significance, love, and support.</p> <p>Please do not take Specks Spring Farm away from West Virginia. Our eastern panhandle needs and adores the roots it provides. Thank you, and I urge you to choose another option.</p>
David	Rampy		drampy48@gmail.com	<p>Concerning the development of plans to build a new four-lane limited access highway between Martinsburg and Berkley Springs. I most vehemently oppose the proposed Corridor III route. This route would cut through some of the richest farm land in the Eastern Panhandle especially the Speck Spring Farm. This farm and agriculture area was established in 1814 and has served its neighbors, community, and friends ever since, for over 216 years. We in Shepherdstown depend on this farm to supply us with fresh, organic vegetables and eggs through a CSA. Small family farms and businesses have been and continue to be the soul and bedrock of West Virginia heritage. Take away the family farm and business and you destroy what makes West Virginia West Virginia. Take a stand and protect Speck Spring Farm and West Virginia. Thank you David Rampy</p>
Amber	Mudri		amudri@hotmail.com	Spare Speck Spring Farm and do not choose corridor III. Preserve the pristine wilderness and family farms of WV.
Tina	Roush		Tcline50@icloud.com	I am strongly opposed to any and all new construction, especially a new road or highway of any kind being built on, through, around, or near Speck Springs farming areas
Hunter	Weaverling	Specks spring farm	Hunterweaverling1957chevy@gmail.com	Farming is a dying art we need to save the ones that still in operation. Honestly who wants there food to be grown in a lab not me.
Alvaro	Chavez-LaTorre	Large financial institution	alvarochavez18@gmail.com	Use another route that does not destroy the Spring Speck Farm.
Michele	Zenkowich	Jefferson County resident	zenm1976@gmail.com	Please spare Speck Spring Farm in your Rt 9 redesign. This farm provides a valuable and much-needed source of locally grown foods to the community. Please consider a plan that does not have an adverse impact on this historic property,
Trisha	Exline			Corridor III is not an appropriate route. Selecting an alternative route will spare Speck Spring Farm from your redistricting proposal. This farm has been an agricultural operation since 1814. This farm serves its community and has previously forfeited land to public utility for public water access purposes. Corridor III will not only affect Speck Spring Farm, but also many other historic houses. To preserve the beauty of this area, and our need for LESS development, another corridor should be considered. Our area doesn't need another four lane highway stealing essential land.
Rachel	Pierce		rmpghd@gmail.com	It is in the best interest of our Eastern Panhandle communities to not build Corridor III through Speck Spring Farm. This property is listed in the National Register of Historical Places and the stewards provide an invaluable service to the community by providing food. This farm has been in operation since 1814. The ecological impact would be significant as well
Sandra	Cavalier	Individual	Sandy46.sc@gmail.com	I urge you to spare the historic Speck Farm by implementing alternative routes for alleviating traffic on Route 9. This farm is an historic treasure and cannot and should not be lost. There are solutions to this problem that would preserve this valuable agricultural resource. Please take all options under consideration before acting. Thank you.
Olivia	Barrett	YHB	olivia.barrett.1997@gmail.com	I urge the planning committee to avoid directing this highway through Speck Spring Farm in order to preserve a historic farm and help the community at large.
Meg	Davenport		megdavenport@earthlink.net	The Speck Spring Farm is a valuable historical property. Please revalue and preserve the existing usage and find a compromise that allows for the farm to continue to incorporate the community in food production and sustainable agriculture. Thank you!
Vanessa	Allen			Please reconsider taking away historical property and farms that have been in families for years to put in an unnecessary 4 lane highway. Our farming towns will be destroyed and lost forever.



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Michelle	Wallace			With the mass development in this area it should be our utmost priority to preserve our farms. It would be an absolute disgrace to destroy this family farm. No farms no food. A highway will only pollute and destroy the little farmland we have left. PLEASE DO NOT DESTROY Speck Spring Farm!
Jerry	Hitchcock		Redneckbjj78@gmail.com	As we are losing more and more farmland and orchards to developments, I feel that emphasis needs to be placed on maintaining the farm and historical properties as Rt9 is planned.
Chelsea	McKinney		Frazier89@marshall.edu	Please spare Speck Spring Farm in the development of a new highway. Corridor III cuts into a very historic and fruitful plot of land and I think other options should be seriously considered before tearing up a farm that has been around for over 2 centuries and houses many animals that would be harmed in the process of making Corridor III. I urge you to strongly oppose building on this precious land. Thank you for your time,  Sincerely, Chelsea McKinney, WV native
Kelli	Murphy	None	kellimurphycorbin@yahoo.com	Preservation is essential
Dereck	Weiford			Leave the farm alone! Why are we trying to build new highways when the current roads we have are in piss poor condition?
George	Howell		Gmhowell@gmail.com	Option I looks to be the best for preserving the nature and character of the area. The other options, especially III, would destroy too many productive rural properties in favor of cheap housing and cheap retail. Bad choice. Go with option I.
Leslie	Hotaling	Local food eater and supporter	panoramaleslie @ Gmail.com	Do not destroy the historical property and farm "speck springs" in Hedgesville
Shannon	Kucharski		Ogee73@gmail.com	Please spare the working farms! Use the alternative to corridor III
Sheri	Mills		Sheri.a.mills@gmail.com	Please spare Speck Springs Farm from the new Berkeley corridor. We purchase greens from him every year at the Charles Town Farmers Market. He is the nicest person, and counts on HIS land for his income.
Rebecca	Watson		Lethex@yahoo.com	Please do not route the highway through Speck Spring Farm! We must preserve these historic, natural places.
China	Cooper			Save spec spring farm.
Kelly	Pannill-Perkins		Kpannill@gmail.com	I'm very concerned about any routes that would go through critical and historical farm land, such as the proposed route through Speck Spring Farm. Please conserve this important natural resource.
Kathy	Lloyd		Sweens1205@gmsil.com	Please spare Specks Run Farm in corridor III. We need local farms!
Elizabeth	Wheeler	n/a	ewheelerwv@yahoo.com	Dear Sirs: It is my understanding that the WVDOH's proposed route of the Corridor III in Hedgesville would require the taking of 11 acres of land where Blue Mountain Farm is located at 1149 Ridge Road North Hedgesville, WV 25427. I request that WVDOH utilize alternate routes for this road. The road construction would destroy the historic farm and active agricultural operation that began in 1814 and has served its neighbors and community for 216 years. The property is listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial unaltered historic resources. The farm is served by Speck Spring, its stream and its ponds. This part of the farm was given to the local public utility in the 1970s to supply drinking water to Hedgesville. The water still flows onto the land and irrigates crops. It provides habitat to blue herons, geese and ducks, along with large populations of wetland species including snapping turtles and amphibians. This unique resource would be seriously threatened and likely destroyed by a major road project.  I am both a customer of Blue Ridge farm as a private citizen, and a farmland conservation professional. This project would destroy a valuable community resource and precious natural resources, with many cascading negative consequences. As a society we are losing our valuable and irreplaceable farmland, clean water supply and natural habitat at an unprecedented rate. Once it is gone it cannot be replaced or remediated by compensatory means.  Again I urge you to utilize lands at your disposal for the Corridor III that will cause lesser environmental and social degradation.
Erik	Sorensen		Sorensen515@yahoo.com	Please don't use Corridor 3. It will destroy the farming land there. Please use one of the other proposed options that is less destructive to our state.
Amanda	Miller			Do not choose corridor III which affects speck spring farms. Find another solution
Emily	Cleaveland	Self	Emily.cleaveland93@gmail.com	I urge you to please consider a different route for the proposed highway along corridor 3 and spare Speck Springs Farm in Hedgesville, WV.
Anne	Vallery	NA	avallery@verizon.net	Please spare Speck Spring Farm. Choose a route that doesn't require it to run through this farm.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Jeane	Kennell	Retired	Ricandrog@ Gmail.com	Please do NO follow Corridor III for your proposed route from Martinsburg to Berkeley Springs. It will destroy historical, natural, sacred environments. I have personal experience with this type of destruction, yes that's what I call it. This would make a <u>lasting impact</u> .
Karen	Massey			While I realize the necessity of a new highway, it should not come at the expensive of historic farms and farmland like Speck Spring Farm that provide the area with numerous <u>benefits. Please consider an alternate route. Thank you!</u>
Abigail	Joseph			I believe a different path should be chosen rather than through this sweet couple's farm land. This has belonged to them for a while and it has been there for 216 years.
Patty	Lyons		yoyomom@comcast.net	Please spare this farm. Preserve it for future generations. There will always be shopping malls, new housing, and developments. There will never be another Speck's Farm. Our children need to see what WV was like before this generation existed. It cannot be replaced. Move the road another way. It will be worth it!
Laura	Conant		Inconant@gmail.com	This farm has produced food for its community for over 200 years. This would be a huge sacrifice of the County's cultural and historical identity for the sake an ever so slightly <u>faster commute</u> .
katherine	salamo	speck spring farm	katiesalamo1@icloud.com	Please conserve the wonderful history at Spring Speck Farms.....
Colleen	Jenkins	Private citizen	Cljrn3861@yahoo.com	Don't you think that enough of our history has been destroyed lately? Please leave our historical properties alone for us and future generations to learn from. Not to mention the produce that is provided to us from this working farm. Too many other farms have fallen due to the pandemic and other financial issues. We don't need to loose more farms. Think of where your food comes from. Thank you.
Amanda	Lewis		Hamlin.amanda@gmail.com	Speck Spring Farm is a beautifully and lovingly maintained historical property that enriches our state's legacy. Please, please do not build a highway through it.
Chandra	Carper			I believe that a route less invasive to Speck Spring Farm's posterity is the better option. The preservation of wildlife habitats, the historical farmland, and their way of life are examples of what many people are striving to find. I'm not sure if choosing a route that would obliterate the 200+ years of hard work & determination to sustain people in the area aligns to the future we are trying to create.
Steven	Todd			Please DO NOT destroy the Speck Spring Farm and with it the history and wildlife of this area. A long standing piece of local history, the farm land it provides the people and the <u>habitat do not deserve to be erased.</u>
Katherine	Poole		Katherine.poole@yahoo.com	Growing up in Boonsboro MD and attending the university of Maryland for horticulture, I'm very disappointed in the road your building through park land
Anna	McGrath			Please, please consider using an alternative to Corridor III for expanding Route 9. We need to preserve our historic and precious buildings and farmland such as Speck Spring Farm. Once it is gone, it's gone forever and we can never get it back. It is my understanding that there are other viable options, and they should be considered before Corridor III. West Virginia will be nothing without its farms and its history. At this point in time, our culture is placing a great deal of importance on local agriculture and West Virginia MUST keep up with this trend. It is good for everyone - farmers, consumers, the environment, the economy, etc. Thank you for reading my comment.
Christine	Colby		batgrrlinc@gmail.com	Please do not destroy the valuable and historic Speck Spring Farm to build your highway. Personally, I would rather sit in traffic on Rt. 9 and know that the farm was saved. If you do need to destroy homes and businesses for your road, please consider other options that don't contribute as much to the history and environment of the area. I'd rather lose <u>a strip mall than a historic farm</u>
Kathy	Albright		dach311@gmail.com	I know how bad traffic is through Hedgesville and something needs done but please find <u>another way rather than through Speck Spring Farm</u>
Chloe	Manning			I would like to urge the WVDOH to consider a route other than Corridor III for their new state road. Building the road through Corridor III would cause destruction to the historic Speck Spring Farm and the diverse wildlife population that inhabits it. Please consider alternative and less destructive routes to our native, beautiful wildlife.
Eva	Taylor		Ironwoodfarmswv@yahoo.com	I am writing to ask that you avoid the use of corridor III that would go through Speck Spring farms. This historic farm is home to a couple of amazing farmers and a unique ecological area. With the amount of sprawl happening we have to do everything we can to protect the most productive of our food growing places as well as the supportive ecological structures that remain. Thank you for your consideration.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
James	Brostrom	VA	jamesthepianist@gmail.com	<p>As a local resident of 15+ years, I am deeply saddened and angered to hear of plans to spare Dan Ryan's eyesores at the expense of a family farming heritage spanning over 2 CENTURIES.</p> <p>Our county has some of the most idyllic and beautiful scenery, despite already being dotted with countless densely-packed, hastily-built, and developer-cash-cow style neighborhoods. PLEASE don't further carve up the beauty of our countryside any more than it already has been - especially at the immeasurable cost of LITERALLY FORCING A FAMILY OFF OF THE MULTI-GENERATIONAL FARM.</p> <p>This should be an easy decision.. I find it hard to believe (and a little embarrassing to realize, as a resident) that something so g--d--- basic needs to be begged for, but here we are anyway..</p> <p>Do. The. Right. Thing.</p>
Kricket	McCarthy		KricketMc@gmail.com	<p>I moved to Hedgesville 7 years, drawn to it's largely unspoiled, authentic and calm atmosphere. Any proposal of a road that would threaten this and the people who have work hard to maintain this land and it's traditon must be denied. Please</p>
Lisa	White			<p>We value Speck Spring Farm. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it. Please find an alternate route other than Corridor III.</p>
Lisa	Kelkey		Ksmyclover1@frontier.com	<p>Please take a less destructive path. Spare the historical Speck spring farm</p>
Marni	Affeldt	Berkeley Springs resident	marnibrall70@hotmail.com	<p>Please leave the farms alone that sits or adjutant to Rt.9... We do not want a 4 lane road or bypass between Martinsburg &amp; Berkeley Springs!</p>
Chris	Payne			<p>Please leave Speck Spring Farm out of the new highway building project. It has been functioning for the community for quite some time and we would like to preserve this historic property. Thank you</p>
Andrew	Main		Amain19@yahoo.com	<p>Protect speck spring farm from being destroyed!!! Use an alternate route for the highway!!</p>
Avery	Scofield	Speck Spring Farm	averyscofield21@yahoo.com	<p>Once you destroy 200 years of farming land, you can never get that back. There's so little beauty left on this earth. Please spare this land, the family that thrives off of it, and the beautiful history behind it.</p>
Colleen	Seager			<p>SAVE SPECKS SPRING FARM</p> <p>Please consider these historic pieces of land sacred to our community. They farm for our local markets and provide us with resources we need. They also preserve our local wildlife and so much more</p>
Mariah	Donovan			<p>Please don't allow this highway to destroy his farm.</p>
Kaitlyn	Kofler			<p>As a local resident, I am deeply saddened and angered to hear of plans to destroy a family farming heritage spanning over 2 CENTURIES.</p> <p>Our county has some of the most idyllic and beautiful scenery. PLEASE don't further carve up the beauty of our countryside any more than it already has been - especially at the immeasurable cost of forcing a family off their multi-generational farm.</p> <p>This should be an easy decision..</p> <p>Please do the right thing.</p>
Kristina	Flanagan			<p>I would like to request that the new corridor III that is going to be built to construct a different route than the one purposed which would destroy the historical site and property known as "Speck Spring Farm" in Hedgesville, WV. Tho I am not a WV resident, I grew up there, my family still live there and it is literally a stone's throw from my house, this is still a local issue to me. These people have worked their whole lives to build the life and farm they dreamed of and to take that away from them would be killing a part of what this country is all about in the first place. I pray you will make the right decision and not take away their American Dream. God Bless</p>
Kim	Khuen			<p>Please do not take our area farms...many of us in this region depend on fresh, local food!</p>
Katie	Snyder	N/A	Kaysny1988@gmail.com	<p>When selecting from the proposed routes for the highway, the route that would destroy Speck Spring Farm should not be selected. I understand that this route would allow a lot of houses in newer neighborhoods to remain intact but this particular route has historical and community importance that cannot be overlooked. Our area has so few owner operated farms left like this one and it would be a crime against our community to demolish it. When choosing the route one that isn't going to destroy a chunk of history should be chosen, not this one.</p>
Patricia	DiPlacido		pat101858@gmail.com	<p>"Speck Spring Farm" needs to be spared from the new road.</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
sarah	britt			There has to be another alternate way of building your roads. THIS SPECK SPRING FARM is sacred land to humans as well as wild life. YOU CAN NOT DO THIS. IT IS NOT RIGHT. Build a bypass over it, go around it, but please for the sake of many concerns, spare the destruction of it. This is more than upsetting. This area is getting way to built up anyway. This is not the city, or the d.c. beltway. We are country folks, and do not want more people here!! Sorry to say that, but people are coming in and destroying out way of life. we are country folks, and want to keep it that way!!!!!!!!!!!!!!!!!!!!!!
Shelby	Miller		Taylorse89@gmail.com	You need to find an alternative route that does not compromise Speck Spring Farm.
Kevin	Jensen	Home owner in WV	kl.jensen@comcast.net	I am writing to implore you to consider alternate routes to Corridor III, which would result in destroying Speck Spring Farm. This farm regularly sells produce, particularly at the Shepherdstown Farmer's Market where it enjoys a devoted clientele. It is immensely painful to witness productive agricultural areas being sacrificed to automotive traffic: the desirability of these natural environment are taken, our quality of life is very much reduced by being denied fresh produce at farmer's markets and the beauty of these areas, and precious and necessary agricultural regions are lost. Please use every means to preserve this farmland by considering alternate routes to Corridor III. Thank you.
Joy	Gutzman		Joygutzman@gmail.com	Do not destroy Speck Spring Farm with your proposed highway route. Choose another route that is safe and won't cause the destruction of not only a historical venue but one that supplies food to our people.
Georgegen e	Cornell	N/a	Crushingonyou1991@gmail.com	Leave the farm. Use a different route. Americans are struggling enough and then you want to take something away from them. Everyone is trying to destroy america instead of making it great again. Taking farms away is just destroying the community.
Kristina	Robertson			Those looking for an alternative route for traffic in WV should make these arrangements while remembering the slogan "Wild and Wonderful West Virginia" and "Country Roads take me home". The proposal of Corridor III would be a detriment to the WV nature and wildlife we all know and love. I strongly encourage you to find a way to avoid causing detriment to the farmers and residents that call WV their home. I ask that you not turn WV into a freeway, and allow generations ahead to enjoy a life of less stress (and honking horns)
Kristin	Williams		williams.kristin829@yahoo.com	I have been buying goods from this farm for YEARS. Destroying a family farm from the 1800s for no reason should not be tolerated. Choose somewhere else to destroy land, but not a <u>legendary family farm</u> .
Valerie	colie		valcolie@yahoo.com	<p>Having spent years travelling 9 east towards Martinsburg on a daily basis, I saw the growing traffic issues develop around I-81 and Hedgesville. There is a definite need in the eastern part of this study area for major improvements to the road. However, extending this through Morgan County would be unproductive and destructive to the rural climate of our community and the environmental and historic treasures that support our tourist economy.</p> <p>While it would develop a major thoroughfare between Martinsburg and Berkeley Springs, that would not be an advantage to our community since the industrial park is located far south of the pathway. Routes 70 and 81 provide sufficient routes for thru traffic with reasonable access to our community. Especially with the 522 bypass going in, there is not a need for a heavy traffic to pass through this area.</p> <p>I only see a major development of Route 9 west of Johnsontown to be a detriment to our community, economically, environmentally and culturally.</p>
Stacy	Crim		stacymariec@comcast.net	To the WV State Engineers, It's an abomination to destroy a registered, historical site in West Virginia, Speck Spring Farm, with the Corridor III plan. There are alternatives without destroying people's lives, destroying wildlife and the surrounding ecosystem and contaminating the water supply provided by Speck Spring Farm. As a lifelong resident of West Virginia, I vote against Corridor III and the destructive path from Martinsburg to Berkeley Springs.
Carol	Brown	N/A	otie@comcast.net	Please, please, please, save Speck Spring Farm. The country needs working farms. You could use another less invasive to construct your highway.
Owen	Ellis		owenelliswv@gmail.com	Please save Speck Spring Farm!!!
Wanda	McCulley			Speck Spring Farm is a working farm and needs to remain as such and NOT destroyed as route for Corridor III. Destroying this family farm is detrimental to the farming community and the family themselves. I in no way support this proposed highway. Please do not take their farm, livelihood and changing their lives. Thank you



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Lauren	Stollings			Please consider alternate routes to Corridor III. Preserving local farms and green spaces is vital to the West Virginia way of life and losing a property like Speck Spring Farm further damages our wild and wonderful image, as well as the livelihood and home of West Virginians and a piece of history. Paving over farms and green spaces leads to pollution of waterways and resulting damage to native flora and fauna which is already struggling. Finding routes with limited lose is ideal. We can live with fewer fast food joints and gas stations. We need local crops and local farmers.
Kim	Turner		muttluv45@gmail.com	Please reconsider Corridor III thru Blue Mtn Farm. Too much of our rich history has already been lost to development. It breaks my heart seeing shoddily built townhomes and single family homes being built on historical lands. Please redirect the road to a more suitable area. The only real issue with rte 9 is the traffic in Hedgesville at the traffic light
Barbara	Murphy		barbjmur@gmail.com	SAVE THE FARM.
Heather	Wallace	Private individual	Kyjaolli@yahoo.com	As someone that grew up on a farm, I am more than aware of the challenges facing farmers. To destroy any farm, particularly a farm that has been there since 1814 is not acceptable. I do not know the Farmers facing destruction of their farms. I have no economic interest. I don't even live I. That county. But I am a consumer and if government keeps allowing over development and infrastructure "improvements" like this to ruin farms , who is going to feed the world?
Amy	Eskew		amy.eskew@gmail.com	Surely, some other option can be found other than the destruction of private property known as Speck Spring Farm. This is completely unacceptable to the public at large. The destruction of habitat, the interference with clean water, not to mention the loss of livelihood of an entire family, should not even be considered.
Virgil	Williams	Home Owner along the yellow proposed route.	vrglee@aol.com	The one proposed plan goes through the current school bus garage as well as crosses four rail crossings. Would the plan include relocating the four rail crossing so as not to expose traffic, which would also cause back ups. This plan also removes Speck Spring Farms which provides drinking water to the town of Hedgesville as well as supplies the <u>community and environment</u>
Melissa	LePlatt		Melissa.leplatt@hotmail.com	Please use an alternate route for the proposed Rt9 expansion other than through Speck Spring Farm. Keeping our heritage intact is important to West Virginians.
Tetua	Espere			Please do not pass the Corridor III project. I want to save the Speck Spring Farm
Rebecca	Morton		doodlesdo1969@gmail.com	KEEP SPRING SPECK FARM! Stop destroying family farms!!!
Robert	Zingg	Private Citizen	rzingg@email.com	Speck Spring Farm:  I am writing to urge you to not destroy an historical property, a valuable long working farm, and a family's legacy and livelihood due to the Construction of Corridor III.  In a time of unchecked urban/suburban growth and the loss of valuable and necessary farmland the construction of Corridor III will rob WV of part of its heritage and history, destroy needed waterfowl, fish and amphibian habitat and eradicating land that has been relatively unchanged since the founding of our State and Country.  I urge you to choose a different path for this highway.  Thank you.  Robert Zingg Harpers Ferry, WV.
Tate	Eskew		tate.eskew@gmail.com	To whom it may concern,  I was recently made aware of the West Virginia highway department's plans to build a new 4 lane road through a corridor that would impact the historic farm of Dave Elliott and Sue DeVall. The farm is listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.  As citizens of these United States, I think it is important to recognize the importance of our farm and historical places that provide food for our communities, and habitat to numerous species of animals. All too often we destroy that which has taken hundreds of years to develop only to supplant it because of myopic grabs of convenience and "progress." Please take into consideration my comments and please reconsider building this system at this juncture.  Thank you, Tate A. Eskew

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Tiffany	Heerd		Theerd@live.com	Please do not cut through and tear up our beautiful quiet neighborhood to "ease traffic". It's an abomination to rip through people's lives and historic properties all for the sake of "progress". Leave the country as is and focus your efforts elsewhere. I will lose my home forever if this route gets passed. If people don't like the traffic from Berkeley Springs to Martinsburg, THEN MOVE ELSEWHERE!!!!!!
Robin	Ayers		k-r@atlanticbb.net	Keep Speck Farms. Support small business in the State of WV!
Diana Heaney	Heaney	Creative Gardens	finegardenermd@gmail.com	Please save Speck Spring Farm near Hedgesville WV from ruination due to corridor III. Please choose another route for this needed highway that is not as destructive to the environment and historic properties. The highway is not worth losing our history and beautiful fertile lands. Thank you for your consideration, Diana Heaney
Barbara	Markley	Landowner	Snowymistfarm@yahoo.com	Please don't take the farms!
Stacey	Weiant		Staceyweiant@yahoo.com	I oppose these plans. Farmland wetlands and land for our wildlife needs preserved. This is an absolute disgusting proposal. Stealing people's homes and land. Taking away areas for the wildlife all because so many homes are being built is selfish and irresponsible. Let things the way they are
Melissa	Martin	Resident	mmartins70@comcast.net	As a local resident of nearly 40 years, I am deeply saddened and angered to hear of the Corridor III plans which will destroy Speck Spring Farm. There are alternatives without destroying a family farming heritage of over 2 centuries, destroying wildlife and the surrounding ecosystem and contaminating the water supply provided by Speck Spring Farm.  Our county has some of the most idyllic and beautiful scenery, despite already being over populated with hastily-built homes and developer-cash-cow style neighborhoods. I find it hard to believe this is even considered an option just to spare these over night pop up neighborhoods.  As a resident of West Virginia, I vote against Corridor III and the destructive path from Martinsburg to Berkeley Springs.
Bridgett	Langley		Tattooluver1031@gmail.com	To the WV State Engineers, It's an abomination to destroy a registered, historical site in West Virginia, Speck Spring Farm, with the Corridor III plan. There are alternatives without destroying people's lives, destroying wildlife and the surrounding ecosystem and contaminating the water supply provided by Speck Spring Farm. As a lifelong resident of West Virginia, I vote against Corridor III and the destructive path from Martinsburg to Berkeley Springs. There must be some alternative instead of destroying Historic sites!!!!
Kristen	Head	Local resident	Kmhead129@aol.com	Please consider preserving historic properties such as Blue Mountain Farm when making a plan for roadways
Janel	Grice		Janelclement@gmail.com	When considering the route for a new highway between Martinsburg and Berkeley Springs, please do not choose Corridor III, which runs through Speck Spring Farm. This is an important, historic farm and water source and it would be a great loss to the community. As family farms disappear all over the country, we are the worse for it. Please spare this one!
Andree	Thrush		andreewellness@gmail.com	I have a buisness in
Stephanie	Smith		spsmithwv@gmail.com	Please vote no to highway project 311. Our farms and historical properties should be preserved.
Eva	Faircloth		Efair8995@gmail.com	This project is a great "idea" for the simple fact of the congestion. I have lived in Hedgesville my entire life and it absolutely breaks my heart to see these options ripping out multiple farms especially Speck Spring Farm. It has been in operation for 216 years. Most people love this area for the quiet and being away from the hustle and bustle of city life. I do not agree with any of the plans
Crystal	Litaker		Crystallitaker@gmail.com	The WV-9 Planning and Environmental Linkages Study and proposals will affect many peoples, home, live stock etc. This will directly affect my property and my livestock. Some people use this land for sustainability and livelihood. All proposed plans are terrible and would put some people out of their homes
Elizabeth	Smith	None just historic property owner	Aspenhill1741@yahoo.com	I personally feel that you would be doing an injustice to the people of Berkeley and Morgan Counties to put this road thru this historic farm when there are other options. Thank you.
Annelise	Frey		Annelise.frey@icloud.com	Please do not destroy the Speck Spring Farm to build the Corridor.
Sheila	Read		Tuendiewei@aol.com	As a Berkeley County resident who is dismayed by the farms around here being sold for development, I urge you not to run the new corridor through Specks Spring Farm. To lose more farmland and wildlife habitat in our area is not acceptable when there are other options. Please consider those options, rather than robbing us of more green space. Personally, I would rather sacrifice my own home, if a farm could be saved by doing so. Sheila Read Inwood, WV
Adele	Fischman			Please do not go through Speck Spring Farm and choose a less destructive path for the new highway.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Marjorie	Reece	None	Rosie.reece1977@gmail.com	Please find another direction for Corridor III Please spare Specks Farm land. Too much history and land is being taken away in Berkeley County and the whole Eastern Panhandle for roads and housing developments. We are tired of losing the beauty of our <u>state to roads, cheap houses, and big business.</u>
Rebecca	Johnson		Rebeccalynnj.97@gmail.com	As I tax payer & citizen it concerns me that in the changes of our highways & roads that the state would disregard our local farmers & their land. The Speck Spring Farm for instance with such history & continuous farming. I would love for this farm to be spared. It disappoints me that farmers are threatened more & more because of these plans.
JUDITH	Elmore		bbjelmore@yahoo.com	Save Speck Spring Farm. Farmers are the thread of this nation and certainly Hedgesville! Thank you
Robert	Smith	Self	Rpsmith@earthlink.net	Please do not put highway through the valuable and historic Speck Stream farm
Kristin	Ainsworth		Kristin.ainsworth@yahoo.com	He his a good guy who has done a lot for the community
Faith	Fox	Customer of Good Luck Stable	None	Please do not destroy Good Luck Stable, I love all the animals there, esp Showdown the horse I have been riding there for 3 years!
James	Schenken		jamschnkn@gmail.com	Please reconsider using Speck Farm for Corridor III. It is these farms that makes Berkeley Co. special.
Bailey	French			The proposed construction should avoid Speck Spring Farm. The history and importance of local agriculture is in danger if you destroy this land for a new highway. Please choose an alternate option and do your part to save a local farmer! Thank you
Danielle	Corsetto	resident	dcorsetto@gmail.com	Hi there! I'm not sure this is the right place to send comments about the proposed Rt 9 expansion, but if it is, I'd like to add my voice.  My pal Dave Elliott and his wife run their farm on the land you're considering to use for the highway expansion - Spring Speck Farm. If you have other options that aren't destructive to their farm, please consider those alternatives first. I've been buying produce from Dave since he started selling at the Shepherdstown farmers market, and aside from being friendly and welcoming, he's passionate about educating us non-farmers on plants and produce and high towers and anything else we didn't know about farming. I realize Dave and his wife have more significant reasons for you to leave their farm untouched - it sounds like the fields have a lot of history - but I figured I'd give my experience for an honest and personal reaction to the proposal.  Thank you for reading! Danielle Corsetto
Sr. Anna Marie	McCormick		laus.deo@gmail.com	Please be considerate to farmers and their land. It is their life time living. I rather they have their farms than a highway. Their farms are very important to us.
Shannon	Davis			Please leave Speck Spring Farm alone. While I would like a more direct route to Berkeley Springs, especially working in EMS, I would not want it at the expense of someone's <u>livelihood.</u>
Natalie	Dieter		Nmdieter@hotmail.com	Please spare Speck Spring Farm. Creating a more convenient traffic solution should not destroy a families farm and take their home. It may not be easier to spare the farm but <u>it's the right thing to do.</u>
Marjorie	Howard	Private citizen	Margiemankin@comcast.net	Spare Speck Spring Farm
Carolyn	Thomas		webethomas@aol.com	The Speck Spring Farm should be spared from the rerouting of Route 9. The need for a better safer road should come at the expense of poor planning by Berkeley County, not the hard work of farmers and historic preservation. Bulldoze and relocate the poorly <u>constructed housing developments.</u>
Sora	Friedman		sorafriedman@gmail.com	Thank you for your time. I am writing to share my concern that the new roadway between Martinsburg and Berkeley Springs might encroach upon the old Speck Spring Farm should Corridor III be selected as the new route for Route 9. I travel this road with some frequency and after vacationing here many times over the past 55 years, moved to the Eastern Panhandle two years ago because of the beauty and history of the region. While it is easy to say that no option is perfect, this option is excessively IMPERFECT as it would destroy a historic property so designated by the National Registry of Historic Places. As such, Corridor III shouldn't even be on the books! This property is also important from an environmental perspective as it provides habitat for blue herons, geese and ducks, snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road directly on top of it. PLEASE Spare the Speck Spring Farm and surrounding area. Do NOT allow Martinsburg's growth to so devastatingly destroy what makes our corner of West Virginia so special! Thank you again for considering this.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Lars	Prillaman		lars.prillaman@gmail.com	The idea that a four lane highway desecrating farmland, including that if Speck Spring Farm, is somehow even a viable option to the powers that be speaks to their total lack of ingenuity and vision. It is easier to destroy land, some of it farmed for more than 200 consecutive years, than to contemplate smart growth alternatives that curtail the need to have highways criss-crossing our [soon to be extinct] agrarian landscape. Shame. No surprise. But shame.
Elaine	Emler	Resident	Auntieem1949@aol.com	Please spare the Speck Spring property. It has immense value to the owner and the community. Thank you.
Nina	Conrad	None	aksister99654@yahoo.com	I'm hoping we can find a way to improve the road while sparing Speck Spring Farm.
Amanda	Jackson-Gloyd	Homeowner	amanda@wvlandgirl.com	The road that is planned to cut through Cherry Run, Householder and Fulton would be a great disservice to the area and it's surroundings. There is not much rural area left in this part of WV and for the ones that cherish the privacy and quietness of the woods around them, it would end up running everyone out of here to have any of this disrupted and prices to plummet on the surrounding homes and land.
Katherine	Kearse	Self	bchnkacy@gmail.com	It would be a travesty to destroy a farm which has helped to suet the community for hundreds of years. Another route leaving this land untouched needs to be found. The wildlife of Berkeley County and WV have no place to be with all the buildings occurring in our area.
Tracy	Wiens		tpwnc524@gmail.com	Please spare the Speck Spring Farm and choose an alternative to Corridor III.
Jocelyn	Skaggs	Farm	jocelynskaggs217@gmail.com	I do not support because it would ruin farming that we need to stay alive. These farmers are also taking pride in what was started in 1814, construction has already ruined a lot of land that shouldn't of be messed with. Also it would cause more housing and this area is overpopulated.
George	Riegel	Riegel Farrier Service	Riegel.farrier@gmail.com	While I am not a citizen of your fine state, I have done and plan to continue to occasionally work and do business in West Virginia. I find the highway placement proposed understandable yet objectionable. The destruction of farmland, particularly historic farmland, is not only a mistake politically and practically; it is going against the unspoken ethos of West Virginia, a land of exceptional beauty and history. To destroy that history and tradition in the name of progress is a mark against the spirit of West Virginia. The proposed route needs to be reassessed and redesigned for the protection of historic and working agricultural interests. Thank you for your consideration.
Gail and Allyn	Kohlhorst	Eastern Panhandle Sierra Club	kohlhorst@comcast.net	I am sorry we missed the formal hearing on this, but please consider our comments in making your decision about re-routing Rte. 9 between Martinsburg and Berkeley Springs. We have made that trip many times as we enjoy visiting the lovely town of Berkeley Springs and Cacapon State Park.  We are most distressed to learn that new routes may destroy historic homes and ruin working farms. This should not be necessary when there must be an option to improve and widen the existing route.. The Speck Spring Farm is an historic farming site that has been practicing sustainable farming methods and shares produce with the local communities. Once destroyed, properties such as this can never be replaced and the area will loose the beauty and value that makes living here so attractive.  Other proposed corridors also contain properties on the National Registry of Historic Places so it seems that the only reasonable option is to update the existing highway by straightening and widening where possible and increasing safety measures with the use of traffic signs and signals, roundabouts or other measures. It seems that the update option would also be less expensive and disruptive to nearby residents.
Amanda	Weyant	Egglandia Farmstead	aweyant37@gmail.com	Please dont kill this farmland...its a staple im our community and the agricultural world
Nicole	LeFevre		NicoleLeFevre89@Gmail.com	I'm voting NO to the proposed plan to add lanes to route 9. Too many historical buildings, and family farms would be disturbed or taken out completely. Farmers livelihoods would be at stake. Some of us have put our blood, sweat and tears into buying our houses/land, others have so many childhood memories of their land being passed down from generation to generation. Keep WV Wild and Wonderful, there's already too much building going on.
Ramona	Zammetti		mzammetti2@aol.com	Speck Spring Farm....please save it. Divert the road.
Danielle	Chapman		Daniellechapman@live.com	Please find a different route for the new highway and not through Specks Spring Farm. This is a historical property that has been a farm for over a century. We need to keep our agriculture in WV!



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
James	Rooney		RuneDawg624@comcast.net	Since the virtual public meeting was held on march 4 I feel like EVERYONE this could effect should have been notified. My property lies right in the green zone that runs through the Spruce Pine Hollow subdivision. This is the first I am hearing of this proposal and we are almost a month past the virtual meeting date. Had my wife not stumbled across this on Facebook we would not know anything about it. I feel like it it the governments responsibility to keep its citizens informed about these type of projects from day one especially if they directly affect property and homes that we raised or families in. Most of us who live in the rural setting of this area chose to do so because we DO NOT want the busy city in our back yards. This is going to do just that, It will take the land that so many of us have saved to buy. It will force us to get rid of so many of our belongings when we are asked to accept offers for our property which are said to be "fair market value." If we do not accept these offers the state will enact Eminent Domain to force us to give up our properties against our will anyway. we just went through something similar to this when Mountaineer Gas's "pipeline to nowhere" came through. We were given lowball offers for the destruction of part of our offers and when some of us stood our ground we were told not to buck against them to bad because they can just take what they want anyway. This just proves that we don't live in a country where every vote matters because I can guarantee that those of us whom are facing loosing their homes and farms would NOT vote for this.
Erika	Beltrami			I am very concerned about the future of the historic Speck Spring Farm. I urge all of you involved in the planning, development, and engineering of a proposed bypass from Martinsburg to Berkeley springs, to spare the Speck Spring Farm and avoid putting the proposed road through this historic farm land. It will put an entire business at risk and cause historic property to be at risk of being destroyed. Do not let the Speck Spring Farm to be demolished on account of this project development.
Danielle	Mothes		Drmothes@yahoo.com	SAVE SPECK SPRING FARM
Jane	King		Birdiethecat@hotmail.com	Please find another route that does not cut through historic farmland that is still providing the community with great produce and eggs like Speck Spring Farm. My family and I enjoy being able to go to the farmers market every week in downtown Charles Town and we buy our eggs and produce from Dave Elliot. Being able to have this locally produced food is very important and so beneficial for our community. Please do not take that away from us.
Sandra	Hutzler		sandraesterly@yahoo.com	I don't think the Corridor III is a great idea. You will be going through people's property, tearing down historic buildings and homes. Especially the Specks Spring farm. This is home to many animals, plus a wonderful couple. I also believe that continued building and destroying wooded areas is causing harm to the wild animals. There is nothing wrong with the current road. Please consider a different approach.
Roxanne	Roach		paradise.hillwv@yahoo.com	I have lived in Berkeley County all my life and am truly devastated at the lack of respect that is being shown to the lifetime residents, historic properties and farms in the RT 9 corridor upgrade. The Speck Spring farm is in the National historic society because it is valued as an historic site and should not be compromised. The Bartgis Farm is a working farm that is a families livelihood. The Linton farm also. Why are these being sacrificed in order to save townhomes or strip malls that are an eyesore? Why give preference to something that has been there for a few years, residents that are not native to the area over those that have loved their homes and farms for generations. This is a bad project. Find a better option than destroying our county in the process.
Sandy	Tromm	A caring citizen	Sandytromm@yahoo.com	Berkeley County needs to follow what Northern VA does and make the builders take care of roads BEFORE they are allowed to cram housing in every nook & cranny. Now, as an "afterthought" you want to take this family's home and livelihood. Please do the right thing and find another route. Start making the builders take care of the community by putting in safe roads, lights, signage etc BEFORE the housing goes in. You will have a much happier and more importantly SAFER community.
Christie	Masters			I don't understand why you have to destroy this 216 year old farm when you have other ways to build this highway. This makes my blood boil,that you think nothing of these folks that want to keep this farm. Shame on you. I vote NO
Tiffani	Stanley			I am against any proposed highway route that results in the forced forfeiture of a person's private property. How appalling to see such an action proposed in West by God Virginia.
Dwight	Pavlovic		sardanpavlov@gmail.com	Politely urging you to avoid Corridor III and disruptions to the Speck Spring Farm.
Cynthia	Fraula-Hahn	Myself	cfraula@me.com	Please find an alternative route for Rt.9 extension through Speck Spring Farm. I read there are other options. Thank you for your attention. Cynthia Fraula-Hahn
Karyl	Kuykendall	N/A	karyl.kuykendall01@gmail.com	It is absolutely horrific to think he will lose his farm he has worked for his whole life!!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Susan	Dust		Sdust22@outlook.com	These people run a very good agriculture business. This land has been here longer the West Virginia has been thought of as a state. It's not the State of West Virginia's business to destroy our businesses. FIND ANOTHER PLACE TO PUT YOUR ROAD
Jeffrey	Grant			Need less traffic
John	Fellers			To take this family's farm and destroy it is absolutely terrible. I understand development is everywhere but with that being said people are still living their lives. Speck spring farm values their land and it's their way of life. We should always respect a persons property and way of life. As I understand there are other routes than destroying this property and you should take the other route. Respect people's life and property as they have paid for and earned it.
SAVANNA	MORGRET	CONCERNED CITIZEN	CLARKEANDSAVANNA@GMAIL.COM	FOR THE SAKE OF HISTORY, THE MANY ECOSYSTEMS THAT THRIVE THERE, AND THE GOOD PEOPLE THAT LIFT UP THEIR COMMUNITY THAT LIVE THERE, SPARE THE SPECK SPRING FARM FROM YOUR NEXT ROAD PROJECT, CORRIDOR III. Do hard stuff and find another way.
Redith	Plummer		6919yaleh@gmail.com	Please save this farm traveled this path for many years not to many farms left all houses and stores gas stations where the wild life going Please save
Jake	Jenkins	Top gun sealcoating LLC		Corridor iii don't touch speck spring farm! His farm is a staple of the neighborhood! West Virginia needs places like these! Please consider alternative routes
Tina	Hanigan			Enough is enough. You'll be destroying his family's livelihood! This is not needed!
Jamie	Rea		jrmiles83@yahoo.com	Please spare Speck Spring Farm
Melanie	Climis		Mpubst5@gmail.com	Specks Spring Farm must be preserved. Choose one of the other proposed routes for Corridor III between Martinsburg and Berkeley Springs. In fact, as someone who travels Rte 9 regularly, I see no reason to follow through on this pork/vanity project. Several of the proposed routes destroy historical property and wildlife habitat. Just table the whole project and move on to something more worthwhile.
Nancey	Veldran		curvdair@comcast.net	Spare Speck Spring Farm. This farm, which is listed on the National Register of Historic Places, has been serving the local community since 1814. Taking this property in order to build a four lane highway between Martinsburg and Berkeley Sorings would be an insult and an environmental assault. Run the darn road through the heinous industrial sites and the over built housing developments that already blight what used to be orchards and other family farms. Surely you can find another 11 acres to rape and pillage. Leave this farm alone.
Donna	Rath	n/a	Rathdonna@gmail.com	Please research a less destructive route. Berkeley County has suffered so much farm and orchard loss! The folks have worked and loved their farm.
Travis	Ratlief			This farm needs to stay! The offer great food and deserve to stay. It's history should be enough to stay! STOP DESTROYING HISTORIC FARM LANDS!!!!
Mahria	Schiffert	Speck spring farm	Miya456@aol.com	I don't agree with this plan. Unfortunately you have decided to take 11 acres from a farmer. Without them where does our fresh produce and meats come from? Transport them from another state? Really not the best choice. Then it's not as fresh because it had to be transported so far. It's also someone's land. What give you the right to take that from them? They bought it so how is it yours to use freely? Please re consider where you put this new road. It has good intentions but the point you are destroying something very important that took 216 years to grow and nurture is just not humane. That's their land, their job, their life please don't take that from them.
Donald	Agee	Save Speck Spring Farm	donaldagee@msn.com	Speck Spring farm should be left out planning for a new highway project.
Miriam	Bender		Benderrose1993@gmail.com	Spare the Speck Spring Farm. There are clearly other roads and ways that can be used. Please let American people live and enjoy their hard earned property! Have some respect!!
Rose	Bender			Spare the Speck Spring Farm. Use other alternatives.
Brooke	Imber			Please spare Speck Spring Farm from being destroyed due to highway construction. This farm has been serving the community for over 200 years, and is a wonderful part of this small town's history. It provides habitat for so many animals, and it brings/has brought joy to so many people in the community throughout the years. My heart breaks to learn that this is a possibility.
Andrea	Mentzer		Dillonsmom128@gmail.com	Please spare Speck Spring Farm and take the highway expansion somewhere else. Our farms are important to us.
Austin	Frazier	Me myself and I	Baltrav3500mx@yahoo.com	I'm against the plan to put a highway through Speck spring farm. Our farmers are the backbone of America. To take away someone's way of life and take away not only a job but a living is ridiculous. Find another way to build your road, but don't affect family's and other people by doing so
Kathleen	Pearce		Kathypearce54@gmail.com	Do not destroy speck spring farm!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Gillian	Keeling	Resident of Morgan County WV	gillianandersonkeeling@gmail.com	Please halt the planning of the proposed 4 lane highway between Berkeley County and Morgan County. If construction moves forward, this roadway will obliterate the viability of Speck Farm/Blue Mountain farm that belongs to the Elliots, annihilate numerous natural habitats for local wildlife (including the roosting ground of Great Blue Herons), and also affect the personal property of their neighbors. This must not happen. This farm is a food source for the surrounding area and the Elliots have been pillars of the community for at least 20 years. To construct this highway and is inhumane on every level. Farms are needed and essential, especially in this time of food insecurity.
Metri	Pringle		Metripringle@icloud.com	Please do not build through Speck Spring Farm, this is preserved land.
Aluce	Lantz	None	Ajmlantz@gmail.com	Please avoid destroying Blue Mountain Farm in your quest to upgrade or change state route 9 in Morgan/Berkeley counties. Also, please upgrade, widen and change route 901 from Hedgesville to Spring Mills in Berkeley county. Thank you.
Eric	Phebus	Resident	ericphebus@yahoo.com	I'm a resident that would possibly be affected one path of the road being built. I've lived in that home at that address for almost 30 years and its very dear to me. I grew up here and wasn't to raise my children there. Please don't take my home away from me
Susan	Fluharty		pemaquid@fluharty.org	The unchecked development in Berkeley Co. is getting ridiculous. I live in the Laurel Ridge s/d along Rt. 9 near James Rumsey Vocational School, and it's getting difficult to even make a right turn out of the development due to the traffic. Our backyard borders one of the ponds and the traffic noise is so loud now that we can't even enjoy our deck. It wasn't like this when we moved here 21 years ago. It makes me sick to see all of our beautiful farmland and orchards turned in to huge subdivisions with no concern whatsoever for our infrastructure. It has come to my attention that one of the proposed bypasses around Route 9 will cut through an historic farm near Hedgesville called Speck Spring Farm. What a tragedy it would be if this wonderful family farm were destroyed. I'M REQUESTING THAT THIS FARM BE LEFT ALONE. Perhaps the most sensible thing to do would be to deny permits for all these new developments when the roads simply can't support the traffic. I know that probably won't happen because too many people are getting wealthy from this rampant development, and to heck with the little guy's quality of life.
Yelena	Browne			Please spare Speck Spring Farm and build the road using another path. It is very important to preserve beautiful historical properties.
James	Hartley			Please Spare historic land and agricultural staples like Speck Spring Farm. I know the road is important however so is places like this that make WV unique.
Aaron	Miller			Speck spring farm doesn't deserve what you all want you do to them an their lively hood
Sandra	Palmer		Thecloudwatcher@hotmail.com	Specks spring farm -why should you take a historic property. Find a route where you don't have to violate people's property rights. I'm sure there's others willing to sell.
Candace	Lafon			Its ridiculous that you are trying to take away farm land, as opposed to interrupting new buildings. Please, find a better way to not harm any farm lands.
Patricia	McGovern		pattyck1217@yahoo.com	NO to highway expansion through Speck Spring Farm (Blue Mountain Farm). The town should be protecting farms not paving over them! Slow the growth of strip malls and residential tract homes.
william	hasty			leave speck stream farm alone
Elaine	Buettner		ecbuettner@aol.com	Let this family keep their farm and keep that clean water and everything that they do the way it is! We have enough highways.
Zoe	Seibert			That is not good! We need more farms and less roads. Why you do think people move to the country/rural area? For the clean water and local food. Not happy with the plans to have this historical site be destroyed for another road!
Harry	Barker			Save Speck Spring Farm
Lars	Prillaman		lars.prillaman@gmail.com	I already wrote in concerned about the historical farmland that is actually ON the national register of historic places but just read that several of these plans come within a few hundred yards of Camp Frame. As a life long 4Her, I simply must use a non-4H word, and ask "What the Fuck is wrong with you people?!"
Heathet	Sprint			Please consider rerouting the corridor. Every effort should be taken to preserve the farmland and natural environment of our area. Ironically, this is the most advanced way to view our responsibilities to future generations.
Ellen	Mangino		Evmangino@gmail.com	I absolutely oppose the destruction of Sweet Spring Farm for a new highway to Berkeley Springs. Hasn't enough of our beautiful, rural landscape been destroyed already in the name of progress? Enough!
Nina	Lynch	Ninidipity llc	Ndlynch314@gmail.com	Please keep this as farm land. Thank you!
Denise	Beaty		Beatyacademy@gmail.com	Please select a printer for highway construction between Martinsburg and Berkeley Springs that would spare the historic Speck Springs Farm. It is important to protect historic homes and lands to keep the nature of our community.
Kayla	Moyer	Speck spring farm	Kaylabrooke9028@gmail.com	Save speck spring farm

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Carol	Gallant	Private Citizen/Jefferson County WV	dcallant@aol.com	Please find an alternative for Corridor III. Centuries-old Blue Mountain Farm is part of our heritage...and our health. It's a treasured 11-acre farm in a country that has destroyed so much of its open farmland, with dire results in previously community-minded areas free of undue traffic volume. In the 21st century, providing for car traffic cannot continue to be the prime or only focus in planning. Accommodations need be made to protect to the extent possible our green space and farms, and access to healthy local food. Good citizens such as the Blue Mtn. owners need not be ignored in planning but can be considered and respected. In this case, finding an alternative route is the greater social good for govt. to choose.
Shawnna	McGuinness	Speck Spring Farm	Shmcguinness1@gmail.com	Urging state engineers to spare Speck Spring Farm in the making of corridor III
Jacquie	Ras		Jacquie_mack@live.com	Please spare Speck Spring Farm. I do not believe you should destroy any active farm. This saddens me.
Rachel	Lemaster	4-H Member and Camp Frame Volunteer	rach.lemaster01@gmail.com	Hello, as a person who grew up going to Camp Frame for the last 10, almost 11 years, building this highway (Corridor 2 and Corridor 3) would disrupt all of the magic that this camp has for me and many people of all ages. Building the highway would cause more noise and interruptions, as well as pollution that was never there since the Camp was founded. On behalf of 4-Her's and future 4Her's in Berkeley, Jefferson, and Morgan counties, please reconsider this highway to keep the magic alive for our youth and adults who have a beloved spot for this camp in their heart.
Debra	Schug	Individual	Djschug@inoutbox.com	Please do not approve the corridor III option which would destroy historic speck spring farm. With other viable alternatives why lose part of the West Virginia history and heritage forever?
Marisha	Carpenter		marishacarpenter@yahoo.com	I am reaching out in regards to the Corridor III and Speck Spring Farm. I am strongly urging the department of highways to rule out corridor III as an option. There is no need to take away a valuable community source and piece of history for the convenience of travel. Speck Spring Farm is not only a large part of history in the area, the farm provides to many of the local surrounding communities and people who wouldn't have access otherwise. A valuable asset that is hard to find these days in the fast paced times of overpriced grocers. There are other alternative route options available and I think you should strongly consider those. A road is not worth the livelihood of a family and the value it provides to it's community.
Kathy	Blue	4H		While rt 9 needs adjusting Please leave a be 2 lane road away from. camp Frame!! Go with the blue choice! Thanks!!
Tia	DeMedici		tiabrooke1@yahoo.com	Please do not use the corridor III plan that runs through speck spring farm. Do not destroy this historic farm and its surround ecosystem.
Ayrin	Mathias		Ayrinhubert@yahoo.com	<p>There is no reason a self sufficient farm that the community relies upon needs to be destroyed. Please consider rerouting the infrastructure that does not effect a homestead that has been in place for almost 200 years. Thank you.</p> <p>"Good morning friends. One of our vendors needs your help. Our dear friend Dave Elliott (owner/operator of Blue Mountain Farm) recently found out that his farm falls within a proposed highway corridor between Martinsburg and Berkeley Springs and he could lose his entire farming operation on his historic property. Please see his letter below, and click on the links to make comments on this. More details can be found in the links. THANK YOU!!!!</p> <p>~~~~~</p> <p>Hi, folks--</p> <p>The West Virginia highway department is developing plans to build a new, four-lane, limited access highway between Martinsburg and Berkeley Springs to alleviate traffic on the current route, WV 9, particularly around Hedgesville where my wife and I live and farm.</p> <p>One of the proposed routes would require the 11 acres of land where our Blue Mountain Farm is located. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years.</p> <p>This route, called Corridor III, is said to be attractive to road builders because it skirts much of the nearly unchecked commercial and residential development that has overtaken our area in the past two decades. It would avoid the need to cut through the extensive tracts of new townhouses, single-family homes, strip mall shops, fast food restaurants and numerous convenience gas stations. But it would spare them at the expense of destroying older, even historic houses and fertile, productive farmsteads like ours.</p> <p>Our farm was founded by Peter Speck and was home and livelihood for many</p>



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Jessica	Gallourakis			Please reconsider not constructing Corridor III. Blue Mountain Farm is a great asset to our community & has been in existence since the 1800's. It is designated a historical site. You will be taking away resources needed for animals, people & our environment.
Georgeann	Foster			Re: Speck Spring. There are other options than destroying a part of Hedgesville WV area to build this bypass. The historic value of this is something that can't be replaced. As stories are told through generations you would have our future generations trying to imagine what it's was like for many years by staring at BLACKTOP. Such a shame. Do the right thing and find another way
Nikoli	Peacher	Berkeley County 4h		I do not think that a highway should be built so close to Camp Frame 4h camp.
Michele	Pack	Resident of WV	michelepack@yahoo.com	Please choose an alternate path for your highway do not go through Speck Springs farm
June	Jackson	N/A	jj.junebug@yahoo.com	Please spare Speck's Spring Farm from roadway development. Thank you
Megan	Clevenger		Meanrose16@gmail.com	Please spare the beautiful and historical Speck Spring Farm!! We do not want your highway!! Not to mention the Camp Frame 4-H camp has brought joy to so many kids over decades. Not only that but you will killing wildlife and destroying a natural habitat that provides sanctuary to many animal's. WV doesn't not want your business, just a few greedy politicians who do not care about our beautiful state!
Kimberly	Donoghue-Rick			<p>The West Virginia highway department is developing plans to build a new, four-lane, limited access highway between Martinsburg and Berkeley Springs to alleviate traffic on the current route, WV 9</p> <p>One of the proposed routes would require the 11 acres of land where Speck Spring Farm is located. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years.</p> <p>Speck Spring Farm was founded by Peter Speck and was home and livelihood for many generations of his descendants. The Speck Spring Farm is on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.</p> <p>Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto the land and irrigates the crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it.</p> <p>The West Virginia Division of Highways has other alternative and acceptable routes it could select instead of Corridor III. I believe that a different, less destructive path should be chosen, and I urge state engineers to spare Speck Spring Farm.</p>
Lisa	Fouche		Lapfouche5@gmail.com	Please do not breck up the speck spring farm.
Alissa	Sumerano			Please do not put a highway through Speck Spring Farm. That farm is a gem in this community and it would be an absolute shame and detriment to the area to pave over it. This is an historic landmark and a provider of essential goods for our community.
Cassidy	Silliman		Cbeckley330@gmail.com	Blue Mountain Farm in Hedgesville should not be used for this new Corridor III. It is historic land and the people who currently farm it are wonderful people who support the community. This should be deemed historical land so it cannot be zoned. Shame on you people for proposing a highway that would ruin the livelihood of others who actually make a difference in the community
Brooke	Rey		Brooke.rey6@gmail.com	This will destroy a beloved small farm. I am AGAINST this on all levels. This is completely unnecessary.
christine	koch			Please table the plan for Corridor III and SAVE Speck Spring Farm! There are alternative routes. Thank you.
Paige	Shane			Please spare Speck Spring Farm!
Kelly	Stoner	Stoner Farm	Stonerfarm@outlook.com	Please leave Speck Spring Farm in tact and find another path for you Road expansion.
Corbin	Kronk		cwkronk@comcast.net	We need to reconsider projects like corridor III if it means destroying properties like Speck Spring Farms. It's not worth the extra convenience of travel when it means taking people's properties and possibly their livelihoods.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Rachel	Armstrong		Rachela75@yahoo.com	Please reconsider entering/altering the property of Speck Spring Farm for a proposed DoH project. This farm is an invaluable part of the local farming community. The owners of Speck Spring Farm provide local healthy food for many families in many towns in the WV panhandle. This property also has a historical significance that should be considered. Properties like Speck Spring Farm are in short supply. Many farms are being sold off for development, subdivided, or cleared for infrastructure; please do not do the same to this farm.
Hannah	Tyler		Hannahlea2913@gmail.com	Hello, My name is Hannah Tyler. My family has lived in the Hedgesville/Cherry Run area for my entire life. There are many beautiful homes and history in the area. The "improvements" you are planning would destroy homes and displace many family's. It would also demolish farms that have been in families for hundreds of years. The history and wild life in this area is very important to this community. I can understand improvement on the current rt 9. However adding a new road or interstate would be destroying homes, farms, businesses, churches, wild life, and history in the process is not necessary. Please do not move forward with these plans. Thank you.
Rachel	Rudowich		Rach.duch@gmail.com	Hi Although I do believe a solution to the traffic boom between Martinsburg and Hedgesville is necessary due to the housing boom in Berkeley County, I strongly disagree with this impacting farm land. Having reliable, sustainable food sources near our home is a very important reason why we moved to area. Please find another viable solution.
Stephanie	Bevill	Speck Spring Farm		After reading the proposed highway that is to go from Martinsburg to Berkeley Springs I urge you to not cut through Speck Spring Farms. This farm has been a part of the community for more than 200 years, and once again big transportation/business is going to destroy natural land where food is grown, wildlife is sustained, and tranquility is found. Keep the roads by what is already developed and leave the farmers alone.
Darcy	Rea			Please reroute Corridor III to avoid permanent damage to Speck Spring Farm. He is a key vendor at Charles Town Farmers Market and he grows nourishing food for the community.
Ricardo	Solis			Highway is not necessary.
Julie	Gaumont	Citizen	jgaumont29@gmail.com	Please spare Speck Spring Farm in your plans to develop a road for automobile traffic. This is an historic farm that has been providing for the community for over 200 hundred years. Clearly, there are alternatives. I am urging you to be mindful and respectful of the wildlife and the family who lives and makes a living on this property. Build elsewhere! Thank you, Julie M. Gaumont
Debbie	Kane		sonny21502@yahoo.com	Please save Spring Speck Farm!! Please dont take away this farmers livelihood!!
Sonya	Deiches	Self	Sonyarowe@uwalumni.com	Please consider avoiding construction of Corridor III. This route that would cause the Speck Spring Farm to be destroyed. This is a historic site that is listed on the National Register of Historic Places. It includes a working farm that provides healthy local produce for our community, residence for the farm owners who are devoted to improving their community, and residence for a plethora of wildlife in the wetland habitat on this property. It would be a huge loss to our community to destroy this farm. I strongly encourage you to consider an alternate route that would spare Speck Spring Farm. Thank you taking the time to consider my thoughts.
Brian	Willamowski	None	Brian.willamowski@gmail.com	I vote no, this will destroy the natural wilderness and farm land that made me move to this town, if you are in such a desperate need to save a couple mins on your drive move closer or leave earlier. We move to the country to avoid 4 lane roads and sub divisions with townhouses and thats exactly what you would be building. It would be an isore to the landscape and the way of life that we love
Vanessa	Wood			Leave our farmlands alone. We have to many housing developments, gas stations, and restaurants in our area. It needs to stop.
Katherine	Isenhardt	Speck spring farm	Katie_isenhardt@yahoo.com	These decisions have extreme impact on our community. As a resident that has been raised here, and now raising my family it's heart breaking to see our country side turned into highways.... or even large business like Rockwool. They have no business in our joining counties. Please reconsider what is at true at stake. This is home so many, and we take pride in our small communities. We have no business over developing! Bringing in more people from close cities... just to have roads for them to travel, when our families who have made their lives, and have history on this properties. They have a voice, and need to be considered first! Please rethink what our state stands for but most importantly what our communities stand for. Thank you.
Katharine N.	Schultz	Save Our Soil and Shepherd Village HOA	kay.nixschultz@gmail.com	Please do not locate any highway improvements that will encroach upon Speck Spring Farm in Hedgesville which is an active farm supplying Farmers Markets and CSA's as well as a Heritage Farm because of its long agricultural history.
Cierra	Yates	4-h	caystar04@gmail.com	save camp frame!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Sandra	Carter	Private residence	gidgetsmama@hotmail.com	Please don't run new road through Speck Spring Farm. Please use another route. Thank you
Susan	Shingleton		sshing02@rams.shepherd.edu	This is a historical landmark for a remarkable amount of years. How can you decide to destroy someone else's property. You will destroy someone's livelihood and a major contributor to the community.
Halona	Young-Wolfe		Hyoungw1@binghamton.edu	Corridor III would result in the destruction of the historic Speck Spring Farm. It is important to preserve the agricultural heritage of our state and support local farmers. Another route that does not destroy our connections to West Virginia cultural heritage should be selected.
Lauren	Zillinger		laurenzill94@gmail.com	As someone who was raised in Shepherdstown/Jefferson County and has lived in the area for many years, I oppose the proposed new four-lane highway Corridor III. We need to PROTECT our beautiful rural areas and historic farms like Speck Spring Farm, not put a major highway through them. Our county does not need anymore over-development like this. Please DO NOT build this through our scenic rural areas and farmlands.
Maylene	Reisbig		Mreisbig@aol.com	I ask that you no longer consider a highway through or near Speck Spring Farm. The 11 acres represent the small family farms that historically populated this area. We have lost far too many of them already. I understand the farmhouse is listed in the National Historical Register, another reason to preserve it for our grandchildren and their grandchildren. Finding another route may not be the easier solution to building a highway between Martinsburg and Berkeley Springs, but it is the right solution. Thank you.
Lesley	Riley			Spare the Speck Spring Farm!!!! Roads are NOT preferred over the sacred and beautiful land that has provided the surrounding communities so much for so long. If history isn't a top priority for you, you need to listen to your residents and protect the land they feel is important.
Kristin	Stover		Kstove03@rams.Shepherd.edu	Corridor III threatens historical farms, safe habitats for our native, wonderful wildlife, and extensive livelihoods of long standing citizens. I strongly encourage WVDT to utilize a different avenue for this project.
Nariman	Main		Norac3-@yahoo.com	Save the farm!
Adriana	Torres		Adriyane331@gmail.com	Spare speck spring farm
Leslie	Carpenter		carpenter1006@frontier.com	I in your plan for WV Route 9 expansion, please spare Speck Spring Farm. Agriculture and open land are vital to our area and our history.
Debbie	Dilkes		Magiemoomoo@gmail.com	Do not destroy the Camp Frame area... it would be nice if you would just concentrate on finishing 81
Kelli	Pappas	Self	regah75@gmail.com	Please spare this farm. We bring in to much non local produce, our communities need to rely more on local resources and our farmers rely on our local citizens to make a living. This road expansion will only create more traffic as other growth takes over.
Susan	Dean	Homeowner	susand801@yahoo.com	This is devastating. WV is already an uneducated state with no zoning. But to destroy historic property is horrific and shameful. This is absolutely disgusting!
Lori	Foster	citizen	LJF25403@gmail.com	This is in regards to Speck Spring Farm. This farm has been a family-owned and operated farm. It has been in existence since the 1800s. The proposal for expansion will take the historical farm not to mention the family's livelihood away. Our community needs its farmers and green space. Dave Elliot (the property owner) stated "it listed on the National Register of Historic Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.  Speck Spring, its stream, and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto our land and irrigates our crops. It provides habitat to blue herons, geese, and ducks, along with large populations of snapping turtles and frogs". The impact could be greatly diminished if planners choose a different course of action.
Melissa	Gibbons		mmayhew06@gmail.com	Two of the options run very close to Camp Frame which would be awful for the kids who use the camp. Thanks
Brian	Dean	Home Owner	bdeanmech@gmail.com	He helped feed my family with his vegetable plants
Mariah	Nims			We need all the local farms we can get! Please spare the speck spring farm from becoming a road
Carol	Cashwell	Homeowner	Ccashwell0829@gmail.com	Please use the alternate route for the Rt 9 expansion instead of destroying established homes such as ours because by the looks of the map it will be going right by our house, we moved up here to get away from the traffic not have come right by our front door. Also you will be destroying established farm land such as the Speck Spring Farm.
Krista	Shepherd		Shepherd.krista113@gmail.com	There are other routes to take other then destroying farm land Speck Spring farm. Choose another route for your highway to berkeley springs from martinsburg.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Richard B	Snowden	Home owner	ricksnowden01@gmail.com	Although my property will not be condemned with any of the the proposed RT 9 bypass options, I'm still concerned about all the disturbance to our neighborhood, our environment and our way of life. My neighbor's homes will be destroyed, their lives up rooted, their farms and income lost. Why? Who will this benefit if not the people who now call this home? Future home buyers? The woodland, the mountain vistas, serenity and wildlife all removed to make way for potential development. Our neighborhood road way will be transformed into a busy thorough-fare as an egress to any one of these proposals. The proposals are designed and influenced by people who will benefit and not one who will lose their home.  In Austin, Texas there is a highway that shares the right of way with the MO-PAC Rail Road. The highway has directional roadway on either side of the railroad operating in the highways median. That might be the answer.
Lillian	Newton	NA	Lillian.c.newton@gmail.com	As a 30 year resident of Jefferson County and a local farmer, I do not approve of the building of corridor III. Especially as it pertains to seizing and destroying historic farms such as Specks Springs Farm. Please find a route that preserves our agricultural and historic resources.
Amy	Holler	Specks Spring Farm	amyholler@gmail.com	This farm has been operating for over 200 years. You will be destroying land for farming to feed us! I do not agree with your plans
Becky	Knotts		bmknotts@gmail.com	I don't think it is right to take part of a historical farm that has been in the same family for ages .you will ruin the man's farming that he uses to make his living and sells eggs to the community.
Heather	Szoch		Sixt7filly@aol.com	Spare Speck Spring Farm. Do not build on it or thru it. Please and thank you.
Belinda	Talkington		Btalking@comcast.net	Please save Speck Spring Farm.
Clayton	Canby	Myself	claytoncanby1@gmail.com	The country planning commission needs to do a better job of planning before slapping up more half quality Dan Ryan Homes. These corridors are not considering the existing establishments that have been here for years. Most importantly, I say this clearly, the people who live her will not go peacefully. It will be a sour job for the guy that has to hand out eviction notices
sarah	ptomey		Sarahptomey@gmail.com	Why would you DESTROY historic property like Speck Spring Farm to put in a route from Martinsburg to Berkeley Springs??? You have better options. Leave the historical farm alone. Stop destroying our farms and history. Stop acting like the communist state of Maryland and ruining peoples lives
Brent	unger		Ungersexcavating1@gmail.com	This is bulls#it Going to take so many people's houses and land that they've had for years all because Hedgesville don't want turning lanes it's bullsh#. I strongly suggest just do what needs to be done to the old route 9 widen and turn lanes .one of the proposals is going to take my family's ground that been in the family for 40 years, And also go through my childhood home. Amongst going to go through apple knolls subdivision taking all them houses. And friends of my family in Hedgesville have some of their ground taken
Dawn	Huffman		dawn8704@gmail.com	Please save David Elliots farm and the history in Berkeley County WV
Michele 6	Huntemann		Chignonempress@yahoo.com.com	We need not family farms not less. Traffic has been better since covid. Don't take these people's dream. Don't kill the history.
Kathy	Reid		kathyreid1@me.com	Please consider another route for the 4 lane highway connecting Martinsburg to Berkeley Springs. The Speck Spring Farm is a national treasure supporting the community. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since for 216 years
Mary	Becraft		mebecraft@frontier.com	RE: Speck Spring Farm. It is a shame that all our farms, fields and open areas are being turned into road, look-a-like townhouses, small strip malls (that aren't even being utilized). This is an historical area and has been a working farm for over 200 years. I know roads and highways are important but I believe farm lands are MORE important. The money could better be spent to repair the current roads. Please do not destroy any more of nature and the farms we depend on. Thank you!
Debra	Chan	Speck Spring Farm	Debraj.chan@ outlook.com	Please reconsider putting the new highway through the Speck Spring Farm. This precious farm is not only home to residents that live on the farm but to many wildlife. How would feel if a company can to your family and tell you have to move cause we need your land and home to build a sky raise? What will American citizens do for food once all the farm land disappears and they will have depend food being imported? Not only we loosing a beautiful historical farm but gorgeous sunrises and sunsets. What right does the government have to take away a citizen's land. When that citizen has worked so hard for themselves and their families. Maybe if government would manage building subdivision better there wouldn't be any need to put in a new highway or destroy beautiful farm land. Soon there will no reason to go on a Sunday afternoon country drive to see orchard trees in blossom or sunsets because there be no more land only subdivision, gas stations, storage sheds, and ugly manufacturers.
Shannon	Killebrew		shanngrochowski@gmail.com	Please do not disturb the area surround ming or through Speck Spring Farm or any farms in your proposed plans. Historic property should be taken into higher consideration.



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Kelly	Whipp		rykelkane@yahoo.com	Speck Spring Farm. Please do not use Corridor III to cut through this farm. This farm has been serving it's community for 216 years. The last thing this area needs to more highway.
Joshua	Hamill			Spare Speck Springs Farm. Find another path.
James	Shepherd	Speck Spring Farm	jshep1769@gmail.com	Please spare this Historic family business farm "Speck Spring Farm" that has been in operation here in West Virginia for over 200+ years. This farm has provided fresh spring water to the entire community for many years and also has provided as safe haven for many different types of wildlife here in this area. The State of West Virginia has been well known for attracting in state and out of state tourist that cherish and truly love this historic farm and the farm land that surrounds it, What kind of message would the West Virginia Division of Highways be sending to our native residents and to all of the out of state tourists by completely destroying this beautiful historic landmark farm? Please choose a completely different option that keeps this family owned historic farm intact for many years to come. Please do the right thing... Thanks, James Shepherd
Paul	Ammann	Self	pwammann1@outlook.com	Do not destroy Blue Mountain Farm by putting in a highway!!!!!!!!!!!!!!!!!!!!!!
Anthony	Arena	N/A	agarena3232@yahoo.com	<p>During my 12 years living on Goaway Road I have poured my heart and soul, blood sweat and tears into my home and property I now share with my wife, son, dogs, cats, rabbit and chickens. Our property sits on 18 acres of land bordering Back Creek. We have come to love the wilderness and solitude our property and local area has afforded us. We appreciate what we have, where we live and our family can not think of a better way to live. We have worked hard to get to this point.</p> <p>Recently we came upon the information in regards to the "WV 9 Planning and Environmental Linkages Study" and the severe impact it would personally have on our family, our home, our local community, our local environment and our property. Two of the proposed corridors (Draft Corridors 1 and 5) would build the four-lane road through our property and local neighborhood. One of the proposed corridors (Draft Corridor 2) would build the four-lane road near our property and through our neighborhood. If any of these three proposed corridors are built our home, property, environment and neighborhood would be negatively changed forever. If the project gets approved, we would lose our land, it would make our area unlivable and destructively impact the environment here forever. If these corridors are approved our home and property would no longer be considered home and would be altered indefinitely.</p> <p>Our family, and neighborhood, enjoy the solitude and the wilderness our area offers us. We appreciate Back Creek with its clear water and peaceful sounds of the wildlife, and the occasional kayaker that may pass by. We enjoy sitting on our porches, hearing the sounds of woodpeckers and other birds. We enjoy wading in the creek on a hot summer day, only hearing the sounds of the water. We enjoy sitting in our house with the windows open, only hearing the wind blowing through the trees. This is a fraction of why we consider our property and neighborhood home and why we love living here. If a four-lane road is built through our area and our property, all that we appreciate and ultimately worked hard for would effectively be destroyed forever. Back Creek would no longer be as pristine as we know it now. Our sounds of the wilderness would be replaced with sounds of passing cars, semi-trucks, horns and all the sounds and putrid</p>
Mary	Feaster	Retired	Brunswickfeasters1@gmail.com	<p>I respectfully request the Spect Springs Farm be spared the fate of being destroyed in the name of growth. Bigger is not always better. The elders that continue to farm the land are to be respected and every gratitude should be extended to them. Farming is hard work with no holidays, sick time or paid vacations. It is a 24/7 commitment that everyone benefits from. We all like to eat. Think about this the next time your have a delicious meal set in front of you. We have too many overpriced housing developments now. And we sure don't need more shopping centers, restaurants and gas stations. God warns of of worshipping idols such as money. It seems greed has taken precedent here that results in taking something that is not yours to take in the first place. Think of your own homes or the properties handed down from one generation to the next and how you would feel if someone took it away from you without regard to your well being. I implore you think this proposed project through thoroughly and do what is honorable for the citizens who made a decision to continue living in this community. And remember - God is watching you. I thank you for the opportunity to express my concerns.</p> <p>Sincerely, Mary Feaster</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Andrea	Miller			We need to keep areas like Specks Farm to help preserve historic land, agricultural, and animals. We are just going to keep driving animals out of their natural habits and into our backyards or on new said road. Let's keep some history for your grandchildren.
Andrea	Shaffer			Please do not take the historic Speck Spring Farm away. It provides so much more to the community and wildlife. Generations of farmers have put their blood, sweat and tears into this land and Farm. There are other options and it is so very sad to see the Farm land being mowed down and sold everywhere here. Wild & Wonderful seems like it's going back to "Open for Business". Please don't take it.
Linda	Ezolt	Private Citizen	bles143@gmail.com	Please spare Speck Spring Farm. Put your roadway elsewhere, where an historical working farm is not overrun by a concrete / macadam highway. Thank you!
Devena	Smith		dsmith@jamesrumsey.net	Please consider building the new proposed highway on an alternate route that will not affect Speck Spring Farm. This farm is providing so much value to the local community. Additionally, this farm is on historical land and should be sustained as farm land.
Natalie	Linton		natalielinton2001@icloud.com	This proposed highway would take away from so many people's homes, camps, and other things that have shaped their lives!
Taylor	Tyser			Do no harm to Speck Spring Farm.
Sarah	Scolaro			I live just over the border in Maryland, but used to live in and still spend significant time in the Eastern Panhandle. The development that has gone on for the last 8-10 years is disgusting, and strips the panhandle of the beauty and uniqueness it once had. This highway will finish the job and make the area no more than another drab, unoriginal, suburb of DC, making way for more rich, utterly boring people and making life harder for the folks who once made West Virginia something to be proud of. I hope the state will consider the needs of those other than the rich who can pick up and move to whatever place they've been fetishizing, in the case Eastern, WV. Every housing development, every new road, is another step closer to leaving the area entirely, as many of my friends have already because of the loss of character and integrity the area has experienced thanks development which has left any less than wealthy person with not much of a choice. I hope that the highway will at least spare my friend's historic farm on ridge road, so that he can make a living without selling his soul and passion and service to his community, and so that a remnant of West Virginia is preserved.
R	Metzbower			Speck Spring Farm- don't touch it.
Brittany	Henderson	Private Citizen	brittrae722@gmail.com	Do not build a road that would destroy Speck Spring Farm or ruin Camp Frame. We must protect our farms, historic homes, and recreation places.
Melissa	McKinney			Save speck spring farm!!!!
Shari	Scolaro		Fearthelord@comcast.net	I live on Ridge Road North. Speck Spring Farm is a neighbor. I am appalled that a highway can be planned that would destroy a functioning historic farm that provides for our community with local foods that are fast disappearing as large developments and services to support them over run the rural landscape. Please consider other routes that save an active functioning historic farm!
Kathryn	Wall		kathrynwall2006@gmail.com	It's going to be in my backyard. And I rather not have it there.
Ada	King			Please spare Speck Spring Farm. These farms are very important to many residents, think of the huge impact you will have on these farmers with the current plan. Not only the farms but also the wildlife in those areas will also suffer. And no one wants that. So I vote NO to this plan and any new roadway it would create.
Brandon	Lawton	Resident of fort farms 2	lawtonbrandon24@gmail.com	Please save Speck spring farm their produce is amazing their farm is amazing they're amazing people please build the highway around their farm it's been there for over 200 years again please and thank you..
Judith	Ashelman			Please spare Speck Spring Farm. Heirloom farmland must be protected, especially in light of the climate crisis.
Vicki	Lang			Spare this man's farmer. Take another route. It's only right.
Andrew	Mitchell	Landowner	1942wwiifordgpw@gmail.com	Keep your rt 9 project on rt 9.
Rhiannon	Coble			Do NOT take these peoples farms away! Do NOT take these peoples home away! Take that 4 lane high way and shove it up your asses! These people have worked to hard for you come in and destroy their lives!
Kim	Gutierrez	None	kgutierrez177@yahoo.com	I writing to support the local farm (Blue mountain farm) and surrounding are that is being identified by the project or area name "Speck Spring Farm". I would like to urge you to seek an alternative less intrusion and impactful route. A higher conservation effort should be made to not effect water sources and wetlands and addition to historical farmlands.
				Thank you for any and all consideration

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Whitney	Bryan-Chapman		Whitneycbc@gmail.com	<p>Hello,</p> <p>I recently saw that the proposed high way between Martinsburg and Berkeley Springs is possibly looking to cut through a farm called Blue Mountain Farm in Hedgesville. I'm sure that there are many different options that you could do besides building on land that has been used as a farm/ home since the 1800s. Also, the amount of wildlife that rely on that land would have a serious impact if you were to put a highway there. I worked for Dave and he's honestly one of the most hardworking people I've ever met. He serves many people in the surrounding communities through selling fresh vegetables at farmers market grown from his farm. I truly believe that cutting through his land is shameful and cruel. That is the source of income that his family relies on. Please reconsider putting the highway anywhere else besides where farmland is. That includes not just Dave's farm but any other farmland you may be considering to build through. This is people's livelihoods and has been their homes for most of their lives. There HAS to be a better solution, and I'm hopeful that you can find one.</p> <p>Thank you,</p> <p>Whitney Bryan-Chapman</p>
Patricia	Doran		Pricedoran@gmail.com	Please do not adopt the Corridor III option that would destroy Speck Spring Farms. This Historic local treasure is exactly the type of small business that we must support, and not <u>destroy with our efforts at development.</u>
Hannah	Thomas			NOT corridor 3
Lori	Spangler		Lor24i@aol.com	Please consider road maintenance as opposed to new construction and spare agricultural land such as Speck Spring Farm!
Penny	Pickles	Blue mountain farm	Penny.pickles@comcast.com	I am stunned concerning all of the farms that are may be gone with the new rd. Blue ridge farm has been around longer than wv has been a state. Our farmers are very important!
Lori	Ouimet			Please spare Speck Spring Farm. Use an alternate route for the highway. Too much of or too many natural habitats or farmlands have been destroyed for construction. We need to preserve and protect our land if we want it to continue to provide for us. Without <u>farms we have nothing</u>
Dawn	Day		Dmddaisy01@yahoo.com	I am very concerned about the route that runs close to the river. Me and my brother own a farm on Householder Road that was passed down to us by our mother that looks like to me is in the direct path. I am also concerned being it runs so close to the river which would affect lots of farms along River Road and the water run off that would go directly into the river. I don't see where this route would be the best suited to help the congestion on Route 9 and through Berkeley Springs.
CT	Cadle		ctcadle@gmail.com	Spare the Elliott Farm which falls in the Corridor III proposed route between <u>Martinsburg and Hedgesville, W V.</u>
Sarah	Quaglio			The road does not need to expand! Stop building homes! The area for the road is unacceptable. Think if that was <u>your land.</u>
Dorie	Tichenor	Woods	Tichen1@gmail.com	Please spare the speck spring farm. Why not widen the Rte 9. Seems it could be done. At least one more lane both ways. Spare our historic and farming areas.
Jennifer	Robinson		jmrobin1964@gmail.com	Can we end this ridiculous mess of expanding Route 9. How many farms are you going to destroy? One route goes by Camp Frame. Guess you are going to destroy that also. Once you get through Hedgesville proper, traffic isn't that bad, I know I travel it everyday
Kimberly	Rockwell		Kjrock25401@outlook.com	Find another place for this highway. Your going to destroy Hedgesvilles drinking water and this farmers land from all those years back. Not right and not fair!!!!
Benjamin	Ashton			I believe the DOH should build the four lane highway somewhere other than through Speck Spring Farm. They have been there for generations and I don't believe the agricultural pursuit and traditions passed down should be replaced by more traffic.
Stacy	Dopson	Free stall	Ancientsigns@yahoo.com	Please do not put a highway through speck spring farm. Choose another route.
Ilsa	Gregg		greggilsa@yahoo.com	Speck Spring Farm needs to be protected. The owner of this historic farm, could never foresee a day when a highway would destroy his property. There is no compensation great enough for this <u>loss.</u>
Madeline	Crist		mcrist@juno.com	Please avoid destroying valuable, fertile farmland such as Speck property, a historical treasure.
Leah	Leivestad		Lfleivestad@gmail.com	Please stop corridor III. This expansion is through historic farms. These farms are <u>irreplaceable and what makes the panhandle beautiful.</u>
Madeline	Crist		mcrist@juno.com	I want to speak up on behalf of Speck Spring Farm, which would be destroyed by the Corridor III option. Development must not rob us all of the riches of farmland and <u>undeveloped land. Destroying farms hurts everyone.</u>
Troy	Sorenson		Troyasorenson@hotmail.com	Re-route the new road

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Rose	Brown		cnbmimi11@yahoo.com	Why would you consider destroying this man's property to save a few bucks.? Fine another route. Leave this family alone
Kym	Mattioli		kymmckay@yahoo.com	I am vehemently opposed to Corridor I, or any proposed corridor that runs south of the current route 9. And truthfully I am opposed to the bypass idea altogether. Make improvements to the current Route 9 and leave the homes and farms in Berkeley and Morgan County alone.
Toni	Heckler		quiltermama@yahoo.com	Please choose a route other than Speck Spring Farm for your new road. I understand there is another route that would not destroy the historic land and waterway. Also the farmland that helps so many needs to be preserved.
Terry	Smallwood	Retired from NPS	Tlsmall@icloud.com	Please save Speck Hill Farm!
Terry	Smallwood	Retired from NPS	Tlsmall@icloud.com	Please save Speck Spring Farm!
Mary	Jordan			I am asking that you please spare Speck Spring Farm which has been a landmark in our area for 216 years. With all your other options, I'm sure you can find it in your hearts and in your plans to save this farm. Imagine if this was your family's livelihood! You will destroy not only a historic property, but a family's way of life, their "bread and butter"... that also helps to supply the community. You'll destroy a habitat to many wild animals, birds and aquatic. There HAS to be another option. I know you are not heartless people and that you will do the right thing here. Please, use any other route available to you and spare this family and their farm that provides so much for our community. Thank you
Anne	Eden	I'm a 70-year-old employed woman, but my job doesn't need to be included here: just read my comments, please.	edenannes@yahoo.com	I am begging you to spare Speck Spring Farm; do not use Corridor III. I'm glad it will be finally be easier to drive to Berk. Springs, but please be culturally, historically, and environmentally aware: this 1816 farm sounds so unique due to its wildlife habitat, history of service to the community, and Nat. Hist. Register status. It pains me to see so many lovely orchards in the E. Panhandle replaced by ugly and energy-inefficient McMansions. So many years of good stewardship of the soil and the house should be rewarded, rather than negated with bulldozers, concrete, and asphalt. Having worked for the U.S. Fish & Wildlife Service, I can predict that the loss of the birds, amphibians, and other species the property currently has, will cause a chain reaction in the surrounding ecosystem with potentially damaging effects for Hedgesville and beyond. I came here to WV from the Md./D.C. area and have seen in both locations, there and here, the results of insensitive choices: traffic gridlock, air and water pollution, unregulated billboards, neighborhoods without sidewalks or grocery stores, architecturally repulsive strip malls, and the thoughtless desecration of what was once rural or forested land. Please select a route that will spare Speck Spring Farm so that it can continue to be an asset to its community! I cannot attend any hearings but just let your conscience be your guide, here!
Emily	Dragon		emmilely@gmail.com	Hello, I am writing because I recently became aware that one of the proposed routes (Corridor III) for the new highway between Martinsburg and Berkeley Springs threatens the existence of Speck Spring Farm, which has been operating in that area since the early 1800s and has many environmental and historical benefits to the community along with its value as a source of quality local food. I strongly urge you to select one of the other viable, less destructive paths and allow this farm to remain in operation.
Roberta	Whetzel	Individual		Please spare speck spring farm in hedgesville wv. Pick another route please
Jenna	Newsome		jennanewsome@yahoo.com	I am a long-time resident of the Eastern Panhandle and customer of Speck Spring Farm. This farm, along with others in the current projected path of the new highway from Martinsburg to Berkeley Springs, Corridor III, is a historic property, and an extremely valuable resource to our local agriculture. The project would completely destroy their 216-year-old farm business, which would be devastating to them, their customers, the markets they serve, and the valuable wildlife habitat in the streams and ponds on their land.  I would like to urge you to please find a less-destructive route around this precious area. The counties need the land, agriculture, and people who are committed to this area to thrive, and that includes preserving this land, property, and farm. Thank you.
Elizabeth	Hay			Spare Speck Spring Farm. There aren't enough agricultural land as it is. Leave this one alone. Find another route, stop destroying historic land.
Samantha	Gilkerson			Please spare Speck Springs Farm. This is someone's life that could be forever changed by the decision to complete this road. Farming is so important in many ways and I'm sure there are other options. This would be destroying historic land, someone's livelihood, and the foundation that this family has put their heart, soul, blood, sweat and tears into to provide for their community and their family. If you're still debating this, put yourselves in this family's shoes and then make your decision.



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Tarin	Tumblin			<p>Speck Spring Farm should be left alone. This farm is historic and attracts wildlife. By putting a road or highway through to convenience drivers, you push wildlife into areas where they will be killed. While a different route to one area from another would be nice, I think an alternative route should be considered. Why not build one from 51/81 (exit 5) up over 45 that links up to 522!</p> <p>Please leave the farm alone. Be known for saving it, not destroying it.</p>
Ann	Bradshaw		wv1950@aol.com	Please spare Speck Spring Farm. To many of these farms are being lost to roads and buildings that could go elsewhere.
Amanda	Breckley		Cloudchef82@gmail.com.com	Speck Spring Farm is an integral piece of the community not only historically but agriculturally. Too many farms are being destroyed unnecessary for expansion all in the name of saving money. I honestly do not understand why the state would even consider taking away a farm someone worked their entire life to obtain and now maintain. There are other more viable options to expand route 9 that do not involve the destruction of <del>fertile farmland!!!</del>
Odin	Smith		Smith.odin@gmail.com	Please spare Speck Spring Farm.
Emily	Cocchiaro		cocchiaroe@gmail.com	Please spare Speck Spring Farm from Corridor III. Much significance in my hometown.
Stacey	Marshall		Smarshall@appalachiantrail.org	Please save Speck Spring Farm!!!
Anthony	Moreno		anthonyl.moreno3@gmail.com	I request the state reconsider it's plan for the Route 9 expansion which would destroy the Blue Mountain Farm. Too much of our county has been destroyed already.
Michael	Navarra		mike.navarra@ymail.com	My Fiance and I just bought a house in Overlook Woods for the peace, quiet and serenity. Now I learn that a proposed highway is in plans to come down WV-9, back behind our house or through historic farm land? There has got to be a better way. All three options would create a massive amount of light and noise pollution it would force us to leave after only being here a short time. And to think there weren't any notices to residents (my neighbors and I didn't get one). I do not agree.... at all!
Fiona	Harrison	Charles Town Farmers Market	charlestownfarmersmarket@gmail.com	<p>To whom it may concern - I am the market manager for the Charles Town Farmers Market and I was recently notified by one of my vendors (Dave Elliott) about your project to construct a highway between Martinsburg and Berkeley Springs. One of these project options endangers Speck Spring Farm, an historical property and farm that is owned and operated by Dave and his wife Sue DeVall. This highway has HUGE impacts for our dear friends and valued vendors Dave and Sue. One of the proposed routes would require the 11 acres of land where their farm is located. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years. Their farm was founded by Peter Speck and was home and livelihood for many generations of his descendants until Sue and Dave bought it in 2000 with the intent on living and farming there for the rest of their lives. At the urging of local historians, they succeeded in having it listed on the NATIONAL REGISTER OF HISTORICAL PLACES because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.</p> <p>Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto their land and irrigates their crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it.</p> <p>I am formally expressing my opinion that this highway should NOT be built at all and if it is, that it spare the Speck Spring Farm. Dave is much-loved and valued at our market, and he's a favorite vendors for many many of our shoppers. To see his farming life end as a result of "growth" and "progress" would be a HUGE blow to our farming and market community. Please, I urge you, find another way. Or, better yet, abandon the project and focus on fixing the infrastructure that desperately needs repair. Thank you.</p> <p>Fiona Harrison 304-579-0924 Charles Town, WV</p>
Shelly	Leatherman		Fried meat ridge rd Keyser Wv	This isn't right for you people to take his home place away from him and his family . Find another way around this no right
Daniel	Dell	Concerned citizen	dfdell1@comcast.net	I do not want to see either of the two proposals that are west of route nine that would destroy so many hundreds and hundreds of homes and houses!
Kirsten	Fox			Placing the new route through Specks Spring Farm would be a disaster. Not only would the road destroy a historic farmland, but it would force the owners out of their home and business. Building the road would also harm the animals that call this property home with nowhere to go they would most likely parish. Leave the land untouched for the sake of its residents, both people and wildlife. Select an alternative location.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Marissa	Skillman	Citizen	Marissaskillman@gmail.com	Spare the historic Blue Mountain Farm. Preserve history and fresh, local produce.
Anita	OBrien	Resident	anita_obrien2003@yahoo.com	Speck Spring Farm needs to be spared from any plans to build a highway through it or on it. Other alternatives need to be chosen and this farm which is a historic property needs <u>to remain untouched and unaltered. Thank you.</u>
Arianna	Koumas			I implore you to seek alternative routes to Corridor III, in order to preserve the farmlands and more historic parts that could potentially be destroyed. Please do not upend farms like Speck Spring Farm, please preserve the farms, the nature, and ALL the homes (OLD and new). There are alternative solutions, and the community truly hopes you utilize <u>them</u>
Linda	Marsh		lindamarsh36@gmail.com	Please find a way to conserve this historic farm.
Brandi	Cook		Brandi.r.cook1@gmail.com	Save Speck Spring Farm
Laura	Quinn			DOH,  I urge you to please consider choosing an alternative route for the proposed Corridor III near Hedgesville, WV, one that would not destroy the Nationally recognized historic property in and around Speck Spring Farm. Thank you for your consideration.  Laura Q.
Amanda	Nobody			Please do not destroy Speck Spring Farm. We need it here.
Jennifer	Glymph	Jefferson county resident	Smusic80@yahoo.com	Please save Speck Spring Farm! We love our farmers in Jefferson county who grow and bring local healthy food to <u>nourish our community!</u>
Linda	Cerniglia		my4pugs@comcast.net	It is extremely unfair for the owners to loss their history and their homes to "benefit " us Why not take Rocwool instead? We didn't and don't need that If it was your family owned farm, you would care
Saddie	Parsons		saddiemarie1@gmail.com	Doing this will not only piss all of Hedgesville folks but take away so much of the history out of the small town of Hedgesville. Not so small anymore . People need to get a different route that live in Berkeley springs or y'all need to Provide more jobs in that location so they can work in their town.  We have enough damn Dan Ryan houses going up we don't need y'all coming in an ripping up Hedgesville even more !  Save to say y'all want more money and to tax us more . Benefiting y'all but destroying us.
Amy	Mason		doodlemakers@comcast.net	Save Speck Spring Farm from Rt 9 road expansion
Sheena	Rogers		raindrop8922@gmail.com	This highway should not cut through historical farm land like this. Find another route for <u>the highway.</u>
Willette	Bellotte		Poohbear87@hotmail.com	This state is known for its beauty, history, mountains, and reservations. We should not <u>destroy farm lands - find another way!</u>
carrie	singer	CSA user	Carriesart@aol.com	Please don't destroy Speck Spring Farm. We are an agriculture community and we need to support local farmers who provide healthy food to our community and enhance our <u>way of life. Don't destroy WV heritage</u>
Yvonne	Fisher		yvonnegfisher@gmail.com	Please save Speck Springs Farm for the community needs of food and water and <u>historical value of the home and farmland. Use alternate routes not Corridor lii</u>
Jeanelle	Schmidt		jeanelle.cekovich@gmail.com	I have read that one of the sites for a proposed highway runs through Speck Spring farm. There are other options for this highway which won't destroy historical sites. Speck Spring farm represents what makes our state 'wild and wonderfun' West Virginia. I grew up in Maryland, and watched where I live change from an area with lots of farms to a lot of cookie cutter houses. I moved to West Virginia when I could have stayed in Maryland or Virginia because West Virginia still has the natural beauty that Maryland lost. In addition to that I have bought from and supported Speck Spring ever since finding them at the farmers market. We love what they produce, and it would be greatly missed. This farm has history and is a great contributor to the communities around them. Please reconsider and choose a site for the new road that doesn't destroy what makes West Virginia such a beautiful place to live
Kayla	Rinker			More green space!
Patricia	Anzalone	None		Please find an alternate route to save this historic farm
Megan	Jonkers	Concerned citizen	megan8jonkers@gmail.com	We, as patrons of the Charles Town Farmers Market and preservationists for historic lands, object to the corridor III option that will destroy important agricultural land and it's extraordinary deep American historic value. Speck Spring Farm must, must, must be spared and preserved by rejecting the corridor III highway plan. What a true tragedy it will be if this piece of fertile land and American history is expunged leaving the richness of its heritage to books and stories, it's produce and sustenance of our community to rebar and concrete. Please preserve this priceless piece of history and let the land continue to produce the meals it's community eats together.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Angela	Mullins		Futuretestamnet@aol.com	Leave the farm land alone. Either rework your new road plan or don't do it at all. America needs it's farmers. Leave Specks Run Farm out of your plans also the 4H camp ground.
Sarah	Wagner		sarahnaomiwagner@gmail.com	I am writing to *protest the Corridor III option* for the new highway development between Martinsburg and Berkeley Springs. The construction of the highway will destroy the historic Speck Spring Farm. One of the beauties of the West Virginia panhandle and western Maryland is the diversity in farming, dating back generations. Our nation was built with small farms like Speck Spring, and local communities continue to thrive by supporting their farmers. Our communities are healthier and more proudly connected to our history when they can use locally-made products from farms like Speck Spring.
Caitlin	Barnes			Please spare "Speck Spring Farm" from the future highway proposition. It is becoming more and more rare these days that hard working farmers are able to sustain a successful business. I don't know about you but I would prefer to keep my food and my family's food coming from the United States. The more farms that are demolished lessen our agriculture sustainability. Please please think this through, a highway to lessen traffic is not worth destroying a historic farm that continues to help and sustain the community at large.
Molly	Majher		Molly.majher@gmail.com	Corridor III should NOT be built through Speck Spring Farm. The board needs to find another, less destructive alternative to the current plan. This plan would cut through and <u>destroy a historical farm and that is unacceptable.</u>
Lydia	Schwartz			This projection is an abomination. "West Virginia, Wild and Wonderful" — yet all y'all do is develop it pieces and ruin the soil. This is going to destroy farmer's lives. Y'all don't <u>care about that though, you just care about money.</u>
Krycztufor	Miller	4-H	kryczm@gmail.com	I feel that if either corridor 2 or 3 get built near Camp Frame; it will lose its historic value for the community. I was a 4-H'er when I was younger and I will be putting my children through the program when they reach the age. Camping was the beat experience I had <u>when I was younger! So please don't ruin this</u>
Melissa	Carder		Melissa@flipncheer.com	Do Not cut through Speck Spring Farm for your highway! You are destroying a piece of <u>history and a families livelihood!!!!</u>
Clair	Blumonte		Ye11w@yahoo.com	Please spare Speck spring farm, that farm has been a part of this community for so long <u>and should remain where it is.</u>
Terri	Moran		moran@marshall.edu	Please find an alternate plan for the proposed 'Corridor III' which will keep Speck Spring Farm in tact and as it is today. This is a historically designated property that in my opinion should not be destroyed for a highway. I appreciate your consideration.
Kathryn	Carden			Wv needs to find a different route for corridor III. We need to preserve historic homes & our farm lands that provide SO much to our community as much as Speck Spring Farm does! To destroy this land in the name of nothing more than a road is one step closer to showing our neighbors that their interests and livelihoods do not matter. How much farm land has been lost to all the new growth of townhomes and shopping centers?! Must we really lose more? Preserve this land, it's history, the food grown here and the habitats that SO many animals call home!
Kara	Stapleton			Please do not destroy beautiful nature!
Mary	Mason	Home Owner	Masons367@gmail.com	Too much of our land is being taken for so-called improvements. We need to keep Speck Springs Farm intact. I realized the need for better roads, however in looking at the alternatives I feel you need to select one of those. We especially need to keep property that is listed as historical land sites. Our younger generations are losing the opportunity to visit farms. Please choose another plan.
Holly	Stover	Speck Spring Farm	Hollynfricke@gmail.com	Speck Spring Farm is a valued asset to this area and needs to remain! There are other routes for Coridor III, and must be diverted to save a centuries-old operation.
Alicia	Haymaker		Alicia.haymaker@live.com	Please find an adherents route for the Rt. 9 bypass around Hedgesville. Speck Spring Farm is a vital and key component to the town of Hedgesville. The blame for the traffic and inability to find usually land (that does not destroy precious agriculture/farming land) lies completely at the feet of the Berkeley County Council and Berkeley County Planning Commission. These 2 entities are destroying the beautiful county I was raised and still live in. Please do not take another part of Hedgesville and the surrounding area because of their failures. Thank you for your time and attention to this matter. If someone would like to contact me my information is listed.  Thank you,  Alicia Haymaker
Susan	Henry			Speck Spring Farm needs to remain untouched by any road development. Another way <u>needs to be sought. THEY WERE THERE FIRST!</u>
Bevin	Keefer			Please spare the Speck Spring Farm! Please consider another path for the highway that <u>does not interrupt this beautiful place.</u>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Trena	Pratt	Pratt's Farm/Greenhouse	trenap4207@gmail.com	Please do not destroy this historical family farm and animal habitat. There are other solutions that can be a great alternative for all involved.
Taffy	Severs-Horner		tjhorner2@comcast.net	As a native West Virginian, I am appalled that this project thinks more highly of commercial than farmer. If we continue to destroy our farms whether it be for homes, roads, or commercial development and change them to concrete covered acreage, we will not only destroy the enterprise of agriculture but further damage our planet. the monetary draw to go through undeveloped land is certainly a draw to the state but we MUST think about our future and this man's life as a farmer. STOP, THINK, and look elsewhere!
Danielle	Hunter		Dhunter86@comcast.net	It seems every option will cause problems for the towns farms and historical sites. Hedgesville has a long history of farming, orchards and agriculture. Several of these plans would be detrimental to the farmers, fertile land and historical sites that surround the town. Specs Springs Farm would be lost, a farm that has been in place for 200 years. Camp Frame, home to the 4H tri county camp would be forever changed. Thanks to decades of unchecked growth in housing and development there is a need for upgraded roadways, but I do not think that any of the bypass solutions are beneficial as they would do more harm then good to the people who have called hedgesville home for decades. Possible solutions of just upgrading the excising roadway to cause the least amount of impact or taking a look at a bypass closer to spring mills/ falling waters (were there is lots of farmland already for sale sadly) I feel would be more widely approved solutions.
Sandra	Grove		sandygrove15@icloud.com	Save Speck Springs Farm!
BJ	Appelgren	Healing Arts Council	bjappelgren@comcast.net	This is an historic property and a wonderful farmer that contributes to the uniqueness and beauty of Jefferson County. Certain healthy aspects of this area should be respected and preserved and this is one of them. Don't contribute to the destruction of this <u>exceptional historical and valuable resource</u> .
Margie	Knott	self	Margie.Knott@yahoo.com	In regard to expanding Rt 9 to a 4 lane highway..my answer is NO.. do not destroy the National Register Historical Place farm called Speck Spring Farm near Hedgesville...corridor 111 would cut thru it... find an alternative route...quit destroying historical places...we need to preserve our WV history, our farm land and natural surroundings. We do not need a 4 lane highway...just straighten out the old Rt 9.. a new fast highway will just encourage drivers to go faster and bring more traffic to the area...keep the area RURAL! Margie Knott
Susanna	Henderson		henderson.sid@gmail.com	Please do not destroy Speck Spring Farm. I am against Corridor III option.
herb	peddicord		hc3rs@comcast.net	I have been traveling this road regularly. None of the alternatives are good. I think starting from east to west the blue route to the green route will take you into Berkeley springs. Why consider routes that do not go to BS? Also what is needed is a two lane highway with limited access points via traffic signals. We do not need a four lane controlled access highway with a huge environmental footprint.
Ef	Klejnowski		Kski1225@aol.com	Don't ruin speck stream farm
Alyssa	Nixon		Lyssalou1997@gmail.com	Speck spring farm is important to our community and surrounding area. I feel a different and less destructive path should be made.
suzanne	ravgiala	none	illpass@comcast.net	you should not ruin an historic farm while leaving all the new houses being built and those that have been built lately. how come they were allowed to build if there was a proposed hiway in the works ? SPECK SPRING FARM should be left alone as they are trying to continue the farming tradition in this community
Amy	Bragg			Don't destroy Speck Spring Farm, or ANY locally owned farmers working hard to provide food and resources for West Virginia!
Dena	Walters	Speck spring Farm	nativelovedee@gmail.com	Please keep the SPECK SPRING FARM and re-route the road around it. It has History and provides life and food to all of Us from the bird and animals to the insects. We have had enough of companies tearing up our beautiful rural communities.
Rick	Garland	Citizen/Historical Tour Operator & Guide	rickgmail@comcast.net	Please spare the 'Speck Spring Farm' when building the new proposed highway between Martinsburg and Berkeley Springs. It's both a significantly Historic & Productive property. Please choose another Route for the highway and do not disturb this very <u>important and significant plot of land</u> .



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Dawn	Hutzler			<p>As a local resident of almost 40 years, I am deeply saddened and angered to hear of plans to destroy a family farming heritage spanning over 2 CENTURIES. It is ridiculous the amount of farm land that is being destroyed all through our county.</p> <p>Our county has some of the most idyllic and beautiful scenery. Please don't further carve up the beauty of our countryside any more than it already has been - especially at the cost of forcing a family off of their MULTI-GENERATIONAL FARM, this is their way of life and it's a historic piece of land.</p> <p>This should be an easy decision.. I find it hard to believe that something so basic needs to be begged for.</p> <p>Do. The. Right. Thing.</p>
Krista	Hawley			Keep Speck Spring Farm! We love our local community farm and the historic component.
Sarah	Young		Hanginbyathreadjewelry@gmail.com	Please spare Speck Spring Farm in your decisions on a highway route through Hedgesville. We have so very few historic businesses that have survived the test of time here, much less over 200 years! This farm has survived killer snows, the Great Depression, each Recession, and even this global pandemic that has sadly shuttered so many businesses. A farm isn't like a corporate location in a brick and mortar building, who can probably survive a move across town to another building. This farm doesn't have corporate funding and endless choices of suitable locations. Please don't kill this family's legacy of caring for its neighbors.
Louisa	Capell	None	smurfberry10@gmail.com	<p>Hello,</p> <p>I'm sending you this message regarding speck spring farm and your proposal to destroy it. I live in the area and there are so many of us who would be devastated to lose such a beautiful historical and important location. Please reconsider using one of your much more reasonable plans.</p> <p>Thank you.</p>
Eve	Gettys	Human being	Eg29803@yahoo.com	<p>We have to save small local farms. We need them more than a road. The state should be investing in mass transportation and stop building roads. We need farm and farm land more than roads. Small farmers are more important to the local people and if they do not want to drive route 9 then they do not have to just stay home. In the future and it will be more important to feed people than move them around.</p> <p>Save Dave Elliot's Blue Mountain farm from the road and big AG and from commerce that will turn it into stuff that just is not needed. WV needs to preserve its agricultural lands !!!!!!!</p>
Austin	Dorsey			Corridor III doesn't need to disturb the Speck Spring Farm since it's been around for so many years and it helps supply food to the state! We need more farms in WV and not disturb the ones we currently have. Farmers have it hard enough trying to keep up with supply and demand!!
Madison	Figueroa	Speck Spring Farm	Madisonfigueroa0@gmail.com	Don't tear up an old mans lively hood
Bonnie	Carkeek			Save speck springs farm
Emily	Sanders	Self		Don't close speck spring farm- let the tradition live- Please consider the lives that will be affected and choose another route.
Roger	Carey		rcarey2029@gmail.com	The possibility of destroying Speck Spring Farm for the Corridor III option is horrible. This is an historic site that is also a productive small business that should not be destroyed for a highway. I urge you to choose a different site rather than this ill-considered option. It is an outrage that this is even being considered.
Angela	Workman		Angelanworkman@gmail.com	Please do not build a highway through Speck Spring Farm to connect Martinsburg to Berkeley Springs. Save Speck Spring Farms!!
Molly	Queen		2coolqueeny@gmail.com	Please don't build this road ♡
Brandi	Boho		Beautifuldisaster41486@gmail.com	I am writing to urge the discontinuation of plans to build roads through Speck Springs Farm. Our local farms are vital to AG in this wild and wonderful state and we need to do all we can to keep it wild and indeed wonderful. SSF provides a great asset to this area and is the livelihood for a generational business that will be passed down for years to come and be of great benefit.
Christa	Lemons		ziggglemons@yahoo.com	Speck Spring Farm is an historic and environmentally important area and should not be disturbed and ruined by the proposed highway. Consider another route.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Erica	Bailey		e Bailey00@gmail.com	Please do not sacrifice our local history and functioning family farms for the sake of a highway that could easily be rerouted elsewhere. We all need food!! No farms no food! Some of these farms have been operational and family owned since 1814. They are a WV staple and a historic resource for our communities. It would be shameful to literally pave over it all and take everything these families have for the sake of a "limited access" highway. Our area (Berkeley and Jefferson county) has already lost irreplaceable farmland to developments and unhindered urban sprawl. Certainly we can find another solution or route to run this proposed stretch of highway. There has to be a way to progress without destroying our resources. !!
Karin	Franklin		Kmerlinater@yahoo.com	When choosing an alignment, try to find an option that doesn't eliminate working farm land that is supporting local farmers markets. The small farms are important to the panhandle to provide quality local produce to the residents.
Jessica	Peck	Rooster Dirt Farm	Jessleighbreimold@gmail.com	I am commenting to express my absolute disapproval of corridor III as a route option for the road around Berkeley springs and Martinsburg. We've lived in cross junction, Virginia for the last 7 years and just moved back to our hometown in PA. We did and still do travel to Shepherdstown, WV every Sunday for the farmers market. Our route before we moved took us through some of the most beautiful and semi-untouched land in the area....the exact area where this road would be running through. There are many operating farms through that area, including one we know personally, the Speck Farm...which not only still produces food for many people in the area but also has a lot of historical significance. Not to mention the habitat for native animals and birds that reside on this farm and other lands that would be destroyed by this road. Please consider other options rather than destroying more of the beautiful West Virginia countryside and farms that are already dwindling.
Theresa	Jenkins	Land owner		Keep the farms my god to much building for are area this area was not meant to be a city <u>keep the country farms</u>
Martha	Deio		mdeiser724@gmail.com	That is a nice area we cannot maintain the roads we have it is not right to force a <u>taxpayer that has lived there all his live and make him ruin HIS property</u>
Laura	Powell		lpowell@hbp.co	Please use a route for the Route 9 project that will not destroy the Speck Spring Farm, the very important natural habitat of the spring and surrounding beautiful and historical properties. Far too much of our county has lost its natural beauty due to greedy developers and poor planning. Thank you for your consideration in this important and <u>irreversible decision</u> .
Meredith	Ross		Meredithross97@gmail.com	How is this relevant to meet the needs of us residents. There are so many unfinished road projects that need your attention. There must be a better way to accommodate a <u>historical landmark and the needs of WV residents.</u>
Tesia	Huffmam	N/A	Ricketts1207@gmail.com	Spare Speck Spring Farm! Use a different route that does not destroy the farm that has been around since the 1800s in our Wild and Wonderful WV State.
Melinda	Keuroglan		mlkeuroglan@aol.com	Please reconsider and remove Option III thereby preserving Speck Run Farm. This is not only an historical farm and homestead, but should be saved to benefit our community and provide green space. Sometimes the best option isn't the less expensive option, and the preservation of this farm outweighs any other consideration.
Jodie	Hottinger	Spring speck farm	vajodie69@aim.com	Please do not destroy Spring speck farm. Historical places should never be destroyed. It is a <u>productive farm.</u>
tima	newell	citizen of the USA	tjnkjn9@onewoods.net	We the people are tired of being pushed around by the government overreach. It is disgraceful to even think a family run farm and business now has to fight for their own property to be not be overtaken for a HIGHWAY!! How do we plan on feeding this country if land and farms are taken over and in their place highways and cities? Plan the highway without destroying fields and farms that are more necessary than a convenient new road that destroys property and history and sources of food for people. Sincerely hope you do the right thing and leave this farm <u>ALONE!</u>
Cheryl	Gregory	Speck Spring Farm	Cheryl.gregory00@gmail.com	Yes the traffic is terrible. We have lived 1 1/2 miles off Rt 9 near Hedgesville for 48 years but to develop a new road that takes Speck Spring Farm and other important agriculture is <u>WRONG</u> . take the commercial/ building properties. We don't have many farms with land left and we have way too many townhouses. There aren't enough schools to handle the population so let the farmers continue to produce food to feed who we have now.
Mark	Double		mdouble122@gmail.com	I would encourage the Dept. of Highways to find an alternate route to avoid the Speck Spring Farm. Historical farms are a treasure to WV and they should a highlight of our state. Routes for progress are difficult decisions, but please find an alternate to avoid this <u>historic piece of property.</u>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Donald and Carolyn	Whetstone	Private citizens of Jefferson for Speck Springs Farm	englishtudor@yahoo.com	<p>Too much of our valuable farm land has disappeared to the housing development and shopping center development.</p> <p>When we moved here in 1978 we loved the fact that the area was rural. With beautiful orchards and farm land. We enjoy buying locally from the farmers and orchards., Fresh delicious produce picked fresh from the fields. It didn't get better than that.. The crispness of the apples, juiciest peaches and those delicious tomatoes. Just to name a few..</p> <p>So please don't destroy another Historical farm know as Speck Springs Farm.. This farm and others are important to the heritage of our county and its residents  <b>SAVE SPECK SPRINGS FARM !!</b></p> <p>Sincerely,</p> <p>Don and Carolyn Whetstone</p>
Zoe	Phillips	Speck spring farm		I don't believe it's right to destroy this farm that has been here for many decades. A less destructive path needs to be taken.
Pamela	Short	Self	pmlshrt1247@gmail.com	Please spare Speck's Springs Farm!!!!
Allison	Jones		Aej0011@yahoo.com	<p>Please consider sparing Speck Spring Farm. I understand the desire for a new highway but the state of WV is adored because it is "wild and wonderful" and we are known for being a state that values it's community. By destroying a family farm it is suggesting we no longer value small businesses, especially ones that have been around for years. By adding yet another major highway we are destroying the beauty that attracts tourism. People choose West Virginia because it is beautiful, not covered in concrete. People choose West Virginia because we are a community of good people always willing to help each other, and save our small businesses. People choose West Virginia because our politicians respond to us. Many people are moving to West Virginia, so I understand the desire for the highway. But the reason people are coming here is because we are beautiful, strong, and unlike the rest of the country. Let it stay that way and please do not destroy this families business. Save Speck Spring Farm!</p>
Faith	Johnson		faithjohnson13@gmail.com	Find an alternative route for the new road. Never take a family owned and operated farm. Always choose conservation of a communities lively hood over a new route.
SARAH	SPINDLER		STMIURA@HOTMAIL.COM	SAVE Speck Spring Farm!
Donna	Wilkinson		wwheaven@gmail.com.com	<p>I had been gone from my Wild Wonderful West Virginia for a few years. I was born there. Lived in various Mingo county, Cabell County ,and Berkeley county. Unfortunately because of health i had to move to warmer climate.</p> <p>West Virginia is always my home it's in my blood, in my heart,my very soul.</p> <p>I would hate to know that you were taking and destroying a Family's livelihood and that has been there for centurys. I don't know these people I only knows you need to find some other way then this. Help me to remember my vision of my Wild Wonderful West Virginia</p>
Kelli	Sites		Kellisites86@gmail.com	<p>Spare local historical properties and farms. Speck Spring Farm and a number of other historical properties should take precedence over the new construction of townhouses and strip malls. Our town has a rich history that should remain unadulterated. Please spare the historical properties that are the foundation of our town and have helped make it what it is</p>
Sarah	Feit			Please don't take this man's farm!!!
Jack	Brown			<p>Hello.</p> <p>I read about this and implore you to pick a different route. Farming is so important to the community. We definitely need it more than a new road. Thank you!!</p>
Leslie	Corneal			Do you really have to go through the farm?? Such a travesty. Big business in a small town. Please reconsider and take a different route
Lesa	Selders			<p>I implore you to reconsider tearing up historic homes and properties such as Speck Spring Farm which should be on the historic register. Instead why don't you consider all the new growth housing that caused the problem in the first place. Quite frankly, I am tired of urban sprawl in the name of "progress." Please leave our historic areas alone.</p> <p>Thank you</p>
Dakota	Hardman	Speck spring farm	dakitahardman1@gmail.com	There are less destructive ways to add a new road without destroying a historic fully functional and community providing farm
Maegan	Bryner			Speck Spring Farm should be spared and alternative routes should be used for the highway.
Patsy	Smith	Florida Farm Bureau	Patsysigman@hotmail.com	<p>Speck Spring Farm. Save this precious piece of history!</p> <p>The only way we save our farm, 100 years this year, was Florida's Family Farm and Rural Easement. Not many of us left who care.</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Magi	Schug			This farm is so important!! You can't just destroy history. HUNDREDS of years contributing to the community. Unacceptable. Figure something else out and keep this farm safe!!
Tyler	McDonald		Typlaying@gmail.com	Leave these poor farm lands alone!
Alan	Crouse		Alancrouse34@gmail.com	I feel that this would cause a great loss of our rural area as we know of today. Either plans would again cause relocation issues with many. Especially the elderly. Many move here or stay here because of the rural area. The seclusion of the big city life is what many seek after. My family votes for some needed upgrades but certainly NOT any projects as spoken above. Keep our rural area that provides homes for many of our wildlife.
Deborah	Nava		Mrsdbnava@gmail.com	Please reconsider having to destroy the farm that had served its community for over 200 years! There is already so much residential development happening in Berkeley that is threatening the one thing everyone had moved here for- the ability to enjoy the beautiful things WV has to offer which includes its family owned historic properties and farms. Give people a reason to come visit: historic properties are a window into this state's long history and strength. They provide an opportunity for tourism.
Sergio	Nava			The thought of losing Speck Spring Farm and all it has provided the community for over 200 years is inconceivable. Not to mention the potential environmental impact this would have to the wildlife that rely on the waterways that flow through the property. Historical properties such as this one, that still serve the community, should be cherished as opportunities for tourism and therefore an influx of revenue into the county coffers as opposed to simply a nuisance. There are other ways to solve the problem. Save the farm!!
julia	Robb	none	juliarobbmar@aol.com	It makes no sense to destroy undeveloped properties, and farms (and historic properties) like Speck Spring Farm, which further reduces the amount of undeveloped land in this country while at the same time further erasing our sense of history.
Megan	Parker	Home Owner	Mybenford@gmail.com	I am completely opposed to the route 9 expansion options I, II, and V that would all very negatively affect the neighborhood I have chosen to raise my family in and have only recently moved to. I chose this area because I commute on 81 N for 55 miles. I specifically chose where we live knowing that I would have a safe and quiet neighborhood with easy access for my commute. I do not want that to change. I want to keep my child and home safe without loud and busy traffic close by. Or even worse, directly through my neighborhood and yard.  My first choice is to expand the current route 9 where possible. I do not want expansion or new roads in the southern area of route 9.
Karen	Gardner			Please save Speck Spring Farm from development. This historic farm should not become a highway.
WAYNE	INMAN	ME MY SELF AND I	wite007@aol.com	I WOULD FAVOR THE BLUE AND GREEN ROUTS AND THE PURBPLE ROUT WIPES OUT MY HOME AS WELL AS 12 OTHERS HOMES PLUD THE SOIL ON THIS HILL SIDE WOULD REQUIRE A LOT OF BLASTING TO REMOKE THE HUGE ROCKS / BOLDERS
Rosalinda	Pascual		rosalinda.pascual@gmail.com	I am asking that your agency avoid placing an expansion road/highway through Corridor III where Speck Spring Farm is located. Please choose either no expansion at all or one that is less destructive to farms and the beautiful ecological environments of the Eastern Panhandle. I can handle, as I have many times, the current traffic set up on Route 9 but I cannot accept destruction of Wild and Wonderful lands of West Virginia.
Andrea	Greenawalt	Farm to Table	gaygreena@yahoo.com	Speck Spring Farm is a Historical farm. It's been in your community a very long time. It is family run. Why would anyone want to destroy this farm. I hardly think it's worth it. Would you bulldoze your business down for a road. I am sure someone could figure out a different way. Give it some more thought before you destroy a couples livelihood.
Taasha	Beitz			Please use an alternate route rather than destroying Speck Spring Farm.
Amanda	Burton	Concerned Citizen	amanda.burton@icloud.com	Speck Spring Farm I grew up in Berkeley County, WV, and took great pride in my community, particularly our farms. It saddens me to return home to see all the industry that has taken over. Please spare this farm. Farm land lost is farm land that is lost forever. Please use your <u>alternative location for your highway</u>
Bryan	Gibbons		bryanrgibbons@gmail.com	Please consider alternative routing for Corridor 3 in order to avoid Blue Mountain Farm.



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Kimberly	Hernandez		Kimberlyhch367@gmail.com	<p>Dave Elliott (owner/operator of Blue Mountain Farm) recently found out that his farm falls within a proposed highway corridor between Martinsburg and Berkeley Springs and he could lose his entire farming operation on his historic property. Please see his letter below, and click on the links to make comments on this. More details can be found in the links. THANK YOU!!!!</p> <p>~~~~~</p> <p>Hi, folks--</p> <p>The West Virginia highway department is developing plans to build a new, four-lane, limited access highway between Martinsburg and Berkeley Springs to alleviate traffic on the current route, WV 9, particularly around Hedgesville where my wife and I live and farm.</p> <p>One of the proposed routes would require the 11 acres of land where our Blue Mountain Farm is located. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years.</p> <p>This route, called Corridor III, is said to be attractive to road builders because it skirts much of the nearly unchecked commercial and residential development that has overtaken our area in the past two decades. It would avoid the need to cut through the extensive tracts of new townhouses, single-family homes, strip mall shops, fast food restaurants and numerous convenience gas stations. But it would spare them at the expense of destroying older, even historic houses and fertile, productive farmsteads like ours.</p> <p>Our farm was founded by Peter Speck and was home and livelihood for many generations of his descendants until Sue and I bought it in 2000 with the intent on living and farming here ourselves for the rest of our lives. At the urging of local historians, we succeeded in having it listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.</p> <p>Speck Spring, its stream and its ponds -- part of the farm that was given to the local</p>
Kym	Mattioli		nbbsmom@hotmail.com	<p>I would like to point out that the purple corridor appears to cut right through the Harlan Run subdivision. This is a well-established subdivision that has 111 homes ranging in home values currently between \$350k - \$465k. By my count, approximately 58 homes would be eliminated and a major impact to the community and the remaining homes. Even at a conservative \$350k per home, that's \$20 million dollars worth of real estate wiped off the Berkeley County tax rolls. Harlan Run has many prominent local business owners, physicians, lawyers and community leaders who own homes in this quiet, affluent community. Running a four lane noisy thoroughfare for tractor trailers through or near this subdivision, instead of north of route 9 along the Harlan Springs Rd. area where there are fewer homes impacted, far more available land and ties into the industrial/warehouse area that is the destination of many of the trucks this highway is being built for anyway, seems to be short-sighted. Thank you for your attention and consideration.</p>
Sherry	Henry		willow0621@yahoo.com	<p>I recently read an article about your future plans for Corridor III which would take the land of Spreck Spring Farm. Please find another route and save this historic farm property and the Spreck Spring pond and streams that a much needed resource for the farm. Please don't take the land from this farmer &amp; his family. Please preserve it. Please.</p>
Sheree	Redding			<p>Please do not destroy farmland, streams, ponds, birds bees and wildlife's natural habitats when they are gone they're gone. Ugly old townhouses etc.. can be rebuilt elsewhere without so much bad consequences to the present and future of so much and so many.</p>
Nathan	Adam			<p>It's a tragic day when you discover that heritage farm land will be destroyed to put in a road. In an already very limited agriculture state who's idea was it to destroy 100's if not thousands of acres of farm land in order to build a road?</p> <p>That's foolish and the engineers who thought of such should be fired.</p> <p>I strongly disapprove of the destruction of heritage farms and at the end of the day we all</p>
Michelle	Palmer	Resident	mpalmer0323@yahoo.com	<p>Please do not sacrifice Speck Spring Farm which has been in existence for over two hundred years for the sake of a highway. Thank you</p>
Kristen	Kettering	Na	Wagamankm@gmail.com	<p>This highway plan will create more problems than it will solve. We continue to add more highways wiping out farms and family owned companies. We understand that something must be done, but to continue to take away the old to push more homes into our area isn't going to fix the issue. Everyone, including you, needs to see that traffic caused by large townhome rows, and major developments, isn't the fault of these farmers, people who have had land for hundreds of years. Stop pushing away small businesses. Please!</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Terra	Haggerty		terraxwv@msn.com	I am writing to urge you to reconsider the proposed Corridor III Route through WV 9, particularly around Hedgesville, and specifically through Speck Spring Farm. This farm has been an important part of the community for 216 years, providing food and clean water. Speck Spring Farm is registered on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation. This working farm still provides recourses to the community and beyond. It would be a shame to choose what is easiest for the DOH, instead of what is right for this farm, the owners of the property, and the community. Please choose a route that does not destroy a this farm and other
Meta	Hobson	none- resident	meta.hobson@gmail.com	Please don't destroy the natural beauty we have because this town has chosen to grow and build too many houses. Rt 9 does need improvement, but not at the expense of farms and historic homes. Speck Farm needs to be kept whole and running. Hedgesville does not want to become another overgrown town (which it already is) - how about making all the sellers of land - pay for the upgrades of roads? Please, please come HERE to view for yourself before making a decision from 4.5 hours away. Charleston is VERY different than the Eastern Panhandle and we need help protecting our lands from these money hungry housing companies.  Thank you,  Meta Hobson
Christine	Shoemaker	Independent	Christinemshoemaker242@gmail.com	Please spare Spring Speck Farm. We need to preserve our local farming communities. They are part of what makes WV what it is.
Jim	Hoyt	Cacapon Group	jimhoyt1@mac.com	I think the purple route is best. This would cause the least disruption from existing travel, where schools and stores would be closer to the new route. The only thing I would consider is there is a planned hospital access road in Berkeley Springs which might be a better starting out point as this will pick up traffic that is currently using the River Road "shortcut". This would also get traffic coming from the East into the hospital much easier. With the Rt 522 bypass coming in, that would be a more logical place to start. Why weren't these other new roads included in these drawings?
Jennifer	Rowley	Fairbee Flyers	garafon@ Hotmail.com	Putting the proposed road from Berkeley Springs to Hedgesville/Martinsburg through productive farmland, wildlife habitat and sites that are on the National Historic Register? There have got to be better options. Let's preserve watersheds, farmland, historic sites even if it's harder and more expensive. These things will be a rare commodity in the future
Alexis	Fugitt			I'm writing this to please urge you to spare Speck Spring Farm. Take another route that is less destructive avoiding corridor III.
Kelly	Kowalski		kelly.kowalsko0441@gmail.com	I absolutely am against the Corridor III plan of highway construction that would go through and destroy the Speck Spring Farm, a farm registered on the National Registry of Historic Places. If you have to take ppls' property, take it from those who aren't sitting on generation's old farming land with an important water source for Hedgesville. There can always be more townhouses, big box stores and developments but we are losing too many of the historic places which are becoming fewer and fewer.
Donna	Bertazzoni	Historic Shepherdstown Commission	dmbertazzoni@comcast.net	I am writing to urge the DOH to select an alternative to Corridor III for the limited access highway between Martinsburg and Berkeley Springs. Corridor III would require destroying the Speck Stream Farm, a historic property that has been in existence for more than 200 years. The historic house on the property is listed on the National Register of Historic Places because of its rare and unique characteristics as well as the degree of unaltered preservation. The Speck Stream, which runs through the property, is a habitat for Blue Herons, ducks and geese as well as snapping turtles and other wildlife. The fertile land has been farmed continuously since 1814 and the current owners serve the community with fresh fruits and vegetables -- a welcome alternative to the packaged and processed produce available at local grocery stores. Other options are available that will not affect a unique property that is integral to the history and culture of Berkeley County. Please select an alternative. Thank you for your consideration.
Emilie	Hebert		emiliehebertfl@gmail.com	This is completely ridiculous, this is a historical monument and this man's home, I know it didn't matter when you took land from the Indiana. But he is your people, our legacy, this man and his farm knows things about this world you couldn't even dream. Please have some empathy and compassion and think about if it was your mom or dad's house. That had been in the family for century's. This man's life is his home, crop and animals, you take that away you are taking his whole life and his family's legacy.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Chris	Dardick	WV resident	cdardick@comcast.net	Historic family farms are one of the critical features that make the Eastern Panhandle a desirable place to live, work, and raise children. Small family farms are rapidly disappearing. It is imperative that these be saved to the extent possible. This highway project, while necessary, will better serve the residents of the Eastern panhandle if it avoids disrupting important cultural landmarks at all costs. The cost of losing the farming sector will have long term negative impacts on residential home values and economic growth. Please avoid destroying this historic farm that has tremendous cultural and economic value to the panhandle.
James C and Mary G	Holland	James C Holland is Professor Emeritus, Shepherd University; Mary G Holland is a retired librarian	mandjholland@frontiernet.net	As residents of Jefferson County, WV, since 1971 and strong supporters of the preservation of West Virginia's agricultural and historical heritage, which is also crucial to the environment and public health, we urge you to select a route for the new highway which will NOT DESTROY SPECK SPRING FARM. We depend on the produce from this farm which is available at our local farmer's market. In recent years it has become increasingly difficult to find good clean fresh fruits and vegetables that support good health, and this farm is an important source for us. As historians and supporters of the environment we are also deeply concerned about the threat to this historic site -- and to the integrity of its surrounding area. Thank you for your kindness.
Elizabeth	Ricketts		elizabethricketts13@gmail.com	In regards to "Speck Spring Farm" and corridor III: Please save Speck Spring Farm I urge the WVDOH to consider other options for the road improvements to the east-west transportation link between Martinsburg and Berkeley Springs (Corridor III ) other than the proposed route that would require the 11 acres of land where "Speck Spring Farm" / Blue Mountain Farm is located. This is a thriving farm that has been in operation for 216 years and still operates today, providing nutritious locally sourced food to hundreds of regional citizens through farmers markets. Dave Elliott and Sue DeVall are treasures in this community and this road construction would destroy their farm and end an agricultural operation that began in 1814. Please reconsidered the Corridor III route proposal. Thank you for your time
Jeffrey	Russell		Jrrussell36@hotmail.com	I support local farmers. I support Speck Farm.
Richard	Krachenberg		karlkrachenberg@gmail.com	As a 21 year resident of Hedgesville and Morgan County I strenuously object to the destruction of Speck Spring Farm. That was a stopping point of J.E.B. Stuart during one of his campaigns over the Potomac, and the farmhouse there is original to the property. Wiping that out is akin to removing George Washington's legacy in the area. For shame.
Woneeya	Thundering Hawk		Firedawnhawk@aol.com	Stop destroying nature and good peoples' lives. It's been stated that there are alternatives. Why destroy this land which is home to all vital life force? Do the right thing. <u>Honor the land.</u>
Sue	Nolan		Sue.Nolan.90@yahoo.com	I spend quite a lot of time at the Charles Town Farmers Market; and on of my favorite stalls is the one run by Dave Elliott. I understand that if the new road goes through his farm it will mean the end of his livelihood. I also understand there are alternative routes for this new highway. PLEASE consider your final decision very carefully and don't destroy an historic landmark! Thank you for your earnest consideration in this matter. Thank you.
Lydia	King			Speck Spring Farm has both historical and economic value. Fertile farm land and historic scenery continues to be destroyed for the sake of mere convenience and it is destroying the natural beauty and appeal of the area. Leave Speck Spring Farm out of commercial projects.
Sam	Yates		Samanthaeyates@gmail.com	Please spare Spring Speck Farm
Rachel	Hess			Spare Speck Spring Farm! It is wrong to destroy history and a families hard work!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Claudia	Orr	Citizen	cwoorr@gmail.com	<p>WV 9 Planning and Linkages Study:  I am writing to urge you to reroute the proposed limited access connector away from "Speck Spring Farm".</p> <p>Most importantly it is a productive farm which supplies me and many other local friends and acquaintances with food. This cannot be over emphasized. In this time of disruption of the nation's and world's distribution network, local farms are a critical resource. The fact that the DOT is even considering the option of destroying this farm is mind boggling. This farm is a vital resource for our community.</p> <p>Additionally, the farm has been in operation for over 200 years and is listed on the National Register of Historic Places.  Your decision will affect our community today and it will affect generation upon generation to come, your grandchildren's children.</p> <p>Thank you,  Claudia Orr</p>
Marie	Soper		dmsoper92@gmail.com	<p>We have bought a house in the Back Creek Valley and realize the need for improvements to Rte 9, however, we would like to see the valley preserved from large development and the Speck Spring Farm preserved. We urge you to go with the Corridor IV option to <u>alleviate traffic around Hedgesville</u>.</p>
Rosamund	Eiler	myself	rozeiler@gmail.com	<p>When we moved to here (some 20 years ago), we noticed the impressive historic pride in Harper's Ferry, Martinsburg and Berkeley Springs.</p> <p>These areas valued their links to the past and looked to develop tourism for a stronger local economy. A variety of properties are on the National Registry of Historic Places and the WV's National Register of Historic Places.</p> <p>However, much (unregulated) development has been allowed and has changed the area significantly in those 20 years! The West Virginia highway department is developing plans to build a new, four-lane, limited access highway (Corridor III) between Martinsburg and Berkeley Springs to alleviate traffic on the current route, WV 9, particularly around Hedgesville. Commuter travel on 9 between Martinsburg and Hedgesville is indeed heavy. However, continuing to Berkeley Springs and Cacapon State Park is more leisurely and scenic.</p> <p>Corridor III makes very limited sense. This proposed route would require the road construction through an historic agricultural operation that began in 1814 and has served its neighbors, community and friends for 216 years. There are a few living old American chestnut trees on Speck Spring Farm that haven't been killed by blight.</p> <p>The cost - both financial and historic - of destroying older, historic houses, American Chestnut trees and fertile, productive farmsteads cannot be measured. The area is significant both because of its rare and unique physical characteristics and because of its substantial degree of voluntary, unaltered preservation.</p> <p>I'm writing in favor of the only reasonable option; update the existing highway by straightening and widening where possible and increasing safety measures with the use of traffic signs and signals, roundabouts or other measures. The update option would also be less expensive and disruptive to nearby residents.</p>
Michelle	Files	Speck Spring Farm	Michellefiles@comcast.net	<p>Our area has lost several farms to housing developments and commercial buildings. To see people lose their livelihoods (Speck Run Farm) and their family homes especially the <u>historic ones would be a tragedy for our area.</u></p>
Michael	Elder	American Electric Services	melder@americanelectricservices.com	<p>I highly urge you, as responsible WV citizens and responsible planners, to choose alternative and acceptable routes other than Corridor III. We all depend on local farms like Speck Spring Farm for the rich bounty of food they produce. Such agricultural and historic land must be preserved not only for us, but for future generations to have quality nutrients and to enjoy all that this fertile land has to offer. Destruction of this ecosystem and its history would be a travesty. Thank you.</p>



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Jeffrey	Allen		jsallenwv@gmail.com	<p>Regarding the proposed new, four-lane, limited access highway between Martinsburg and Berkeley Springs, one of the proposed routes would require the 11 acres of land from the Speck Spring Farm. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years.</p> <p>The farm was founded by Peter Speck and was home and livelihood for many generations of his descendants. The farm is listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.</p> <p>The West Virginia Division of Highways has other alternative and acceptable routes it could select instead of Corridor III and I encourage them to choose one of the alternative routes.</p>
Bj	Appelgren	NA	bjappelgren@comcast.net	Save Speck Spring. Valuable historical landmark and current cultural icon.
Taylor	Browning			I've been a resident of Hedgesville from the time of birth. I remember how small of a town Hedgesville used to be and I'm sad to see how much it has overcome the agricultural lands we have here. I can't say I'm in favor of the new road but I do understand. If it means taking out yet another farm then I say absolutely not. Find another way!
Brian	Dettling	Self	bdettling2008@hotmail.com	I urge the WVDOH to consider alternatives other than Corridor III for the expansion of Rte 9. Use of this proposed route would result in the destruction of a valuable site that is already listed in the National Register of Historical Places, not to mention nearly priceless farmland, and a significant area of West Virginia history and heritage. I fully agree that this project should go forward, but not at the expense of the very things that make West Virginia attractive to its residents and visitors. Let's make sure we keep West Virginia "almost Heaven"!
Nancy	Heisel		Nancy@nancyheisel.com	PLEASE spare the farms from building a bee road. We need to save the earth where food is grown and has been for MANY years. Don't take the easy way, take the right way. <u>Protect those who provide for so many others.</u>
Colleen	Tucker			<p>I am writing to oppose the Corridor III option for the new highway to Berkeley Springs. This option will kill a local business, Speck Spring Farm. It would destroy a family's livelihood. This is just wrong.</p> <p>The 4-H club can be compensated for its land and the camp can be rebuilt somewhere else. <u>You cannot rebuild this farm or this business if you destroy it.</u></p>
Steven	Dykstra		stevedykstra@comcast.net	<p>I saw this post on the Charles Town Farmers Market, WV Facebook page on 3/31: Good morning friends. One of our vendors needs your help. Our dear friend Dave Elliott (owner/operator of Blue Mountain Farm) . . . could lose his entire farming operation on his historic property. See his letter below: Hi Folks- The West Virginia highway department is developing plans to build a new, four-lane, limited access highway between Martinsburg and Berkeley Springs to alleviate traffic on the current route, WV 9, particularly around Hedgesville where my wife and I live and farm. One of the proposed routes would require the 11 acres of land where our Blue Mountain Farm is located. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years. This route, called Corridor III, is said to be attractive to road builders because it skirts much of the nearly unchecked commercial and residential development that has overtaken our area in the past two decades. It would avoid the need to cut through the extensive tracts of new townhouses, single-family homes, strip mall shops, fast food restaurants and numerous convenience gas stations. But it would spare them at the expense of destroying older, even historic houses and fertile, productive farmsteads like ours. Our farm was founded by Peter Speck and was home and livelihood for many generations of his descendants until Sue and I bought it in 2000 with the intent on living and farming here ourselves for the rest of our lives. At the urging of local historians, we succeeded in having it listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation. Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto our land and irrigates our crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it.</p> <p>The West Virginia Division of Highways is now considering its range of construction options, and has other alternative and acceptable routes it could select instead of Corridor III. If you share our view that a different, less destructive path should be chosen,</p>

**WV 9 PEL Public Comments  
March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Susan	Dudics-Dean		susandudicsdean@yahoo.com	It is an atrocity that you would want to destroy historic homes and farms just because others are new. Where is your sense of value, legacy, history. I sincerely hope you will find a different route that will spare Speck Spring Farm and the other historic properties along the proposed route. Progress with the loss of history is no progress at all.
Carey	Given		Purplecarey@aol.com	Please spare Speck's Spring Farm
Erica	Sloan		Sloanerica@ymail.com	Spare the Speck Spring Farm please!
Lila	Wynn	Save Speck Spring Farm	Lilajune95@gmail.com	SPECK SPRING FARM MUST BE SPARED. Highway construction would absolutely destroy a beautiful and historical part of the community!
Daniel	Porter		DPorter328@hotmail.com	I strongly urge the DOH to find another route other than through Speck Spring Farm. This historical farm not only provides very good quality food to the local community, but also to the Veterans, staff and patients at the Martinsburg Veterans Affairs Medical Center.  Although a highway from Martinsburg to Berkeley Springs would benefit the local communities, putting this farm out of business would be a terrible disservice to those same communities.  Please consider alternative routes.
Catherine	Porter		Caporter1018@yahoo.com	Please find another way to widen the road and leave Mr. Elliott to farm his land. He provides fresh vegetables to the local communities and the Veterans at the Martinsburg VA Medical Center.
Charlena	Dempsey		Charlena.dempsey@hotmail.com	Spare the farm!
Paula	Suciu			Why take out a historical farm when you have other choices
Chris	Michaelides			Please do NOT build over speck spring farm. It means far too much to the community. ALL respect will be lost for this state if this project goes through.
Robin	Blakeman	WV Interfaith Power and Light & Ohio Valley Environmental Coalition	robin@ohvec.org	I have become aware this week that the West Virginia highway department is developing plans to build a new, four-lane, limited access highway between Martinsburg and Berkeley Springs to alleviate traffic on the current route, WV 9, particularly around Hedgesville, WV. This roadway is potentially going to impact a very special, historic place where good friends of mine live and farm. I have visited them on this property and it is truly a historic and scenic treasure.  One of the proposed routes would require the 11 acres of land where the Blue Mountain Farm [aka: Speck Spring Farm], is located. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years.  This route, called Corridor III, is said to be attractive to road builders because it skirts much of the nearly unchecked commercial and residential development that has overtaken our area in the past two decades. It would avoid the need to cut through the extensive tracts of new townhouses, single-family homes, strip mall shops and numerous convenience gas stations. But it would spare all of those places at the expense of destroying older, even historic houses and fertile, productive farmsteads like ours.  The farm referenced above was founded by Peter Speck and was home and livelihood for many generations of his descendants until the current owners bought it in 2000, with the intent of living and farming there for the rest of their lives. At the urging of local historians, they succeeded in having it listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation. The house located on this farm has unique "Federalist" architectural style and should be preserved, as should the entire farm grounds. There is a spring on the farm that has a history of being a primary source of water for nearby residents, and could become a back-up source of water if/when needed, for the nearby homes and town.
Christian	Stalnaker			The Speck Spring Farm need to stay to provide local businesses and farmers markets with fresh produce. The last thing we need is another highway destroying our beautiful sceneries in WV. So if you ladies and gentlemen would be so kind as to spare the farm.. I would be grateful
Eric	Cathcart		eric@potomactalent.com	There is nothing more important than supporting our small farmers. West Virginia is sitting on a goldmine of heritage food. It boggles the mind that WV could potentially become a world destination for seasonal good food. Putting in an overpass of fast lanes is going backwards and does nothing for the people or the land.
Carrie	Bruchey	Gannett	Cbruchey20@comcast.net	Save the farms !
Judith	Leitner		judithleitner304@gmail.com	DO NOT DESTROY THE SPRING SPECK FARM OWNED BY THE ELLIOTTS. THAT IS THEIR LIVELIHOOD AND IT IS HISTORICAL LAND!!!

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Trey	Knepper	FirstEnergy	tknepper@firstenergycorp.com	<p>My name is Trey Knepper, and I am an environmental specialist employed by FirstEnergy, the local electric utility. I have a degree in Environmental Engineering. I am a life-long resident of Berkeley County, WV in the Hedgesville/Johnsontown area. Most of my comments are related to Berkeley County, which I am most familiar. I noticed when traveling west, shortly into Morgan County most of the corridors converge anyway besides Corridor 4 along the river.</p> <p>First off, I would like to share that there are some very simple, simplistic short-term solutions that could immediately help with current traffic congestion as detailed on Slide 16 of the presentation. A) Turning lanes can be installed at the intersection in the town of Hedgesville. The DOH already has engineered drawings. Besides the town of Hedgesville, every other area tax payer is in favor of such a simple traffic solution with very minimum to no environmental impact. B) The traffic light in front of Hedgesville Shopping Centre is terribly inefficient. During evening rush hour, west bound traffic backs up all the way to Martinsburg because the light will only stay green for 45-55 seconds (yes, I have timed it and video recorded it). By the time the string of cars start to get up to speed, the light changes again to let 2-5 vehicles out of the shopping center. If this light would stay green for at least 2-3 minutes, it would help immediately! Also, all the other stoplights between Hedgesville and Martinsburg need to quit turning red when no one is even there! This produces more of a safety hazard for stopping vehicles when there is no reason- especially late at night during time periods of minimum traffic. C) Coming out of Martinsburg towards Hedgesville, it would be easy to widen from 2 to 4 lanes at Linton Farm. I'm sure they would much rather the existing road be widened instead of Corridor V taking out half of their farm.</p>
Maura	Ross		maura.ross27@gmail.com	<p>Please remove Corridor III from the selection of possible routes that will connect Berkeley Springs and Martinsburg. First, it will have a significant impact on the Speck Spring Farm which has been serving the area for over two hundred years. The soil quality, the economic turnover felt throughout the community, and the reliable fresh crops from the farm are irreplaceable resources to the Eastern Panhandle. Additionally, the Speck Spring runs through the farm and provides drinking water to residents within Hedgesville, and acts as a rich ecological focal point for the area – creating habitats for a range of waterfowl, turtles, amphibians, and fish. Secondly, Corridor III would cut through the recreational area of Camp Frame. Almost all of my friends, myself included, have spent summers there participating in a variety of organizations such as school marching band, 4-H, or a sports camp. Every memory of Camp Frame is full of summer enjoyment, learning, and friendships; taking this recreational area away from our community while there are alternative routes for this roadway would be heartbreaking and unfair to the children who have yet to spend their summers at Camp Frame. Looking at the maps provided from the public presentation on March 4th, I would recommend Corridor V since it utilizes quite a bit of the existing infrastructure.</p> <p>I encourage the DOH to consider my comments along with their project goals and objectives, particularly safety, environment, and economic development. Corridor III should be avoided for safety and environmental concerns over possible contamination to the drinking water and the ecosystem it harbors. It should also be avoided due to the economic activity generated within the community by the Speck Spring Farm and local organization participation at Camp Frame.</p> <p>Finally, I want to raise the question of the need for an additional roadway. It has been statistically proven (Transportation Research Record, Ronald Milam) that increasing the number of lanes will only increase traffic through induced demand. After adding more lanes to the road, and more traffic appears, there will be more accidents not less. On slide 26 of the public presentation, it states “Facilitate access to local transit service and regional trains” as a goal, but the MARC train will likely not be funded due to HB3300 and the local transit services are minimal. Instead of adding 4 more lanes of roadway that will lead to more traffic, accidents, and environmental complications, I would sincerely</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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James	Frye		Jdonovanmf@gmail.com	<p>Please remove Corridor III from the selection of possible routes that will connect Berkeley Springs and Martinsburg. First, it will have a significant impact on the Speck Spring Farm which has been serving the area for over two hundred years. The soil quality, the economic turnover felt throughout the community, and the reliable fresh crops from the farm are irreplaceable resources to the Eastern Panhandle. Additionally, the Speck Spring runs through the farm and provides drinking water to residents within Hedgesville, and acts as a rich ecological focal point for the area – creating habitats for a range of waterfowl, turtles, amphibians, and fish. Secondly, Corridor III would cut through the recreational area of Camp Frame. Almost all of my friends, myself included, have spent summers there participating in a variety of organizations such as school marching band, 4H, or a sports camp. Every memory of Camp Frame is full of summer enjoyment, learning, and friendships; taking this recreational area away from our community while there are alternative routes for this roadway would be heartbreaking and unfair to the children who have yet to spend their summers at Camp Frame. Looking at the maps provided from the public presentation on March 4th, I would recommend Corridor V since it utilizes quite a bit of the existing infrastructure.</p> <p>I encourage the DOH to consider my comments along with their project goals and objectives, particularly safety, environment, and economic development. Corridor III should be avoided for safety and environmental concerns over possible contamination to the drinking water and the ecosystem it harbors. It should also be avoided due to the economic activity generated within the community by the Speck Spring Farm and local organization participation at Camp Frame.</p> <p>Finally, I want to raise the question of the need for an additional roadway. It has been statistically proven (Transportation Research Record, Ronald Milam) that increasing the number of lanes will only increase traffic through induced demand. After adding more lanes to the road, and more traffic appears, there will be more accidents not less. On slide 26 of the public presentation, it states “Facilitate access to local transit service and regional trains” as a goal, but the MARC train will likely not be funded due to HB3300 and the local transit services are minimal. Instead of adding 4 more lanes of roadway that will lead to more traffic, accidents, and environmental complications, I would sincerely</p>
Trey	Knepper	FirstEnergy	tknepper@firstenergycorp.com	<p>My name is Trey Knepper, an environmental specialist for FirstEnergy. I frequently interpret aerial imagery from GoogleEarth to evaluate environmental impacts due to power lines. I can determine Corridors 3 &amp; 6 (converging into 3) are the least impactful. As an engineer, I think critically for efficient and effective solutions. I am not anti-development, but we need to be as environmentally responsible as possible. Also, please remember the National Wetlands Inventory (NWI) website does not show every single wetland in the field. The only way to know is by doing a true wetlands delineation. You also only mention that there are only threatened plant species, and not threatened animal species, in Berkeley County (Slide 31). That is not true. Any land-clearing more than 17 acres is subject to Indiana Bat Conservation Plans through the U.S. Fish &amp; Wildlife Service. My first comments pertained to immediate improvements to existing Route 9 that would greatly improve congestion during the short-term. As a life-long resident, the current issues are from Martinsburg to Town of Hedgesville. Once there is a bypass built around Town of Hedgesville, the rest of Rt. 9 to Berkeley Springs is not that bad for traffic. This stretch is also where most of the natives live who would rather deal with some of the occasional traffic as opposed to a 4-lane highway going through their backyard. Very few times do people even need to go from Martinsburg all the way to Berkeley Springs, and vice versa. Also, there needs to be no consideration for pedestrians or bicycle paths. There is no need for bicycle routes along this road. There are plenty of other opportunities around for bicycling, such as the C&amp;O Canal and tow path. There are not any locations where pedestrians need to walk, either.</p> <p>Now I want to provide my opinion and thoughts regarding the alternative routes (Corridors I - VI). Corridor 1: I really don't see why this was the preferred route in the late 1990s. If the old (existing) Route 9 is going to remain, why would we build a 4-lane highway so closely paralleling the old road? If that's the case, why wouldn't we take the existing road to make it 2 out of the 4 lanes and widen the existing road? That would have the least environmental impact overall. There are not near the opportunities to connect Corridor 1 with other main roads leading to more populated areas in Berkeley County. Corridor 1 contains some of the steepest grades, which is going to result in more watershed impacts and stormwater issues. This route will also run through Mt. Lake</p>
Thomas	Crowell	Move the road save the farm & wildlife	tommycrowell1946@gmail.com	Move the road. Save the farm & wildlife
Jennifer	Frauenfelder	Citizen	Jfrau70@gmail.com	Building a faster, easier route to and from Berkeley Springs at the cost of losing thriving farms and historical treasures is not an acceptable price to pay. Please choose a route other than corridor III. and preserve Specks Run Farm.
Virginia	Guynn			Please spare Speck Spring Farm. There are other ways to build the road from Martinsburg to Berkeley Springs.



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Ellen	Jacobs	Individual	Ellen.jacobs999@gmail.com	Please save Speck Spring Farm!! Productive, fertile farmland is vital for the well-being of the area, and it is crucially important to save small farms. The spring and the wildlife it supports are also vitally important. Please donot build the highway through this area.
Barbara	Anderson		Barbara.Anderson.awg@gmail.com	We strongly oppose the purple route, which dissects our property
Susan	Whalton	Land Trust of the Eastern Panhandle, Safe Water Conservation Collaborative	swhalton@earthlink.net	<p>As a taxpayer, resident, and stakeholder, I am submitting my vigorous objection to all of the proposed relocation routes for Route 9. I earnestly request that you confine your efforts to upgrading the current Route 9, and discontinue any plans for relocation.</p> <p>I recognize that development and lack of planning have resulted in a traffic problem between Hedgesville and Martinsburg, and suggest that you focus as sensitively as possible on upgrades and ameliorative efforts there.</p> <p>All of your proposed relocation routes would threaten and damage environmentally sensitive land. They would harm creeks, streams and runs, freshwater springs, and karst, and as a result, threaten safe drinking water. They would remove trees and habitat, and injure endangered species and wildlife.</p> <p>Additionally they would destroy farms and homes which constitute a rapidly decreasing and significant part of our region's history and culture.</p> <p>All of the proposed relocation routes would risk a significant sacrifice of environment to solve a problem that exists in a finite area east of Hedgesville.</p> <p>As both of my husband's and my properties are under conservation easement with the Berkeley County Farmland Protection Board and the Land Trust of the Eastern Panhandle, and two of your proposed routes would significantly affect the conservation values of our properties, as well as our neighbors' properties, we also request that you honor those legal covenants which are in place in perpetuity to protect land from these kinds of environmental threats.</p> <p>Thank you.</p> <p>Sincerely,</p>
Amanda	Washington	Concerned citizen	amw0512@gmail.com	Spare Speck Spring Farm.
Katherine	Evans	Rolling Ridge Study Retreat	kate.rollingridge@gmail.com	<p>Greetings, I have recently learned of plans to build a highways between Martinsburg and Berkley Springs. One of the possible routes, Corridor III, would cut right through Speck Spring Farm, a historic local farm owned by David Elliot and Sue DeVall. I am writing to ask that the Division of Highways choose another route for this highway. For years my family has relied on this farm for fresh local food. David is a kind and honest farmer who has managed to supply food to our area year round, a difficult feat for any farmer. This farm is an immeasurable treasure in our community and a clear path to a more sustainable future. It is registered on the National Register of Historical Places and as such should be protected. Corridor III would seriously threaten or even destroy Speck Spring, it's stream and ponds and thus the wildlife and farm that depend on it. I understand other proposed routes would go through new town homes, shopping malls, and fast food restaurants. Please consider that as our society loses sight of where our food comes from we all suffer the lose of nutrition, health, connection to the land and our children will suffer the lack of a sustainable world. Thank you for your time. Kate</p>
Elizabeth	Mentzer	Self	Candygoth007@gmail.com	Please spare Speck Springs Farm in your planning. This farm is part of Historical Preservation and a great contributor to the community. Thank you.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Douglas L. and Patsy Lou	Murphy	Murphy Farm	No email	<p>April 2, 2021</p> <p>Douglas L. and Patsy Lou Murphy  2955 Butts Mill Rd.  Hedgesville, WV 25427  304-754-3070</p> <p>To: Mr. Elwood Penn  Director, Planning Division  West Virginia Division of Highways  1900 Kanawha Blvd. Bldg. 5, Rm. 740  Charleston, WV 25305</p> <p>Dear Mr. Penn,</p> <p>As stakeholders, and multi-generational citizens of Hedgesville, WV, we are writing to object strenuously to all of the proposed relocation routes for Rt. 9.</p> <p>One of your proposed relocation routes would effectively destroy our 178 acre home, where our family has worked and lived for 4 generations. It would effectively wipe out part of our region's culture and heritage and history, and in doing so, would damage 3 freshwater springs, habitat, and karst that help protect drinking water for our region.</p> <p>In fact, all of your relocation proposals would result in the same kinds of significant risk to the environment, and loss of property and farmland to other landowners.</p> <p>We suggest that you limit your efforts to upgrading existing Rt. 9 between Martinsburg and Berkeley Springs.</p>
Lorena	Nathan	Community activist	lorenanathan@gmail.com	<p>Please spare Speck Spring Farm.  I hope that you decide to use a different route for your project.  We need to protect and preserve the farmland in the United States.</p> <p>Thank you for your consideration,</p> <p>Lorena Nathan</p>
Mike	Law	Sleepy Creek Watchdogs	Claw6@hughes.net	<p>No build is the best option. If you have to build something 1 and 4 are the not as bad as 2 and 3. None are good choices. Fully funding Marc train in Jefferson and to Morgan is what's most needed.</p>
Felicity	Devlin		felicitydevlin@yahoo.com	<p>As you consider plans to build a new highway between Martinsburg and Berkeley Springs, I respectfully request that you do not choose Corridor III, the route that would run through Speck Spring Farm, effectively destroying the farm and many other historic houses. This would be a catastrophic loss of an irreplaceable historic treasure. Historic sites are a non renewable resource.</p> <p>When I visit family who live in Clarke County, Virginia, I always enjoy the opportunity to visit West Virginia because of its natural and historic beauty. If tourism is important to the state economy, then preserving beautiful historic sites like the Speck Spring Farm should be prioritized. This farm has been in operation since 1814—over 200 years. It is on the National Register of Historical Places. Its streams and ponds provide habitat to blue herons, geese and other wildlife.</p> <p>I hope the WV DOH will plan for the long-term and stop all consideration of Corridor III. Please do not pave over more of West Virginia's countryside and valuable farmland in favor of preserving areas of modern sprawl. If safety and congestion are an issue on the current road, then upgrading the existing infrastructure seems the best option. That will surely be more cost-effective than building a whole new road and will prevent further loss of irreplaceable scenic and historic beauty.</p>
Daniel	Boyce		Daniel_Boyce@comcast.net	<p>Please do not use routes green or blue through Morgan county. Both go directly through our family property with houses containing 3 generations :(. This is supposed to be our ultimate retirement home and open space for our children to enjoy. These alternate route will destroy those plans.  Route 9 on the Morgan county side does not experience any traffic issues and the winding country roads make for a pleasant drive. Please do not impact our family or our country roads in Morgan county.</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Lauryn	McDonald			PLEASE, PLEASE SPARE SPECK SPRING FARM!!!!
David	McDonald			PLEASE SPARE SPECK SPRING FARM! PLEASE SPARE SPECK SPRING FARM! PLEASE SPARE SPECK SPRING FARM! PLEASE SPARE SPECK SPRING FARM!
Sandra	Biggs	NA		Please spare historic Spec Spring Farm from your Highway expansion plans.
Felicity	Devlin		felicitydevlin@yahoo.com	<p>As you consider plans to build a new highway between Martinsburg and Berkeley Springs I respectfully request that you do not choose Corridor III, the route that would run through Speck Spring Farm, effectively destroying the farm and many other historic houses. This would be a catastrophic loss of an irreplaceable historic treasure.</p> <p>When I visit family who live in Clarke County, Virginia, I always enjoy the opportunity to visit West Virginia because of its natural and historic beauty. If tourism is important to the state economy, then preserving beautiful historic sites like the Speck Spring Farm should be prioritized. This farm has been in operation since 1814—over 200 years. It is on the National Register of Historical Places. Its streams and ponds provide habitat to blue herons, geese and other wildlife.</p> <p>I hope the WV DOH will plan for the long-term and stop all consideration of Corridor III. Please do not pave over more of West Virginia's countryside and valuable farmland in favor of preserving areas of modern sprawl. If safety and congestion are an issue on the current road, then upgrading the existing infrastructure seems the best option. That will surely be more cost-effective than building a whole new road and will prevent further loss of irreplaceable scenic and historic beauty.</p> <p>[Resubmitted: Wasn't sure form had been sent when I pressed submit]</p>
Marlow	Ysel	Hedgesville resident	Jsusuebeejeo@gmail.com	LEAVE THE FUCKING FARM ALONE
Kenneth	Albright		heyabbo@gmail.com	<p>Please do not build your highway through Corridor III. It endangers a historic farm known as The Speck Family Farm. I believe farms such as this should be protected and preserved in our state. I ask you to consider an alternate route for said highway.</p> <p>Thank you for your kind consideration and decision.</p>
Heather	Layton		Hllayton24@gmail.com	I am heartbroken to learn of proposed highway planning that would destroy Speck Spring Farms. I'm asking that you please spare this farmland and consider alternatives.
Deborah	Rocheft		ballata@comcast.net	<p>Please do not destroy Speck Spring Farm (Blue Mountain Farm) and threaten Speck Spring and associated waters by proposed highway construction of the area that I believe is called "Corridor III". Doing so would destroy not only a historic farmstead dating from the early 19th C. but one that has served the community for over 200 years. Thus Speck Spring Farm has provided food for local people since the days of the early Republic, through the Civil War, throughout the tumult of the 20th C. and into the modern day. It is listed on the National Register of Historic Places. In the present day, many of us take great joy in purchasing the food provided by Speck Spring (Blue Mountain) Farm, and have come to rely upon it. For many reasons, for both historic and present day-needs, it would be a crime to destroy it.</p> <p>Even more serious, the proposed route of Corridor III goes through Speck Spring and its waterways. The water from Speck Springs, which provides the drinking water to Hedgesville, also provides important habitat for local wildlife, such as blue herons and various amphibians. Running a highway through this water system would at the least severely threaten this system, destroying valuable natural habitat (that is for the good of everyone, not just animals) and possibly impacting water supply for people.</p> <p>West Virginia Division of Highways has other acceptable routes available to create a new road. Corridor III, which would destroy historic, productive land and waters, is a terrible choice. Please choose a reasonable alternative. Very sincerely, Dr. Deborah Rocheft</p>
Kaci	McDonald		Kemcdonald4@gmail.com	There is not a good enough reason to destroy peoples homes and livelihoods, a beloved camp, just to a bunch of yuppies won't have to wait in traffic. Why is there time more valuable then others homes. It's not.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Tina	Bartles			This is beyond stupid. Leave the Speck Farm intact. It's a Historical Landmark. We need productive farms that provide food. I personally can not eat pavement. If there are alternatives please consider them. Corridor III is not a good option. I saw a lot of useful farm land get destroyed when Corridor H was built in the Moorefield area, yes the new road is nice and a time saver, but you can not get back what has been destroyed. Quit building new homes. Have the builders refurbish the current buildings that are standing empty. The current council needs to go, to much collusion happening. Please save the Speck Farm
Bibi	Hahn		Wvbibi@icloud.com	Save speck spring farm! Forget about corridor 3.
Jared	Ashling		jared7908@aol.com	Id like to see the roadway expansion stay on the existing footprint of route 9, and I'd like to see significant effort made to reduce runoff from the roadway as well as the replacement of any forested areas destroyed during constructing, with native plants. Our streams are already suffering from bank erosion and flooding surrounding areas. Traffic noise from any of the proposed alternatives will affect the entire county.
Katya	Knepper		Katknepper19@gmail.com	There are several improvements that could be made immediately to existing Route 9 to help alleviate congestion, such as turn lanes and stop lights that are better timed. The worst section of Rt. 9 is currently between Martinsburg and town of Hedgesville. After the town of Hedgesville, the traffic has always been tolerable. Berkeley County has approved a constant string of housing developments from Martinsburg to Hedgesville along Route 9. Instead of all of our state taxpayer dollars funding this project, the county itself should have some responsibility for helping to pay for improvements, and especially require the developers to contribute funds towards road improvements. Most new homeowners buying in these subdivisions are not local, nor do they care where they live. Therefore, it's unfortunately the life-long residents who will be negatively impacted. Almost everyone who lives on this stretch of Route 9 are commuting to Martinsburg, Hagerstown, Winchester, and all the suburbs of Washington, D.C. They are all heading north, south, and east for work and in the morning, then returning in the evenings. Very few need to head west all the way to Berkeley Springs- definitely not enough people to justify the funding of a 4-way highway with significant environmental impacts. If any stretch of Rt. 9 is completed first within the next 5-10 years, I would greatly encourage the section between Martinsburg and Hedgesville be built, with a northern bypass around Hedgesville that would connect to Rt. 901 (I commute daily north to Hagerstown, MD). As of today, I really don't understand the need for a 4-lane highway to extend all the way to Berkeley Springs. While my husband and I do occasionally make this drive, very rarely have we ran into any traffic problems on Route 9. The traffic problems in Morgan county are all attributed to Rt. 522, which will be helped when the 522 bypass is built. Although existing Rt. 9 is a winding road in Morgan County, I forsee the road's capacity being adequate for at least another 15-20 years to come. At that point, there may be a time when Route 9 needs upgraded due to increased population growth and economic development if the eastern stretch between Martinsburg and Hedgesville is completed first. There is currently a need for that section to be built. I do not see why it's worth tax payer dollars to connect all the way to Berkeley Springs, besides the few residents who commute to Martinsburg, who would still have the advantage of a 4-lane highway from Hedgesville to Martinsburg. Most Berkeley Springs residents commute to
Penny	Britner			Please don't go through good luck stable.... there's so many reasons why... too many too list. I just wanted to put in my input that I'm against it! Thank you for reading.
Danny	Strakal II			I would like to state how appalling it is to even think about building on the Speck Farm; such Historic land, Marked in the Historic Registry.  Find a different Route that will not disturb a multi-generational farm, agriculture, livelihoods & history. Thank you
James	Donoghue-Rick	Steering Committee- Charles Town Farmers Market	donoghuerick@msn.com	Sprawling housing development around Hedgesville is turning a once bucolic mountain village setting into a bedroom community servicing Martinsburg, Winchester and Hagerstown. Said development has had an increasingly negative downstream effect on Speck Spring Farm/Blue Mountain Farm, due to loss of open, draining farmland as well as displacement of local wildlife habitat. As a seasonal employee of farmer Elliott, I have participated in efforts to mitigate increased flooding and crop predation by displaced animals. Should DOH place a road through the area encompassing this farm, the effects on the environment and local fauna will only worsen.  Also, it should be noted that farmer Elliott, who is a vendor at the Charles Town and Shepherdstown farmers markets, as well as the provider of several CSAs, is a viable and important contributor to the West Virginia AgriTourism initiative. Any possible scenario involving seizure of this land under Eminent Domain would be a crass and unacceptable violation of this important State program.  doma
Julie	Chandler	None	Juliejaksic@gmail.com	No to corridor III citing the loss of historic Speck Spring Farm AND the Dehaven property also known as "Tate's Hill"



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Bebe	Verdery		b.verdery1@gmail.com	The stated purpose of considering improvements or alternatives to Rt 9 is the safety concerns/congestion between Hedgesville & Martinsburg. Several of the alternatives (III & IV) do not even address that and should be rejected. The most economical, with least environmental impact is improving sections of the current Rt. 9. Putting a 4 lane highway over Sleepy Creek- that doesn't even go to Berkeley Springs- should be off the table.
Deb	Weimer		elmbnk@comcast.net	We do not need to waste state and federal money, and disrupt dozens or hundreds of home/landowners, with a new four-lane highway. Fix the sections with major curves and make other safety improvements as needed. We don't need a new road. There are major expressways all around Hedgeville, B. Springs. People come to the area for rural beauty.
john	petersen			The Speck Spring Farm has been a unique, significant producer of quality, local food for the Eastern Panhandle for many years. There are very few producers of this type that supply local food for our community and to destroy this farm and what it is doing for many families in the area would be a travesty. So please consider an alternative route for this highway that does not destroy the Speck Spring Farm.
Angelina	Holt		Holtangelina@gmail.com	<p>Dear Mr. Penn and Planning Division Members,</p> <p>I grew up in Hedgesville, and I am deeply concerned about some of the proposed changes to Rt. 9. One of the alternative routes would take out my childhood home, where one of my brothers currently lives. My parents built that place from the ground up, fought to keep it through health struggles, an economic downturn, my father's life-altering injuries as a result of his service as a firefighter, and through the attempts of an unscrupulous mortgage company to take it. They raised four children on that mountain. My parents now own the house and five acres where my brother lives. It's a beautiful place that embodies all that is wild and wonderful about WV. It should stay wild and wonderful.</p> <p>Another proposed route would take out my oldest brother's home. He lives in a trailer park, and he and many residents would be negatively impacted by the route. Good people work hard to build a life there. They do not deserve displacement.</p> <p>I know planners have been working hard to assess environmental impact and perform studies. Our natural resources are so precious, and of course I value safety. I hope you'll consider that many people call the areas these alternate routes traverse their homes, though. For some of them, it's not just a small chunk of their land that will be impacted. No, it will take their house, their peace, and their home. No amount of money offered can replace what it means to be home.</p> <p>I hope you'll think for a moment about what home means to you. What's the feeling that it evokes? Now imagine if home were to be taken, and there was nothing you could do. This is what my family, my friends, and childhood neighbors are facing if you opt to veer from the current Rt. 9. Please consider improving the current route instead of destroying my family's home.</p> <p>Sincerely,</p>
Barbara	Shaffer		barbara.shaffer@oswego.edu	<p>I am writing with regard to the highway under consideration to connect Martinsburg and Berkeley Springs. I am concerned about the impact that would be felt by the Corridor III route, and urge you to select other alternatives. The Speck Spring Farm is not only an important historic property, but a working farm providing healthy produce to people across the Eastern Panhandle of West Virginia -- and I believe every attempt should be made to save this farm and other historic properties and farms along the path of the Corridor III alternative.</p> <p>I am also concerned about the environmental impact that would be felt on Speck Stream, which now provides needed habitat for many species and could be threatened by this road project.</p> <p>Thank you, in advance, for taking into consideration the value of our historic, cultural and environmental heritage, and small business concerns, as this discussion proceeds.</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Gillian	McPhee		gillianmcphee@outlook.com	<p>Ladies and Gentlemen,</p> <p>I am writing to provide input on the proposed alternatives that are under consideration for WV9. Based on my understanding, it appears that several of the alternatives would adversely affect properties that are listed on the National Register of Historic Places. For example, Corridor III would require the land that comprises Speck Spring Farm.</p> <p>I would strongly urge the WVDOH to give priority to alternatives that will not result in negative impacts to, or the destruction of, historic properties. Among other things, West Virginia is known for its rich history. For example, Speck Spring Farm was founded by Peter Speck and is home to an agricultural operation that began in 1814 and has served the community for 216 years, with the current owners still farming the property.</p> <p>As growth has come to West Virginia, so has the risk that the state will come to look like so many other parts of suburban America, full of strip malls, housing developments and multi-lane highways.</p> <p>In light of that risk, I hope that the WVDOH will prioritize options that address transportation needs without harming the state's historical resources, which are irreplaceable.</p>
Kathryn	Ryberg		karyberg@yahoo.com	<p>My husband and I are concerned that Alternatives III, IV, and VI described in the WV 9 Planning and Environmental Linkages Study all exhibit potential to cause adverse effects to historic properties. The study areas for these particular Alternatives include the c. 1814 Peter Speck House, which was listed on the National Register of Historic Places in 2002, and the associated Speck Spring Farm which is still farmed today and produces fresh produce for local communities. We are regular customers of Speck Spring Farm and take pride in supporting this small business which is not only supplying healthy foods, but is also helping preserve rural lifeways which are at risk from development in Berkeley County.</p>
Connie	Hastings	Good Luck Stable	Pinkhouse17@comcast.net	<p>We own our home and a horse stable at the corner of 9 and River Rd and approx 23 acres on both sides of River Rd</p> <p>It appears that the green plan and purple plan both effect our property.</p> <p>In the green plan it appears we end up in what may be considered a median of the east and west bound lanes? If that is the case what happens with both our home and our livelihood.</p> <p>The purple plan literally dissects our hay field and trails and puts us facing a major highway.</p> <p>Unlike many this is not just a serious emotional commitment to our home but an ongoing business concern. We had just committed to installing a \$100k indoor riding ring. It seems to me this would not be a good plan with this so up in the air.</p> <p>When can we expect some clarity on the plans.</p> <p>We are 60 and this is our retirement as well as our Future.</p> <p>Thanks</p> <p>Connie Hastings Luck  340.244.9103</p>
Mark	Sabatos		msabatos@hotmail.com	<p>Is nothing sacred anymore? If we as a country can't hold onto our past and learn from it we are nothing. This is more true now than ever with our divisions in this great land. This proposed highway would destroy Blue Mountain Farm that was started by the Speck family in 1814. The Farm has been operating this entire time. During the Civil War, soldiers and officers encamped on the Farm. It was listed in the National Registry of Historic Places in 2006. What good is having a property on the National Registry of Historic Places if it can just be razed and paved over in the name of "progress"? There has to be other ways to build this highway without destroying this Farm and part of our American history!</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Joan	Erdesky		jerdesky@icloud.com	I am writing to suggest that you consider the productive farmsteads throughout the region you are considering for development of the highway link between Martinsburg and Berkeley Springs. The panhandle area of WV has played an important role for centuries and the homesteads and the land has been carved away for all sorts of development efforts. Please consider an alternate route to the proposal that would destroy so many farms, including the Speck Spring Farm near Hedgesville. The vitality of the spring is important to all residents of Hedgesville as it provides their drinking water. The farm operating on that land has been a fully functional agricultural operation for 216 years. And it still operates today! The former Peter Speck property (now Blue Mountain Farm) is listed on the National Registry of Historic Places for its unique characteristics. As a nation and certainly as a fellow farmer, we cannot forfeit a bustling and historic farming operation for this highway plan. Please consider one of the alternate routes as the best plan!
John	Landi		johnrlandi@gmail.com	<p>Good Evening,</p> <p>I'm sorry for the late response to the survey, but I just found out about the project, and how it impacts my family.</p> <p>My name is John Landi and I live at 152 Blanchard Ln, Martinsburg, WV 25403, with my wife and two young boys. After an extensive search, we moved here from Maryland in September 2020.</p> <p>So far we love the area, and the beautiful neighborhood that we live in. Needless to say, we were very shocked and upset when we heard about this project, and the potential outcome it has on our property and neighborhood.</p> <p>Corridor's 1 and 2 show the project running right through our neighborhood. Both plans would take out seven streets, including our main entrance.</p> <p>It is very upsetting to know that there is a chance we may lose our house, or have a 4 lane road built behind our nice peaceful yard.</p> <p>While looking at the overall plan for both routes, I can't believe how many properties and businesses would be affected. I find it hard to believe that someone would design a route that would cause this much hardship to families and businesses, especially in a post Covid world.</p> <p>I'm sure that you personally would not like to lose your home to a road project, or have a 4 lane road built in your backyard as well..</p> <p>So I am asking you to please vote no to Corridors 1 and 2.</p> <p>Can you also please keep me updated as to when the next meeting will be? The</p>
Kelly	Blake		kablake9@gmail.com	Farmland, our natural resources, and our historic locations should be protected and preserved. All of the proposed corridors cut through these locations. I disagree with any new corridor construction, I think the best plan of action is fixing the current Route 9.
Raquel	Gallardo	Citizen	rsgallardo@hotmail.com	Please don't harm the Speck Spring Farm! Please divert the highway plans from this historic farm. Speck Spring Farm not only provides food to our community but also provides habitat for blue herons and other birds and animals. The farm is worth saving!
Serena	DeHaven	Easton Sawyer Construction Firm	dehavenjays@aol.com	I live on top of Potato Hill, My home that I have artisan handcrated is 10,000sqft Ive worked on it for 20 years. I bought property here to leave my children and I care for the abundant wildlife that lives on the mountain ridge. I am also very chronically ill needing my view and peace of mind to manage my disease. Please do not do this to us. I am on the <u>targeted orange line</u>
Jay	DeHaven	DeHavens Contruction DeHaven Family	DeHavenjays@aol.com	I am a general contractor whose spent 20 years crafting my home. This is not right.
Leah	Leivestad		Lfleivestad@gmail.com	Please expand on the existing rt9. The destruction of our beautiful country setting is ruining what makes the Eastern panhandle district against the surrounding areas

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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cathryn	polonchak		cpolo4@comcast.net	It has come to my attention that WV Department of Highways is currently in the process of considering The Speck Spring Farm (Corridor III option) as one of its options to build a new 4-lane highway between Martinsburg and Berkely Springs in order to alleviate traffic on the current route, WV 9. PLEASE consider the other options you may have. I urge you to preserve West Virginia's valuable and historic farmland. The proposed road construction would destroy the farm and end an agricultural operation that began over 206 years ago.
Elizabeth	Grant	self	elizabeth.d.grant@gmail.com	I am writing to oppose any road that encroaches upon Speck Family Farm in Hedgesville. This is an active farm that preserves are State's and region's heritage as well as provides habitat to several species of animals. Destroying this farm is against public policy that <u>strongly supports family farming</u> .
Richard	Polonchak		rpolo4@outlook.com	Please look for other options so that an agricultural icon can be preserved -- the Speck-Spring Farm (Corridor 3 Option) is over 206 years old and finding a solution to keep the farm intact would keep a strong current of history in this area.
Jeanne	Laidlow		jkaidlow@gmail.com	<p>My husband, Lynn, and I own 165 acres in Morgan County, WV. We are very disheartened to discover the proposed Option IV for the Route 9 project would take several acres of our property. This property has been continuously farmed by my family for over one hundred years. Currently, 58 head of cattle are raised on this property as well as providing several acres of corn and hay production. At times the herd is as large as 75. This proposal would remove what appears to be 1/3 of the necessary pasture for this size herd.</p> <p>Generally, Option IV is an entirely new road with the majority being entirely new construction through very steep terrain which requires an enormous financial expenditure by the government. Supposedly one of the purposes of this project is to provide safe travel between Martinsburg and Berkeley Springs, WV. This option would feed directly onto Rt. 522 requiring an additional 5 mile drive to even reach Berkeley Springs.</p> <p>As we were out of state and unaware of the public meeting, we have several questions we would like answered:</p> <p>What is the time frame for deciding which option will be pursued?  What will the process be for purchasing land from the landowners?  Will the fair market value be the mechanism by which land will be purchased?  Will loss of future revenue from the land also be considered in the fair market evaluation of the land price?  What is the proposed time frame of this project being funded and initiated?  On those lands that will be purchased, will access roads be part of the plan for those owners who will still own land adjacent to the new road boundaries?  Will this increase the value of land boarding the new road, and therefore result in higher property taxes?  Will this alleviate the traffic volume on River Road?  In this process, will all the required land be purchased before the building projects</p>



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Roger	Lyle	Speck Spring Farm		<p>One of the proposed routes would require the 11 acres of land where the Speck Spring Farm is located. The road construction would destroy the farm and end an agricultural operation that began in 1814 and has served its neighbors, community and friends ever since, for 216 years.</p> <p>This route, called Corridor III, is said to be attractive to road builders because it skirts much of the nearly unchecked commercial and residential development that has overtaken our area in the past two decades. It would avoid the need to cut through the extensive tracts of new townhouses, single-family homes, strip mall shops, fast food restaurants and numerous convenience gas stations. But it would spare them at the expense of destroying older, even historic houses and fertile, productive farmsteads like ours.</p> <p>The Speck Spring Farm was founded by Peter Speck and was home and livelihood for many generations of his descendants until Mr. Dave Elliott and his wife Sue DeVall bought the farm in 2000 with the intent on living and farming here ourselves for the rest of our lives. At the urging of local historians, we succeeded in having it listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.</p> <p>Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto our land and irrigates our crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it.</p> <p>The West Virginia Division of Highways is now considering its range of construction options, and has other alternative and acceptable routes it could select instead of Corridor III. If you share our view that a different, less destructive path should be chosen,</p>
Catherine	Falknor		catherinefalknor@gmail.com	<p>Please do not proceed with your consideration of Corridor III which would destroy Speck Springs Farm with springs and streams--a unique, healthful, and historical farm that has been actively farmed for over 200 years. There are other choices for routes to divert traffic from Berkeley Springs to Martinsburg to choose, without destroying an invaluable resource that is so life-giving and important to West Virginia agricultural heritage. As Dave Elliot of Blue Mountain Farms has described the cost of these plans, "Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto our land and irrigates our crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it."</p> <p>Be smart about the long-term cost of your decisions. Our small farms are worth preserving.</p> <p>Sincerely, Catherine Falknor</p>
Emily	Shade	Hedgesville Fire company	Emilylaraina@aol.com	<p>This was the home I grew up in, I've lived here in the community For 20yrs and I now volunteer at hedgesville fire co to give back to the town of hedgesville. I do not support <u>this passage</u>.</p>
Joe	Cosentini		jlcosentini@aol.com	<p>Being a property owner directly impacted by several proposals of the Route 9 expansion and after reading much of the information provided, the project seems entirely unnecessary for the future of Berkeley and Morgan Counties. Current traffic trends do not show significant increases in traffic counts (trips per day) in these areas to necessitate such an extreme expansion of the existing roadway. I would acknowledge that targeted projects should be made that focus on specific safety and intersection improvements along the corridor rather than an expansion to a four-lane cross section running the entire length from Martinsburg to Berkeley Springs. Continued improvements to the areas near Interstate 81 should be the focus where data supports future growth combined with long term congestions concerns. Berkeley County remains largely rural despite the recent growth pattern highlighted by sprawling residential development. These development trends should not dictate millions of dollars worth of infrastructure investment. The recent expenditure of tax payer dollars to expand Route 9 from Martinsburg to Charles Town is an example of the same type of unnecessary expenditures. These improvements have only resulted in higher vehicle speeds from travelers and little to no additional economic development. I would encourage WVDOT to focus on spot improvements along this roadway that make more logical and economic sense.</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Tom	Mayes	Personal	tommayes7@gmail.com	Please chose a corridor that avoids Speck Spring Farm, which is listed in the National Register of Historic Places. If this project includes federal funding, section 4(f) of the Department of Transportation Act requires the selection of a corridor that avoids the use of historic properties listed in the National Register unless there is no prudent and feasible alternative. Speck Spring Farm is not only historic, but continues its historic use of providing farm fresh produce to the local community. Sincerely, Tom Mayes
Linda	Ruffner			It appears that the proposed WV9 transportation link between Martinsburg and Berkeley Springs would go directly through the Speck farm on Ridge Road North. The property includes Speck Spring, a valuable source of water. Additionally, the Speck house is on the National Register of Historic Places. Constructing a multi-lane highway through this historic property would be unconscionable.
Teresa	Cosentini		tmcosentini@gmail.com	As a property owner, 115 Dinali Dr, that will be directly impacted by one of the proposals, I am overwhelmingly opposed to this project. Improvements to the existing roadway are necessary, but the waste of taxpayer dollars to acquire land rights as well as construction costs do not make this project viable or logical. I support improvements to the existing roadway, but strongly oppose any of the other options as they would ultimately do more harm than good to both Berkeley and Morgan counties. Poor land management practices by Berkeley County have and will continue to make traffic worse, but unfortunately this project will not solve that problem and only seems to create another area through the county that will open up uncontrolled, unregulated sprawl.
Rodi	Kadin		rodi.117kadin@gmail.com	<p>I am opposed to the option of developing corridor III. It's undertaking would destroy viable, productive farmsteads. Some of which are historic in the community around Hedgesville WV and have provided for the surrounding area for over 200years. A community should preserve it's history. Not plow it under. Remembering the gift of water in the form of land with a healthy spring, stream and ponds to the local utility for water to Hedgesville. This gift was from Speck Spring Farm and it's now on the National Register of Historic Places. Still being farmed by organic standards and providing produce for a wide local community.</p> <p>Thank you for considering these concerns. They are greater than I can say.</p> <p>Sincerely Rodi Kadin</p>
Ronnie	Good	Town of Hedgesville	hedgesvillewv@frontier.com	I support project areas North of town VI and South of Town V this seems the most practical solution.
Tami & Brian	Shives	WV resident	Talet1981@hotmail.com	<p>Please use 'other alternate plans' around 'Speck Spring Farms! Please Do NOT use Corridor III.</p> <p>This historical property is an important part of the history of Hedgesville. It has much wildlife and is a huge part of the ecosystem that surrounds the community. The owners who work the land take great pride in keeping and maintaining Speck Spring Farms for what it has to offer Hedgesville and Berkeley Springs and the surrounding area. 🙏</p> <p>Thank You!</p>
Nancy	Hoch		nancyhoch@yahoo.com	I'm writing to urge the West Virginia Division of Highways as it plans for a new highway between Martinsburg and Berkeley Springs to not select the Corridor III route. That route would destroy the Speck Spring Farm at 1149 Ridge Road North in Hedgesville. The 11-acre Speck Spring Farm grows 75 varieties of organic vegetables and is also home to a flock of Rhode Island reds. The organic produce and fresh eggs produced at the farm are sold at 2 area farmer's markets, to 3 community-supported agricultural programs, and to the Veterans medical center in Martinsburg and the West Virginina University medical system nutrition program. In addition to providing healthy, affordable, locally grown food to so many people, the farm, because it practices sustainable agriculture, is helping to preserve and even repair our environment. The land is a haven for beneficial insects and birds and the soil, which has not been harmed by the overuse of pesticides and chemical fertilizers, is playing an important role in the fight to curb climate change by actively sequestering carbon in the soil. For all these reasons, I hope you will decide against the Corridor III route. It is possible to rebuild shopping malls and housing elsewhere if the road goes through such areas, but once farmland and the soil which has taken eons to build up is paved over, it is not likely that another farm will spring up elsewhere to take its place.

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Alison	Morreale			<p>To Whom It May Concern,</p> <p>I'm writing to ask that you consider a different route for the Corridor III project that does not cut through the Speck Spring farm land. Historic, beautiful, working farms are part of what make our area unique and our home. Please spare this property and find a different solution.</p> <p>Thank you,</p>
Katherine	Thompson		katie.lee.nolan@gmail.com	<p>Although I grew up in Clarke County, VA, I went to school in West Virginia and have lived and work in West Virginia as an adult. I have always considered it home, and made it officially home the past 12 years. I have seen the area grow and the positive and negative effects of increasing number of homes and individuals coming over the mountain as they seek cheaper costs of living. When I heard the new proposed route of Corridor III would run through Speck Spring Farm, I was mortified. 216 years of history destroyed for 10 minutes of convenience. What precedent are we setting for our state? They tried to change the slogan to "Open For Business". We as residents hated it, and for good reason. We are a "Wild and Wonderful" state. Please stop trying to sell of our state! People flock here to enjoy the beautiful tourism, nature, and outdoor activities that West Virginia has to offer. If we just keep stripping our state of it's natural resources we will be left with nothing but arid deforested deserted landscapes. I urge you to please reconsider the route running through Speck Spring Farm. Please let our state hold on to the little history we have left. Or these highways we keep building will be rendered useless anyway - no one will even want to visit.</p>
Lowell	Smith		patconserve@gmail.com	<p>The Morgan County portion of the study area has much historical value, dating back to the early years of George Washington's survey work of Lord Fairfax's Northern Neck land grant. The mostly undeveloped nature of major portions of Morgan County also should be recognized as having substantial value for agricultural and recreational purposes. These two are quite compatible uses that could be easily adversely affected by the imposition of a major motorway through the County's north-central portion.</p> <p>If in the future, increased traffic develops to justify the extension of WV-9 westward beyond Hedgesville as a high capacity divided highway, it should be routed northward along the Potomac to join US522 near the Potomac bridge. This would mostly avoid the many impacts that any of the other alternative corridors would place on the rural nature of this historic, rural portion of the County.</p> <p>In this era of increasing development of our rural landscapes it is important for the WVDOH to be sensitive to the need to avoid unnecessarily contributing to permanently changing the character of these rural and historic resources. Rather, WVDOH should actively plan to protect these resources for the enjoyment of this and future generations.</p> <p>Of particular note in this regard, is the Tuscarora Trail that traverses the landscape perpendicular to each of the proposed corridors connecting Hedgesville with Berkeley Springs. Either stopping the expansion of WV-9 at Hedgesville or selecting the northern route to connect with US522 would serve to protect this unique rural resource that exist within Morgan County.</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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Katie	Larson	Blue Mountain Farm	rapunzelmom@gmail.com	<p>This July will mark three years of my employment at Blue Mountain Farm, located on the Speck Spring Farm property. We work hard to supply our surrounding communities with fresh vegetables, providing an important option to the mass-produced unripe goods trucked in from California and elsewhere.</p> <p>In recent years, developers targeting Berkeley County have "paved Paradise and put in a parking lot." Fewer and fewer acres of habitat are available for the wildlife inhabiting areas like the fields, trees and ponds of this farm. Every day, we work in harmony with the resident blue herons, kingfishers, woodpeckers, snakes and spring peepers. How much further can we expect nature to "shove over" as subdivisions, shopping centers and highway extensions crowd them out?</p> <p>Gov. Justice of WV has proposed attracting newcomers to the state by eliminating the personal income tax. I strongly urge any small business owners to avoid relocating to West Virginia, a state which, apparently, is quite willing to plow down your business. And no potential small business owners, such as myself (an aspiring farmer), should take the chance of losing it all to a highway plan after years of hard work. Of course, there will be no such risks for Proctor and Gamble or Macy's. The big guys always get special treatment, don't they?</p> <p>I have no intimidating team of pricey attorneys. I have no Kraken to release. But, I do know we have the growing support of the public, both near and far. People nationwide are responding to the word of our precarious situation. They are sharing and caring. They want to know if the State of West Virginia will pave this slice of Almost Heaven and put in</p>
T.	S.		ww-2@juno.com	<p>I moved to this area in 2002, relocating to my ancestral state, and located in Morgan Co. because that's just how it worked out cheaper financially. But it didn't work out well for my employment status. Most jobs including the one I had until Covid hit, are in Berkeley or Jefferson Counties. Morgan only has so many jobs to go around. People have to commute daily to Martinsburg and surrounding area, or several times a week or month to Martinsburg or elsewhere in E. Panhandle. I've had to commute a few times per week or a month because my pre-Covid job was as a freelancer, very part-time pay, but flexible. However, that's not an option for me anymore and I need a regular job, likely having to commute using a lot of gas and wear and tear on myself and the car if I drive to Martinsburg again in future daily.</p> <p>Route 9 can be dangerous, gets congested, and gets shut down if there's an accident. I've been on it a few times when an accident ahead of me made my commute over an hour long.</p> <p>Years ago, Rt. 9 east of Martinsburg was given a big overhaul by creating a new expressway. It may not be possible to do so on the segment from Martinsburg to Berkeley Springs, but it needs help! There should be 2 lanes each way, or at the very least the existing road should be straightened out to get rid of some of the curves that can be dangerous or slow a motorist down. It'd be nice to have a new route where you could drive a steady 55 rather than going up and down in speed because of curves and hills.</p> <p>the new option I'd like best would be Green, the one just north of existing 9, connecting with Fairview Drive. That would be my first choice. The route shown for just south of existing 9, connecting up with New Hope, is too close to the Rt. 522 bypass connections at Johnson Mill and New Hope. I use those roads a lot to get to Berkeley Springs from the south to avoid traffic on 522, and it will be hard enough to stop and wait for a chance to cross the new bypass when I'm traveling on those roads, to get to downtown. As far as I know, we will have to stop at crossover points much like people do from side roads</p>



**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

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F	Strader		ww-2@juno.com	<p>I moved back to WV in 2002, and located in Morgan Co. I travel Rt. 9 a lot for doctor appts., necessary shopping, and to volunteer at historical sites or for leisure. My daughter still works and must commute at least periodically to Martinsburg when she worked at home. but she is looking for another job because she lost one due to Covid-19. Route 9 is not fun to travel daily as we know, and I don't like traveling it when weather is questionable or at night. It has a lot of dangerous curves and hills that can be a problem especially at night or in the rain. It's hard to see the lines in dark, rainy nights because we've been in that situation before coming home after appointments or shopping. Sometimes we get delayed over an hour behind car accidents.</p> <p>Route 9 can be dangerous, gets congested, and gets shut down if there's an accident. I've been on it a few times when an accident ahead of me made my commute over an hour long.</p> <p>Years ago, Rt. 9 east of Martinsburg was given a big overhaul by creating a new expressway. It may not be possible to do so on the segment from Martinsburg to Berkeley Springs, but it needs help! There should be 2 lanes each way, or at the very least the existing road should be straightened out to get rid of some of the curves that can be dangerous or slow a motorist down. It'd be nice to have a new route where you could drive a steady 55 rather than going up and down in speed because of curves and hills.</p> <p>the new option I'd like best would be Green, the one just north of existing 9, connecting with Fairview Drive. That would be my first choice. The route shown for just south of existing 9, connecting up with New Hope, is too close to the Rt. 522 bypass connections at Johnson Mill and New Hope. I use those roads a lot to get to Berkeley Springs from the south to avoid traffic on 522, and it will be hard enough to stop and wait for a chance to cross the new bypass when I'm traveling on those roads, to get to downtown. As far as I know, we will have to stop at crossover points much like people do from side roads just over Va. line on 522.</p>
Lena	Rotenberg	n/a	lenarr@gmail.com	<p>Though I'm not a resident of West Virginia I live across the border from Shepherdstown and consider myself quite vested in the local economy there, as well as Ranson and Hedgesville. I also consistently purchase agricultural products from Blue Mountain Farm, which continues the agricultural mission that started with Speck Spring Farm in 1814. Speck Spring Farm is listed on the National Register of Historical Places because of its rare and unique physical characteristics, and because of its substantial degree of voluntary, unaltered preservation.</p> <p>Speck Spring, its stream and its ponds -- part of the farm that was given to the local public utility in the 1970s to supply drinking water to Hedgesville -- still flows onto that land and irrigates the crops. It provides habitat to blue herons, geese and ducks, along with large populations of snapping turtles and frogs. It would be seriously threatened or even destroyed by a major road project directly on top of it.</p> <p>Please find another solution than building this road through this farm. The West Virginia state motto is now "Wild and Wonderful," which should at least have some weight against the former motto, "Open for Business." Please preserve the wild and wonderful aspects of Speck Spring Farm.</p> <p>Thank you for your consideration.</p>
Nicole	Sault		promotion99@sallyglean.org	<p>We are shocked to hear that Speck Spring Farm is in danger of being destroyed in order to make way for a road. How is it possible that an organic farm that serves the community with safe food and protects the watershed can be trampled over and destroyed? All too often, outsiders think of West Virginia in terms of only coal pollution, the opioid crisis, and Toxic Rockwool poisoning the water. Speck Spring Farm provides a hopeful alternative, with wonderful fresh produce we have enjoyed at the farmer's market each week. They provide a positive image that encourages outsiders to visit West Virginia and contribute to the local economy. Please reconsider the route planned for the road and protect the land, water, and food of West Virginia for the residents and for future generations. Thank you.</p>
Candace	Veney	Private citizen	Candace.n.gibson@gmail.com	<p>Please do not disrupt Harlan Run neighborhood with this project.</p>
AnnaMary	Walsh		gawalsh@frontiernet.net	<p>Please eliminate the plan of Corridor III in the upgrade or reworking of Route 9 between Martinsburg and Berkeley Springs. Our historic areas are disappearing annually. There are other alternatives. West Virginia is losing its historical value which is a mark in losing tourism--people flock to states where open spaces still exist.</p>

**WV 9 PEL Public Comments**  
**March 4 - April 15, 2021**

First Name	Last name	Organization	Email address	Comments
Sandra	Earls	Private individual and tax payer	sdearls@gmail.com	My husband and I frequently travel rt 9 from Berkeley Springs to Martinsburg. The congestion begins just west of Hedgesville WV and in to Martinsburg. We favor basic safety improvements on 9 and four lanes/roundabouts or whatever west of Hedgesville where you might consider an alternative 81 access.
Shelby	Earls	Farm/land owner	shelbyearls@yahoo.com	<p>Our concerns about the bypass options are rooted in what we believe to be the long term impact of such construction on Morgan County and the small town of Berkeley Springs, WV. Berkeley Springs has been known and recognized worldwide for what it remains to be; a small arts and spa town. A town that has fought large franchise business and sprawl for decades. Access to this small town is at the core of why it presents itself so uniquely. The winding road into the springs for travelers is a part of what compels business and draws people in to return to what is protected from the bleak world of cookie cutter expansion just 20 miles east of town in Berkeley County. For this reason we feel strongly that improvements made to the existing Rt 9 with a potential bypass from Hedgesville to 81 link (V&amp; VI) are the most viable, cost efficient, and protective options for this expansion. Rt 9 is a part of the Washington Heritage Trail with the historical Tuscarora Trail intersecting Rt 9 near Spruce Pine Hollow. This road and the stops along it, in addition to the foot traffic will be deeply impacted if a large 4 lane bypass is constructed. The Potomac Appalachian Trail Club worked tirelessly to construct trails, bridges, timberframe shelters, and to improve routes and access to this trail. Construction of a bypass through this will negatively impact the history, culture, and natural environment of parts of this trail and it's surrounding area. West Virginia is known for it's beautiful and rugged land. With the stimulus for remote workers &amp; benefits for outdoor recreation, preservation of our natural outdoor recreation areas is top priority and recognized as something unique WV has to offer outsiders &amp; business. Outdoor recreation is the economic backbone of West Virginia. It is what needs preservation not only for the environment but for it's economic growth.</p> <p>In addition, the rationale for the bypass from Hedgesville does not seem effective if the end point of the bypass then bottlenecks into a one lane bridge at Hancock and then another one lane road on 522 South.</p> <p>The most troublesome area of Rt 9 congestion begins at the 4 way stop sign in Hedgesville with little traffic along 9 until getting closer to this area. Bypassing from this point to 81 seems like a reasonable and cost efficient solution to the problem of</p>
Kathy	Armstrong		kwritt62@gmail.com	Speck Spring Farm it is Historical PLEASE don't take the wild and wonderful out of West Virginia we need to preserve these things it is what makes WV wonderful.



**WVDOH Online Public Comments  
May 12 – May 25, 2021**

**WV 9 PEL Public Comments**  
**May 12 - May 25, 2021**

First Name	Last name	Organization	Email address	Comments
Brandon	Smith	Dental Arts of Hedgesville	Dentalartsofhedgesville@gmail.com	<p>To whom this may concern,</p> <p>My name is Brandon Smith. I own Dental Arts of Hedgesville, 101 N Mary Street and 101 E Main Street in Hedgesville. I just became aware of the meeting that occurred in March, laying out the proposals for Rte 9 improvement. I spoke with Heather Williams last year concerning the project. She had mentioned to me at that time that there would likely be a meeting such as the one that was held. I was told I would be kept in the loop, but apparently, I never was.</p> <p>I am concerned about the impact that a widening of rte 9 through Hedgesville would have on by businesses. Hedgesville is a gem of Berkeley County. The businesses and foot traffic in town are impeded primarily by the heavy flow of large trucks through the area.</p> <p>In October 2019, I began my investment in the town by purchasing the business and two commercial structures. Both of my buildings house very successful businesses that can attribute their success to the ability of pedestrians to walk from one place to another.</p> <p>If Rte 9 is widened toward my side of the road, I fear that in addition to the road becoming dangerously close to my building at 101 N Mary St., it will impede the ability of my patients to enter the building safely. 101 N Mary was one of the first structures in the area. It is the oldest continual business structure in the state and is a testament to early American architectural style. It is a National Register Historic Structure and lies in a National Register Historic District.</p> <p>I would like additional information on the planned widening of the Rte 9 roadway through the intersection of Rtes 9 and 901, and the proposed engineering of the widening project, as well as the impact that it would have on my property.</p> <p>Thank you,</p>
Megan	Parker	Home Owner	Mybenford@gmail.com	<p>I do not want any additions or bypass roads added. I would agree with and support updates to the existing route 9. I do not believe home and land owners to the north or south should be affected by the bypass options. Maybe , as in other areas of route 9, and our area like Inwood, left turning lanes or roundabouts should be considered. It would be less expensive and provide improvements without upending significant numbers of families</p>
Shirley	Rutherford		camappy1975@hotmail.com	<p>This is a question: is the virtual meeting for Tues May 11, 2021, by chance being recorded and uploaded for people to view at another time in case they are unable to attend the virtual meeting on that day due to previous commitments?</p>
Lauren	Avent			Fix route 9 NO to new road
Matthew	Grove	Grove & Dallolio Architects & Member of the Berkeley County Solid Waste Authority	matthew@gdaaia.com	<p>Strongly prefer the upgrade of the Existing Route 9 to all of the proposed solutions. Upgrades need only include safe passing lanes that are devoted to east OR westbound traffic. No sharing of the passing lanes. This will allow to maintain the "Parkway" and natural beauty of current Route 9. Widening key sections by 20' should be adequate to achieve the goals of improving safety and reducing bottle-necking. There are too many farms and environmental resources that would be negatively affected by the six new by-pass designs. Route 9 between Martinsburg and Berkeley Springs should never be built to interstate highway standards as the road to Charles Town was. There are many examples of three lane parkways in North America and Europe. They're safe, more attractive and they work!</p>
jeanette	Scofield		jlssco@comcast.net	<p>I live in Morgan County near Sleepy Creek. There is little traffic in this area on to Berkeley Springs. The worst is from Martinsburg to Hedgesville where more and more housing construction is being allowed, probably without impact fees. I feel that WV should spend its transportation funds on concentrating on this area. From Hedgesville to Berkeley Springs, turning lanes, shoulder and drainage improvement would certainly help. Perhaps later this area of the road will need improvement, but not now. Use our tax dollars wisely.</p>
John	Scofield		jhssco1@@comcast.net	<p>I think all you have to do at present is build 4 lanes to Back Creek Rd. or Butts Mill Rd just past Hedgesville. Most traffic has turned off by then. The rest of the way traffic is fairly light and all that is needed is some straightening and/or passing lanes. No sense wasting our tax dollars where it is not needed. John Scofield</p>
Angelina	Browning		Abrowningdds@gmail.com	<p>Please consider a corridor option for bypassing WV Rt 9, instead of solely upgrading the existing Rt 9. There is not enough existing roadway or consecutive land to adequately widen Rt 9 to accommodate the increasing flow of traffic and to allow for shoulder and sidewalks, especially through the town of Hedgesville where Rt 9 and 901 intersect. Additionally, there are several historic buildings in downtown Hedgesville which could be damaged by traffic if the roadway is widened. Crosswalks in downtown Hedgesville are limited, and already unsafe for pedestrians, which would be a major concern if the roadway is widened in town. A northern bypass option would be preferred in that it would allow trucks on route to the landfill a better bypass choice.</p>
Amanda	Gloyd		amanda@wvlandgirl.com	<p>It is appalling to overpopulate the town of Hedgesville with hundreds of houses and bring in more people and overfill the schools which are already at capacity and then expect people who have paid and worked hard to live outside of the area to possibly sacrifice their land, their home, to a new road because of the unwanted growth in the area that is padding the pockets of others. You would be tearing through on Corridor 4 multiple parts of protected land, graveyards of families, state trails, etc. Corridor 4 needs to be out of the question and improve upon the Route 9 that exists and alternate bypasses at high congestion. Do not bring the congestion further down into Hedgesville where people live to stay away from it all!</p>
Mary	Palmer		cottagecreek@frontier.com	<p>I would like to have an opportunity to view and comment upon the location of the three corridors on the north side of Rt. 9 that will be modified to run east of, and avoid, the Speck Spring Farm.</p> <p>I would also like to see and have the opportunity to comment upon proposed corridor access points. Will existing roads be widen or will new roads be installed to access the corridors? This topic was not addressed at the first two public meetings.</p> <p>I think the sooner a corridor and access points are established the sooner local property and business owners can make plans and move on with their own decisions. Dragging this out just creates anxiety.</p>
Stacy	Pence			No build alternative
Megan	Robinson			PLEASE UPGRADE EXISTING RT 9 do not build a new 4 lane "highway"
Chrystal	Riley	Home owner	Rileychrystal69@yahoo.com	Leave Route 9 the way it is and make a safe update.
Joshua	Michael	Member of the community	josh32@comcast.net	Upgrade existing route 9 and STOP the building until the existing infrastructure can handle it



**WV 9 PEL Public Comments**  
**May 12 - May 25, 2021**

First Name	Last name	Organization	Email address	Comments
Anthony	Brechbill		aabrech87@gmail.com	Upgrade existing WV 9 corridor
Veronica	Church		veronicabrown426@yahoo.com	Fix existing route 9.... NO NEW alternatives
Sheila	Owens			No build!!! Upgrade existing. Stop taking farmland and homes. Leave Camp Frame alone!!
Michelle	Wallace			UPGRADE RT 9 OR NO BUILD ALTERNATIVE. TO MUCH MASS BUILDING IN THIS AREA.
Cindy	Shreve	N/A	Cshreve97@gmail.com	No build or upgrade existing route 9
Julia	Linton		julia_linton@yahoo.com	Please choose a NO BUILD ALTERNATIVE or UPGRADE EXISTING WV 9 ALTERNATIVE
Amber	Fields		Mriamberbeatty@gmail.com	Please update the existing route 9! We don't not need to ruin homes and family memories due to traffic! Make it less traffic by updating the already current rd!
Emily	Morrow			The only options that should be considered are no build, or make upgrades to the existing route 9. Any other proposed route is a waste of funds and will succeed nothing but destroying prime farmland.
Resa	Ingram-Orsini		Sssorsinifarms@gmail.com	No, upgrade the existing roads and stop building until the existing infrastructure can handle it. Stop taking family farms.
Kara	McDaniel			My suggestion is either "NO BUILD ALTERNATIVE" or "UPGRADE EXISTING WV 9 ALTERNATIVE". There is no reason to take people's property and some of their livelihoods when these options are best alternatives and the cheapest to not disrupts people's lives.
Carol	Cashwell		ccashwell0829@gmail.com	NO BUILD ALTERNATIVE, Corridor 1 is going right through my house!!!!
Samantha	Barrett		snbarr@comcast.net	No build or upgrade! After seeing the results of the survey, it is the option that makes the most sense. It will have a positive impact on the area for the least fiscal damage. Building any of the corridors will negatively impact the lives of so many people whether that is taking their home or their employment. My family's land that has been in my family for 4 generations will be negatively impacted by this.
Velvet	Wood		Woodgirl81wv@gmail.com	Update existing route 9 only
Morgan	Seeley	Blue Ridge CTC		I do not feel any of these routes are acceptable! Upgrade the current route 9! Do not take any more homes, wilderness, or farm land.
Sierra	Burkhart		sburkhart5232@gmail.com	I live in the purposed area of 2 of the plans for corridors. Upgrade rt.9 as is or don't at all you will ruin hundreds of years of family's history.
Casey	Fields			No corridors- upgrade Rt 9 in problems areas! And for gods sake stop the building in Berkeley county!
Rick	Burkhart			No. It'll be like those circle jerk roundabouts in Inwood.
Kari	Ross			NO BUILD!!!! REPAIR EXISTING!!
Joseph	Mullins	Berkeley County Schools	Joe_m91@outlook.com	No build, Repair Existing!!!
Cori	Campbell	Citizen of Berkeley county	Hairsresser4859@gmail.com	Please upgrade the existing rt 9. We don't need to ruin lives and family farms.
Claire	Nichols			NO BUILD ALTERNATIVE
Crystal	Nealey		Luvmyboyz2005@gmail.com	Do not take these farms that have been around for generations. Don't make all these families lose their homes. Improve the current route 9. If we would stop the development in Hedgesville/Berkeley Co with housing development these improvements wouldn't even been considered. Not to mention our schools are already over populated. Stop the corridor proposal and the country alone.
Suzanne	Antolini		Geoantolini@comcast.net	I opt for the upgrade of existing Route 9
Brent	Unger		Ungersexcavating1@gmail.com	no build and upgrade existing route 9 . I mean it would not take much effort to put turning lanes and hedges ville which would increase the flow of traffic tremendously. Christ the eastbound lane all you have to do is move the side walk a little bit closer to the old Post Office and u you can pass. The west bound lane would take a little of park lot of the old bank. That is the biggest thing that ties up in gridlocked traffic is people trying to turn on to 901.. so no build would save millions of tax dollars and a lot of peoples ground and homes over a few turn lanes
Ashley	Care		acare126@gmail.com	Upgrade existing 9 or do not build.
Tracy	McMechan	N/A	trm5507@gmail.com	Upgrade existing route 9 please!
Sharon	Albright		shrnalbright@comcast.net	Purple option or nothing at all!!! Keep it where it is an fix it!
Robin	Burrill		Rorobertson1@gmail.com	I vote for no build or rebuild existing Rt 9. Peoples homes and land should not be taken away for a road when there are cheaper alternative options.
None	Business			Just fix 9 and leave people's homes alone
Ryan	Snyder			Please consider improvements to existing route 9. Farmland and historical sites are being destroyed rather quickly in this county, and these other route considerations would destroy and displace an expansive amount of farms and homes. Farmers are facing increased pressure from developers in this area as well, and the current housing market isn't making things any better. Farmers and landowners do not need additional pressures from the state and DOT. For many, farming is a way of life and it is often too late for the aging agriculture population to find new jobs that pay as well as their farms do. Are there plans to provide enough compensation to these individuals not only for their land, but for the taking of their jobs as well?
Rebecca	Crouse		Twееeka@yahoo.com	I vote to upgrade existing Rt 9. All other options are too costly, both dollar-wise and the impact to homes/livelihoods
Paula	Sims		pasims9106@yahoo.com	Just upgrade route 9 y'all are making life difficult with circles new roads just upgrade the freaking roads we have
Eva	Faircloth		Efair8995@gmail.com	UPGRADE EXISTING 9. Stop taking more of our farmland and peoples homes. THIS IS NOT OKAY
Jordan	Flowers		Jsflowers93@gmail.com	Update the existing Route 9 W
Loessa	Miller		lashby80@gmail.com	I suggest doing either a no build or only fix where needed on rt 9
Kathy	Blue	4-H		As the tri-county area continues to grow, there is more traffic. Route 9 has been a dangerous road my entire life...65 years of traveling from Jefferson County, Shepherdstown and Shenandoah Junction to Hedgesville, Camp Frame and Berkeley Springs. All understand the need for an improved road. None of your proposed options is good for anyone as someone and their home regardless of it being generation after generation owned or a new purchase will suffer. Consideration, thought and open communication is critical. All voices must be heard and then options revised. Additionally, the history of Berkeley and Morgan counties must be examined and honored.  Peoples livelihood needs to also be considered when selecting options. Jobs are hard enough to come by without property being taken for a road. Thank you for seeking input from concerned citizens of the Tri-county region.
Thomas	Funk		Tfunk02@ymail.com	I would like to see the road be upgraded. No new construction.

**WV 9 PEL Public Comments**  
**May 12 - May 25, 2021**

First Name	Last name	Organization	Email address	Comments
Jana	Green			UPGRADE EXISTING WV 9 ALTERNATIVE
Brady	Spielman		brady.spielman@yahoo.com	I am A 27-year-old man who has lived in Berkeley Springs his entire life. I just bought 2 acres in 2015 and on Pius Ridge Road and decided that I wanted to start a family and build a house. Well now it seems that after I built my house in 2018 I now am going to potentially have to move all because of the state deciding that we need an alternate route on route nine when in reality, yes we do need an alternate route for route nine, but you guys are looking at it the wrong way. They need to bring a new route around Hedgesville.. That's where your traffic is and that's where people can't get through.
Brady	Spielman			UPGRADE EXISTING. NO NEW BUILD
John	Dupon		Jpdjag@yahoo.com	Upgrade Rt. 9 past Hedgesville with single lanes each way to Berkeley Springs, four lanes from I81 to Hedgesville.
Katie	White		Kfrey0413@gmail.com	I vote no new roads and just upgrade existing rt 9.
Rosemary	Johnson		Rmj2@frontier.com	The Route 9 expansion seems to disrupt much of Morgan County when the main problem of congestion seems to be in Berkeley County from Hedgesville to I 81. Please correct the immediate issue and please do not spend taxpayer dollars on a super highway in Morgan County where we have absolutely no congestion issues.
Katherine	Breeden		Kcarp2010@aol.com	Our preference would upgrades to current Rt 9 or do nothing
Ricky	Breeden		Rickvbreeden@gmail.com	I prefer to either upgrade Rt 9 or do nothing. This impacts not daughters property
Aaron	Shropshire	Private	aarons13500@gmail.com	My house is in Morgan county where your survey has proved there are no traffic volume issues. Do not build an unnecessary road and destroy my home. I know everyone's house is important to them. I built my house by myself over a 10 year period, you can't replace the work and memories I've put into this. Please don't build in Morgan county I travel to and from work from Hedgesville to Berkeley springs everyday and never have an issue except for an occasional accident that stops traffic a few times a year. I'm for widening the existing road and bypassing Hedgesville with the least disturbance to people's property as possible.
Kent	Worthington	Laurel Ridge HOA VP	kentworthington123@msn.com	As a resident that lives along the eastern part of route 9 I am concerned that simply upgrading the route will not have any impact on the increased traffic flow due to the exponential increase in new developments and businesses. That said any new construction of an additional by-way is in my opinion the only way to resolve the current amount of congestion/noise pollution that impacts route 9 from Hedgesville to I81.
Karen	Hayden		Karen.hayden1218@gmail.com	Upgrade existing WV9 alternative or No build alternative
Bonnie	Deneseus		Nabm@comcast.net	Lease upgrade the existing RT9 only. It's the best option for the community
Timothy	Nealey		Vapeking716@gmail.com	Don't build corridor
April	Funkhouser	Na	April.funkhouser@gmail.com	No build or just fix rt 9
Clint	Hogbin	Berkeley County Solid Waste Authority (BCSWA)	crhogbin@gmail.com	After a review of the documents from the May 11 presentation, the Berkeley County Solid Waste Authority remains strongly and unanimously opposed to proposed corridors III, IV and VI. From a solid waste management perspective, the development of a new 4 lane road in any of these corridors will absolutely cause havoc on the management of solid waste in the Eastern Panhandle. Corridors III and IV will inevitably lead to the development of new exits at Rt. 901 (a/k/a Hammonds Mill Road). Large truck traffic to a private landfill using the new 4 lane road could then approach the Allensville Road/ Rt. 901 intersection from the North. Today, such traffic is permitted by the WV-DEP to only approach Allensville Road from the South. Landfill trucks are simply not capable of accessing Allensville Road from the north unless major changes are made to the Allensville Road/ Rt. 901 intersection. Such changes will involve removing homes and businesses. The concept of building a new road north of Hedgesville reportedly in part to alleviate truck traffic in Hedgesville is wrongheaded. This simply moves any transportation problem from the Town of Hedgesville to the community of North Mountain and will certainly led to more severe road safety issues at the Allensville Road/ Rt. 901 intersection. Such changes will virtually eliminate the community of North Mountain. In addition, Corridors III and IV also significantly impacts the farmland where the Civil War battle called the "Battle of North Mountain" occurred. It will also impact Camp Hopkins – also a known civil war era facility. These corridors also travel directly through property recently purchased by Potomac Edison for a new power substation at the intersection of Ridge Road North and Hammonds Mill Road. As documented in earlier letters to the WV-DOH, the private landfill has a substantial history of attempting to market itself as a mega-landfill and is fully permitted to accept solid waste from 48 states. Legal council for entities opposed to the City of Baltimore's incinerator is actively contacting Berkeley County with a desire to attract landfill capacity for Baltimore. The proposed routes to the north of Hedgesville could cause a domino effect that could lead to a substantial loss of landfill capacity for the Eastern Panhandle. The Town of Hedgesville continues to lose population. The Town continues also to lose historic homes to demolition. As stated previously, there are landfill access alternatives that are made available from the development of a road in Corridors I, II and V. These corridors generally trend south of the Town of Hedgesville and provide landfill traffic access alternatives west of the Town of Hedgesville. A road developed in these corridors could substantially reduce landfill traffic through the Town and Hedgesville and the community of North Mountain. These corridors also are consistent with the County's approved solid waste plans which include the need for the development of large scale recycling facilities in western Berkeley County.
Brice	Riggleman			Upgrade the roads we have, don't build more morons
Daniel	Boyce		Daniel_Boyce@comcast.net	Corridors 2 and 3 pass directly through our land, small farm, and business with houses containing 3 generations of our family. Please reconsider the need to create an alternate route 9 through Morgan county. We had plans to put an in ground swimming pool in this year, however with the uncertainty of a 4 lane highway potentially being placed through our back yard we've temporarily halted the plans. :( I understand this project will take upwards of 10 years, but please do not keep us in limbo as we await the fate of our land. Please communicate the final route quickly so we can determine if it makes sense to continue with our plans to make further improvements on our property. Thank you! The Boyce Family

**WV 9 PEL Public Comments**  
**May 12 - May 25, 2021**

First Name	Last name	Organization	Email address	Comments
Barbara	Elliott		barbellott1980@gmail.com	I recommend widening route 9, do not build the corridors. It will destroy as many as 500 homes. Three of the routes will destroy our 4th generation ran family farm that my family has owned for over 110 years. It will destroy 3 family homes as well as 4 families livelihoods, taking every barn we use to operate our cow/calf. I also suggest a new route coming off i81, running behind GM , along the railroad , Connecting to 901. But 100% do not destroy the homes and farms by building the 6 corridors. Widen route 9.
Bruce	Linton		barbellott1980@gmail.com	NO BUILD, widen route 9 in problem areas. Do not destroy our farm and homes!!!
Madison	Elliott			Do not build , widen route 9
Tim	Elliott		timelliott17.te@gmail.com	No build, recommend widening route 9.
Teresa	Cosentini		tmcosentini@Gmail.com	As a homeowner directly impacted by one of one of the possible re-alignments (115 Dinali Dr), I am vehemently opposed to any realignment, much less the "purple one". I know improvements must be made. The only clear choice that seems to have the least negative impact on the public and that is most cost effective is improvements to the existing road. I don't know how building an entirely new road is even still an option with its exorbitantly high cost and detriment to people's homes and farms. If there are areas in question that make improvement to the existing road more difficult let's get those out in the open so that creative solutions can be sought. Thank you.
Sarah	Arena		Sarahbjack@gmail.com	My husband and I own a home on 18 acres of beautiful land in Hedgesville. The proposed corridors 1,5, and 2 would destroy our home. My husband has worked so hard through the years to improve our home and has put so much of his heart into this land. We spend our evenings walking with our newborn son and dogs admiring Back Creek, which runs behind our house, and meandering among the trees, flowers, birds, and other animals that have taken up their home here. It breaks my heart to think this could be taken away from us. I'm also aware of the many, many others who would lose their homes, farms, land, etc if one of these corridors is built. We consider our property to be our own small piece of heaven and find so much joy here. I know others would be just as heartbroken to lose their homes and all they have worked for. I urge you to please consider updating the existing route 9 roadway and not build any of the corridors, particularly 1, 5, and 2. This construction would ruin what makes this area so special... the farms, rural roads, nature, history. Please do not destroy this or anyone's homes and cause our family or anyone else to uproot their lives. I beg you to seriously consider this input and not take our home away or build so close to it that it is unlivable and unsellable.



## Written Public Comments



Anthony Arena  
561 Goaway Road  
Hedgesville, WV 25427

March 31, 2021

Mr. Elwood Penn  
Director, Planning Division  
West Virginia Division of Highways  
1900 Kanawha Boulevard, Building 5, Room 740  
Charleston, West Virginia 25305

Mr. Elwood,

I write to you today in regards to the WV 9 Planning and Environmental Linkages Study (State Project: T233-9/-25.76, Federal Project: SPR-0009(254)D) and the impact the project would have on our home, our property, our family, our environment and our local community.

I moved to this area 12 years ago to continue my work with the Federal Government. I have now worked for two Federal agencies in the area while living on Goaway Road in Hedgesville. I consider this area my home and had planned to do so for the unforeseen future. During my 12 years living on Goaway Road I have poured my heart and soul, blood sweat and tears into my home and property I now share with my wife, son, dogs, cats, rabbit and chickens. Our property sits on 18 acres of land bordering Back Creek. We have come to love the wilderness and solitude our property and local area has afforded us. We appreciate what we have, where we live and our family can not think of a better way to live. We have worked hard to get to this point.

Recently we came upon the information in regards to the "WV 9 Planning and Environmental Linkages Study" and the severe impact it would personally have on our family, our home, our local community, our local environment and our property. Two of the proposed corridors (Draft Corridors 1 and 5) would build the four-lane road through our property and local neighborhood. One of the proposed corridors (Draft Corridor 2) would build the four-lane road near our property and through our neighborhood. If any of these three proposed corridors are built our home, property, environment and neighborhood would be negatively changed forever. If the project gets approved, we would lose our land, it would make our area unlivable and destructively impact the environment here forever. If these corridors are approved our home and property would no longer be considered home and would be altered indefinitely.

Our family, and neighborhood, enjoy the solitude and the wilderness our area offers us. We appreciate Back Creek with its clear water and peaceful sounds of the wildlife, and the occasional kayaker that may pass by. We enjoy sitting on our porches, hearing the sounds of woodpeckers and other birds. We enjoy wading in the creek on a hot summer day, only hearing the sounds of the water. We enjoy sitting in our house with the windows open, only hearing the wind blowing through the trees. This is a fraction of why we consider our property and neighborhood home and why we love living here. If a four-lane road is built through our area and our property, all that we appreciate and ultimately worked hard for would effectively be destroyed forever. Back Creek would no longer be as pristine as we know it now. Our sounds of the wilderness would be replaced with sounds of passing cars, semi-trucks, horns and all

the sounds and putrid smells of a four-lane road. Property values would be altered and/or properties would be bought up by WV or the Federal Government through eminent domain. All that my wife and I worked for over the past 12 years would be gone forever. My family's home would be adversely altered or gone forever. It breaks my heart to think this could happen to our family and neighbors.

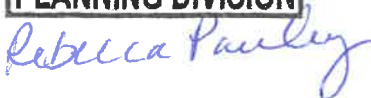
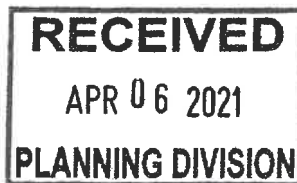
I am very aware that we are not the only family or neighborhood that would be impacted by one of the proposed corridors. Most families, individuals or farms are likely not aware of the impact that could come or they are not paying any mind to it until a proposed route is approved and constructed. I feel distressed not only for my family and neighborhood but for the countless people that are in the path of any of the proposed routes. Children and parents would lose their homes, animals birds and fish would lose their environment, farms that had existed for hundreds of years would be gone, wooded areas would become just another road in the landscape. All of this is not worth the cost of a highway expansion.

I ask WVDOH to consider improving the existing Route 9 and not take away people's homes, destroy the environment, alter historic farms and essentially ruin and disrupt people's lives by moving forward on one of the proposed corridors. I request WVDOH representatives to take into consideration how their own lives would be affected if they were in a similar situation of my family and I, if the decisions they make on this project would directly impact their own lives as it would all of us that live in the path of proposed corridors. These corridors hurt real people, with real lives, with real children, with real families. We are not simply obstacles in the path of progress.

Thank you,



Anthony Arena



Mr. Elwood Penn, Director  
Planning Division  
WV Division of Highways  
1900 Kanawha Blvd., Bldg. 5, Rm.740  
Charleston, WV 25305

May 10, 2021

Dear Mr. Penn:

Linden Farm is located 1 and ½ miles east of Berkeley Springs off WV 9 East. The farm was part of an 1800 land grant to M. I. McKewan. The Grove family bought it in 1847 and operated it as a dairy farm. It was sold to my husband in 1964 and the farm has remained in our family since that time.

We maintain approximately 60 acres of farm fields and make hay annually. The farm is part of the Farmland Property Tax Exemption Program in Morgan County. The 51.46 acres of woodland have been part of the WV Division of Forestry Managed Timberland program for many years.

A spring feeds two ponds and a stream. This spring is surrounded by a wetland area. The farm is home to many species of birds and other wildlife.

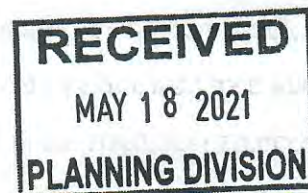
The original frame farmhouse, built in 1800, is an historical structure. Known as the Old Homestead, it has been renovated and operated as a vacation rental for the last 20 years. This business pays state and local occupancy taxes. The Old Homestead employs many local people as cleaners, yard care workers and building maintenance workers.

Linden Farm, the Old Homestead and four private homes are in the path of this section of Corridor II of the WV 9 construction program. I understand that West Virginia wants to encourage small family farms and small businesses. Please don't put a highway through Linden Farm, the Old Homestead, and our homes.

Sincerely,

*Sara W. Brinkmann*

Sara W. Brinkmann  
217 Linden Farm Lane  
Berkeley Springs, WV 25411  
sallywalkerbrinkmann@gmail.com



*Rebecca Pawley*

Chestnut Grove Property Owners Association  
3000 Chestnut Grove  
Hedgesville, WV 25427

March 7, 2021

Mr. Ellwood Penn  
Director, Planning Division  
WV Dept of Highways  
1900 Kanawha Blvd.  
Building 5, Room 740  
Charleston, WV 25305

Re: Comments on WV-9 Planning

Dear Mr. Penn,

I am the president of the Chestnut Grove Property Owners Association (CGPOA), a community of over 35 property owners of 2-3 acre lots. We sit between Potter Rd. and Burnt Mill Rd off River Rd (Route 1.) Just north of us, across Burnt Mill Rd., is Twin Mountain View (TMV), a similar community developed at the same time in the late 1980s and 90s.

As the names of these associations suggest, our residents were attracted by the mountain views and wooded living, off of main roads. "Almost Heaven West Virginia" is real for us here. Each home was individually built, not by a developer but by each homeowner. While we can faintly hear the traffic of Route 9 in the distance on some days, it does not spoil the ambiance we currently enjoy.

My comments to the Route 9 planning is as follows:

1. The needs of Berkeley County residents are distinct from ours. Development is currently going on along Routes 9 and 901, and traffic congestion may be an issue in the Hedgesville area. Route 9 improvements may be needed there, and it would not be fair for us to comment on those needs.
2. ***However, a new corridor is NOT needed between the Hedgesville area and Berkeley Springs.*** Your own studies indicate that traffic has not increased in over 20 years. The only impact of building a new corridor would be to *encourage a shortcut between I-81 at Martinsburg and I-70 at Hancock, MD for non-local*



traffic. This would ruin Morgan County, much like truckers using Route 522 as a shortcut ruined Berkeley Springs and required an expensive new by-pass to manage.

3. Alternative 2 will smash directly through CGPOA, destroying the community physically and ruining the aesthetic of TMV. When this was raised with Lu Ann May at the public hearing, she brushed it off by stating that the corridor could go around a community. Unlike other developments along Route 9 and 901, our communities were specifically created to be away from main roads, to enjoy country living. Anything coming closer than Route 9 comes now will seriously diminish the quality of life we enjoy. Any northern corridor, and Alternative 3 in particular, will come too near to us. It will bring increased noise and pollution and spoil recreational access to the Potomac River, while doing little to serve local traffic.
4. Any new corridor is going to disrupt the movement of the bountiful wildlife in Morgan County and create safety issues for drivers. Instead of creating new hazards, WV should improve the existing road for traffic safety, including wildlife crossings.

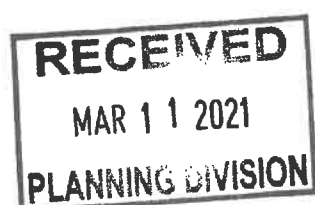
To summarize, the residents of CGPOA vigorously oppose any new east-west corridor running through Morgan County as not needed, and we particularly oppose any corridor running north of the existing Route 9. Focus should be upon improving any traffic safety hazards along the existing right of way, including wildlife crossings.

I would appreciate an acknowledgement that these comments have been received. Thank you!

Sincerely yours,



Page Croyder  
President, CGPOA  
[pagery30@gmail.com](mailto:pagery30@gmail.com)  
410-262-5239



**From:** [Page Croyder](#)  
**To:** [karen.e.allen@wv.gov](mailto:karen.e.allen@wv.gov); [May, Lu Ann](#)  
**Subject:** EXTERNAL: WV Corridor comments  
**Date:** Tuesday, May 11, 2021 08:09:55 PM

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Ms. Allen and Ms. May,

In addition to the letter that I sent after the first public meeting, I would like to add that a lot of my angst at the second meeting (shared by others, judging from the comments) is that no justification was presented for a new corridor through Morgan County, yet all "full build" corridors were pushed through to the next stage.

I hope that the justification can be more clearly articulated next meeting.

Thank you.

Page Croyder

**From:** [Allen, Karen E](#)  
**To:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: FW: [External] Orange Line / Corridor 4 Hedgesville WV DeHaven Property Native American /Endangered Animals  
**Date:** Wednesday, May 26, 2021 07:35:40 AM

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**From:** dehavenjays@aol.com <dehavenjays@aol.com>  
**Sent:** Tuesday, May 25, 2021 2:34 PM  
**To:** Allen, Karen E <Karen.E.Allen@wv.gov>  
**Subject:** [External] Orange Line / Corridor 4 Hedgesville WV DeHaven Property Native American /Endangered Animals

**CAUTION: External email. Do not click links or open attachments unless you verify sender.**

Good Day, Mrs. Karen E Allen,

On behalf of my family as well as our Community, I reach out to you by this deadline of 5/25/2021 to share a bit about my personal home. I would like to thank you for the wonderful presentation during the virtual meeting. My husband and I attended leaving remarks concerning our Native American heritage as well as the endangered animals that find sanctuary on our mountain ridge. In 1999 at only 18 years old my husband and I bought this ridge. We both come from difficult backgrounds determined to succeed! I am a traditional Native American with a background of poverty straight off tribal reservation grounds that I worked very hard to overcome. My husband Jay DeHaven was taken in as a foster eventually getting his life together after being abandoned at only 13 years old. Jay enlisted in the Airguard through Civil Engineering becoming a General Contractor in WV, I am a contractor in Virginia.

Over the last 20 years, we have raised our 5 children on this ridge, providing a healing spiritual retreat to those in need, we've hosted Native American Powwows as well as made priceless memories here. In 2016 I became very ill with a condition known as MCAS Mast Cell Disease Syndrome. It is a condition that is debilitating, causes severe loss of quality of life, often bouts of anaphylaxis as well as being covered in full-body HIVES. On my worst days, I have thanked God I had such a peaceful environment to live out my days in. It is beautiful here with views that span a hundred panoramic miles from the mountain tops. There is no cure for my disease. I just turned 40, I am a mother of 5 and a Grandmother of 4. I often prayed that God would allow me to see my Grandbabies on the same grounds my Native Ancestors stood and made memories. The disease has advanced, This past year I began installing a hospital/recovery area for my condition. You see it is so rare my specialist is 2 hours away from here in Charlottesville Va UVA, Morgantown, and Johns Hopkins. The local ER is limited on coping with the disease which is temperature-sensitive, chemically sensitive, and idiopathic reactive at times if stress is high. From the moment we learned our home was in the pathway earlier this Spring my system completely shut down, I was unable to eat for 2 months as my specialist worked hard to get me calmed down, my system regulated and rebalanced. I am happy to say that we have stability again. Just the fear of moving, losing my hospital/recovery area during severe pain is frightening.

As Builders, we have crafted this immaculate home board by board, piece by piece as well as design by design. I have a long documented Native American lineage that ties straight into WV history as well as US history through Jamestown Va. As a direct descendant of Chief Powhatan, Pocahontas, and WV's Chief Cornstalk (Mothman /Cornstalk Cure /Point Pleasant WV ) I feel my heritage alone says so much, Time and again it is the Federal Government stripping away my people of hard-earned ground. My Grandmothers picked cotton as agricultural slaves or trafficked labor is known as -Sharecroppers. 2 years I applied to change my road name to honor them (Sharecroppers Lane Hedgesville WV) to incorporate our tribal motto (NEVER FORGET WHERE YOU CAME FROM) as I have found success building

residentially and commercially throughout the entire State of WV I have not forgotten the hardworking blood-filled cotton-picking hands of my ancestors that prayed for better days. After overcoming such stories I honored my family with building a Native Heritage museum through construction/artisan craftsmanship which tells a story through my home.

I ask that you have mercy on my not only my home but those community cornerstones of history such as farms, general stores, and churches. Life exists here now, and has many years. It was all of us paying years of taxes, guarding the community and country ways that make this a beautiful place of heritage and tradition. I will email you the pictures of Eagles, Recordings of Owls and Whip R Whirl birds if you like.

I appreciate your time

Serena DeHaven

General Contractor /Owner

Easton Sawyer Construction Firm

















coffee  
and shoes  
take  
away the  
blues











May 16, 2021

Mr. Elwood Penn  
Director, Planning Division  
West Virginia Division of Highways  
1900 Kanawha Blvd., Building 5, Room 740  
Charleston, WV 25305

Dear Mr. Penn,

As the owners of Speck Spring Farm, we are writing to express our gratitude and appreciation regarding the recommendation to evaluate Corridors III, IV and VI by shifting the routes to avoid impacting our farm.

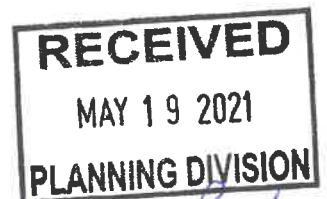
We are grateful that you have taken into consideration the large number of public comments you received opposing corridor routes that would affect our farm which, as you mentioned in your presentation, includes the original 1814 farmhouse and stone smoke house on the National Register of Historic Places. The farm continues the tradition of being a working farm and currently provides vegetables and eggs to various venues including local farmers markets.

Again, thank you for considering our situation in your recommendations.

Sincerely,

*Dave Elliott & Sue DeVall*

Dave Elliott and Sue DeVall



*Rebecca Pauley*

**From:** [Barbie Elliott](#)  
**To:** [Karen.E.Allen@wv.gov](mailto:Karen.E.Allen@wv.gov); [May, Lu Ann](#)  
**Subject:** EXTERNAL: WV Route 9 : information and questions  
**Date:** Wednesday, May 12, 2021 09:42:20 AM

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Dear. Ms. Allen and Ms. May,

Thank you for the information provided at last week and this week's WV 9 PEL stakeholder workshop. I have two questions I need to know before I send my comments in by 25<sup>th</sup>. The first one is simple: is this the link that the public can send their comments to?

<https://forms.office.com/Pages/ResponsePage.aspx?id=As8mikipDHkOMrX6u-X70hP1qkdaerWVBhfkavmPjdLZUOFA4NEtMVk1DV1IHM0QxQkYxVFhRNFZLTi4u>

The 2<sup>nd</sup> question is very important to my family and their livelihood. The alternative routes: I, II, V, will destroy our family farm. We have owned this property for over 112 years. It is operated by 4<sup>th</sup> generation farmers who are in their early 40's, so the expectancy of them farming this property into their later years is 100%. We own the property right at the GM/Quad stop light along route 9 (can't miss us!!). These 3 routes take 2 homes and the following buildings that will be detrimental, as well as ruining the livelihood of the business and ending our 112 years of farming this property. This is not just land that people own, 4 families live off this farm, 300 head of cattle are raised on this farm, as well as it is prime farmland. It is the sole income of these families!

Will the estimated project cost and implementation of the routes for example: Alternative Route 1 estimated at \$1,490 MILLION dollars: does this include the landowners/homeowners compensation for tearing down their homes and businesses to build this road or is it just the construction of the road?

Will the state pay for 120 acres, 2 homes, 40\*67 garage, 20\*72 barn, 3 grain bins, 4 silos, 2 trenches, 1 manure pit, 24\*194 barn, 80\*180 barn, 32\*110 bank barn, 40\*172 barn. I work for the government myself and I know what it costs to build a livestock barn on average through the USDA it costs the farmer over \$400,000 for one barn. If this road destroys everything we own, will we be reimbursed so we can rebuild?

I see where they are moving routes III, IV and VI for 1 landowner owning a 7.28-acre farm because they received comments due to a public Facebook post. I don't see where it's fair to adjust the routes for a single small landowner, when one single route affects over 500 landowners. One person is not as important as the rest, this affects us all. The state is currently already taking land from us to widen route 9, where we received ZERO compensation. Now this will take over 120 acres from us.

I am strongly in favor of widening route 9. Has a thought of running a route directly off I-81 South behind the GM plant along the railroad and connecting to 901 been discussed? This route would be less invasive and hits less land than the other routes.

Thank you for your help and assistance. I know that you are the planners and not the decision makers and working with the public can be difficult, I have to do it everyday. But when something affects your livelihood and future, it is very concerning. Thanks again and I wish you the best with this process.

Barbie Linton-Elliott

**From:** [Allen, Karen E](#)  
**To:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: FW: Rt. 9 upgrades/new road  
**Date:** Tuesday, April 13, 2021 06:10:23 AM

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**From:** Penn, Elwood C <Elwood.C.Penn@wv.gov>  
**Sent:** Monday, April 12, 2021 3:54 PM  
**To:** Allen, Karen E <Karen.E.Allen@wv.gov>  
**Subject:** FW: Rt. 9 upgrades/new road

851

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**From:** Thorne, Lee J <[Lee.J.Thorne@wv.gov](mailto:Lee.J.Thorne@wv.gov)>  
**Sent:** Monday, April 12, 2021 3:50 PM  
**To:** [ericphebus@yahoo.com](mailto:ericphebus@yahoo.com)  
**Cc:** Kisamore, Lisa R <[Lisa.R.Kisamore@wv.gov](mailto:Lisa.R.Kisamore@wv.gov)>; Ray, Travis L <[Travis.L.Ray@wv.gov](mailto:Travis.L.Ray@wv.gov)>; Penn, Elwood C <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>  
**Subject:** RE: Rt. 9 upgrades/new road

**Dear Mr. Phebus,**

**Thank you for your email expressing concern over the possible relocation of portions of WV 9 between Martinsburg and Berkeley Springs. This project is very early in the study phase and one public meeting has been held. We value comments from all of our citizens. I**

**am copying Mr. Elwood Penn, Director of Planning Division, on this email. The link below will take you to the March 4, 2021 Stakeholder and Public Meeting Presentation as well as a link to take a survey regarding the project and to also provide your comments either in writing or online.**

**<https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>**

**Again, thank you for your email.**

**Lee Thorne  
District Five Engineer  
(304) 289-3521**

**Name:** Eric D Phebus  
**Organization:**  
**Phone:** 3049952653  
**Email:** [ericphebus@yahoo.com](mailto:ericphebus@yahoo.com)  
**Address:** 85 Lingering Drive  
**City:** Hedgesville



**State:** WV

**Zip:** 25427

**Subject:** Rt. 9 upgrades/new road

**Message:** I'm sending this in regards to adding new roads to redirect Rt.9 traffic between Berkeley Springs and Martinsburg. I've been a resident of Berkeley County for 27 years and I've grown up here as have many others I've lived around over the years. I believe i speak for everyone that could be potentially displaced or have to relocate that we all have worked hard for our homes. We wish to preserve some of the last remaining area of woods and beautiful land that remains in Hedgesville. We would ask that you would look to upgrading the existing route 9 to make it more efficient instead of displacing potentially hundreds of people like myself. We want to keep our state and our county wild and wonderful. Please reconsider or please pass this along to the appropriate parties. Thank you for your time

To:

Date:

4/11/21

Mr. Elwood Penn, P.E.  
Director, Planning Division  
West Virginia Division of Highways  
1900 Kanawha Boulevard, East  
Building 5, Room 740  
Charleston, West Virginia 25305-0430

RECEIVED

APR 15 2021

PLANNING DIVISION

*Librae Parley*

DATE: March 4, 2021

LOCATION: Virtual Meeting via WebEx

SUBJECT: Information Public Workshop Meeting

PROJECT: WV 9 Planning and Environmental Linkages Study

STATE PROJECT: T233-9/-25.76

FEDERAL PROJECT: SPR-0009(254)D

Berkeley and Morgan Counties

COMMENTS DUE BY MONDAY, APRIL 5, 2021

I was told by Luann May on the planning committee at Michael Baker International that I really have until June to get these comments in. Please consider the following comments:

MR. ELWOOD PENN, P.E. — My wife and I are in our 60's/70's. We've lived here at 61 Hedgesville, WVA, wish bone circle approximately 5 yrs, we've had to move about 3 times in last 34 yrs because neighborhoods turned bad. We don't want to move again because this by pass either comes thru our house or becomes too close to damage our peaceful living. Many elderly people live in this subdivision of around 30 houses. Therefore please choose route No. 6 for the by pass. There is → Please print the following information.

NAME: MR. HERMIT A. HOFFMAN

ADDRESS: 61 WISH BONE CIRCLE  
HEDGESVILLE, WVA,  
25427

more woods and farmland there for the bypass  
and much less housing to disturb by building  
the bypass. Thank you.

ORGANIZATION (IF ANY):

NONE

How did you hear about the Informational Workshop Public Meeting?

Laura May of Michael Baker International

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Project Information and Comment Sheet can be found at the WVDOH website at  
<https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>  
Projects and click WV 9 Planning and Environmental Linkages Study.



BERKELEY COUNTY SOLID WASTE AUTHORITY  
19 RECOVERY WAY  
MARTINSBURG, WEST VIRGINIA 25405  
304-267-9370



March 28, 2021

office@berkeleycountyrecycling.com  
www.berkeleycountyrecycling.com

Karen Allen  
WV – Department of Transportation  
1900 Kanawha Blvd E.  
Charleston WV 25305

Ms. Allen,

During the course of its March 17, 2021 Board meeting, the Berkeley County Solid Waste Authority (BCSWA) reviewed the proposed corridors provided in the March 4, 2021 WV Rt. 9 Planning and Environmental Linkage Study.

The BCSWA unanimously concludes that Corridor I, Corridor II or Corridor V best meets the transportation and environmental resources objectives. These corridors generally favoring a "south of Hedgesville" connection with or near State Route 7 (Back Creek Valley Road).

From a solid waste perspective, the aforementioned corridors allow of the best opportunity to provide for future comprehensive recycling needs of the region by providing significant transportation opportunities for the development of a much requested comprehensive drop off recycling facility in western Berkeley County. Such a recycling center would mirror current recycling facilities in the County and would likely have in excess of 200 – 400 vehicles per day. The "south of Hedgesville" corridors also provide for the best opportunity of the development of a new access road to the nearby private landfill. Therefore, the aforementioned "south of Hedgesville" corridors will provide a significant opportunity to reduce or eliminate landfill related truck traffic through the Town of Hedgesville.

Finally, the BCSWA believes the aforementioned corridors align closely with the previously selected preferred corridor. As a matter of fairness, staying with the general "south of Hedgesville" alignment serves to provide fairness to those who educated themselves prior to locating the Hedgesville area.

Thank you for any consideration.

Sincerely,

  
Clint R. Hogbin

Chairman

304-268-5703 (cell)

cc: Lu Ann May: Michael Baker Int.

March 3, 2021

J.W. Hartmann

Briary Bottom

RECEIVED

MAR 09 2021

PLANNING DIVISION

Dear Mr Penn,

I want to express my opposition to any extensive road work on Rte 9 between Martinsburg and Berkeley Springs. I live west of Berkeley Springs, not far from Rte 9 so whatever chaos you cause is not right in front of me. But I'm still a resident of Morgan County & I occasionally drive Rte 9 east to Martinsburg.

It's a winding curvy road through some beautiful rural landscape. It's an interesting drive with a human scale, not totally trashed by strip malls, pavement & too much road.

Berkeley Springs is a tourist town which relies on visitors for its life blood. Why would anyone come here if it's the same as every other town



ruined by overdevelopment? People appreciate the sense of remoteness afforded by a decent but downscale road such as the present Rte 9 east out of Berkeley Springs / Rte 9 west out of Martinsburg.

How about a few truck lanes on uphill stretches, a little widening in all. Or maybe a left-turn lane here & there. Or a bit of beefing up of the bridge over Sleepy Creek. Minor upgrades at minor costs.

The rest of our roads could use proper maintenance & repair. Bridges & culverts are constantly crumbling. And our tappers are tapped out, sucked dry.

Enough, already!

JW Hartman

May 23, 2021

Dear Mr. Penn,

Just a quick note to thank both you and your staff for your courteous and professional approach in sharing information with Morgan and Berkeley County Residents regarding the possible Route 9 Expansion.

The general consensus of the residents seems to be that the immediate traffic congestion problem between Hedgesville and the I 81 Highway should be addressed.

However, the 20 mile 1500 foot super highway seems to be a project with no immediate need and one which would drastically and tragically disrupt the lives of many residents and obliterate the wildlife and the ecology that we have come to admire and respect.

We see no traffic congestion on Route 9 from Berkeley Springs to Hedgesville;  
I drive this road often at various times of day.... often I am the only car on the road

Truck traffic also seems to have no problem, given the easy access to 70 which connects to I81. I have never encountered traffic congestion on 70...so where is the need??

Please spend our tax dollars where the need is immediate and please don't unnecessarily disrupt the lives and investments of your fellow West Virginians especially given our current economy.

Homes in this region are basically unavailable and it is a very strong seller's market . If you take our homes for this unnecessary project, we will not be able to find comparable housing in this region.

I have a unique home; it is a geodesic dome. They are rare in this region. My husband and I purchased this home 20+ years ago. We invested a tremendous amount of money in The Dome, since it was to be our dream home.

My husband, David was a former Marine; he died 4 years ago aged 67 from a chemically induced cancer. We believe the cancer was service related. David lived only 18 months after his diagnosis. However before he died he made sure our home had everything that I would need for the balance of my life.....a new roof. a new HVAC system, new siding, a Generac generator and so much more. Eminent Domain would make David's final commitment to me a futile effort.

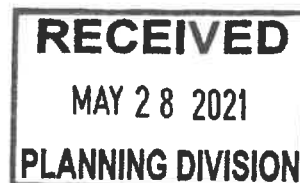
Before a final decision is made, I invite you and your staff to come visit us. You can personally survey the area and then determine the need. We would all appreciate meeting with you and sharing our thoughts.

So in closing, I thank you for your time and for your respectful diligence in determining the course of this project.

Respectfully,

  
Rosemary Johnson

304-671-2416



**From:** [Allen, Karen E](#)  
**To:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: FW: [External] Rt 9 Bypass and Barksdale Lane  
**Date:** Tuesday, April 6, 2021 06:51:21 AM

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Good morning Luann,

Ms. Johnson also submitted her comments online as well.

Karen

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**From:** Rosemary Johnson <rmj2@frontier.com>  
**Sent:** Monday, April 5, 2021 4:43 PM  
**To:** Allen, Karen E <Karen.E.Allen@wv.gov>  
**Cc:** Shumaker, Ann M <Ann.M.Shumaker@wv.gov>  
**Subject:** [External] Rt 9 Bypass and Barksdale Lane

**CAUTION: External email. Do not click links or open attachments unless you verify sender.**

Hello Karen,

As promised I am sending you this email to confirm our conversation this morning regarding the Route 9 Bypass Option utilizing Barksdale Lane , Hedgesville WV as the construction location.

My address is 207 Barksdale Lane and the destruction of my home and of the surrounding woodland and wildlife would be tragic.

I did fill in the questionnaire regarding this issue and it was filed by the April 5th deadline.

Since the issue is so very important to me as a widow, a senior citizen and the director of a 501 ( C ) ( 3) cat rescue which operates at this location, I would like to register for the May 11th conference call which addresses this situation.

Thank you so very much for your kindness and understanding regarding this matter.

Please let me know how to join the May 11th Conference regarding the Route 9 Bypass.

Thanks again !!  
Rosemary Johnson  
304-671-2416



To:

Date:

Mr. Elwood Penn, P.E.  
Director, Planning Division  
West Virginia Division of Highways  
1900 Kanawha Boulevard, East  
Building 5, Room 740  
Charleston, West Virginia 25305-0430

DATE: March 4, 2021

LOCATION: Virtual Meeting via WebEx

SUBJECT: Information Public Workshop Meeting

PROJECT: WV 9 Planning and Environmental Linkages Study

STATE PROJECT: T233-9/-25.76

FEDERAL PROJECT: SPR-0009(254)D

Berkeley and Morgan Counties

**COMMENTS DUE BY MONDAY, APRIL 5, 2021**

Please consider the following comments:

*See attached comments.*

Please print the following information.

NAME:

*Former West Virginia Deleate Larry D. Kump*

ADDRESS:

*P.O. Box 1131  
Falling Waters WV 25412-1131*



Mr. Elwood Penn, P.E.

Director, Planning Division

West Virginia Division of Highways

1900 Kanawaha Boulevard East

Building 5, Room 740

Charleston, West Virginia 25305-0430

Thursday, 18 March 2021

Re: Comments on WV 9 Planning and Environmental Linkages Study

Please redirect Route 9 to bypass the Town of Hedgesville, preferably on the North side of the town.

Doing so will greatly reduce dangerous and congested traffic snarls with the Town of Hedgesville, and bypassing Hedgesville on its North side also will eliminate the extensive truck traffic through the town, which comes from the landfill on the North side of the town.

Yours for better governance,

A handwritten signature in black ink, appearing to read 'L. D. Kump', written over a horizontal line.

Former West Virginia Delegate Larry D. Kump, District #59

P.O. Box 1131, Falling Waters, WV 25419-1131

(304) 274-3104

ORGANIZATION (IF ANY):

How did you hear about the Informational Workshop Public Meeting?

Morgan Messenger weekly newspapers

Project Information and Comment Sheet can be found at the WVDOT website at  
<https://transportation.wv.gov/highways/programplanning/comment/Pages/default.aspx>  
Projects and click WV 9 Planning and Environmental Linkages Study.



f

when will Wv DOH think outside the box. You already have real problems at exit 12 on I-81. Exit 16 is a mess with present day traffic. How about a bypass from the dual lanes of Rt, Pass around the east and north sides of Martinsburg. Put in a new I-81 interchange some where between exit 16 and Spring Mills. Continue on west to Berkeley Springs? You will help with the terrible traffic at exit 12, Not add to traffic problems at Exit 16 and prepare the the area for the future instead of pushing the can on down the road?

Lena Knighten

Inwood, wv

25428

l\_knighten@yahoo.com



**From:** [John Landi](#)  
**To:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: WV-9 Planning and Environmental Linkages Study  
**Date:** Sunday, April 4, 2021 10:51:37 PM

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Good Evening,

I'm sorry for the late response to the survey, but I just found out about the project, and how it impacts my family.

My name is John Landi and I live at 152 Blanchard Ln, Martinsburg, WV 25403, with my wife and two young boys. After an extensive search, we moved here from Maryland in September 2020.

So far we love the area, and the beautiful neighborhood that we live in. Needless to say, we were very shocked and upset when we heard about this project, and the potential outcome it has on our property and neighborhood.

Corridor's 1 and 2 show the project running right through our neighborhood. Both plans would take out seven streets, including our main entrance.

It is very upsetting to know that there is a chance we may lose our house, or have a 4 lane road built behind our nice peaceful yard.

While looking at the overall plan for both routes, I can't believe how many properties and businesses would be affected. I find it hard to believe that someone would design a route that would cause this much hardship to families and businesses, especially in a post Covid world.

I'm sure that you personally would not like to lose your home to a road project, or have a 4 lane road built in your backyard as well..

So I am asking you to please vote no to Corridors 1 and 2.

Can you also please keep me updated as to when the next meeting will be? The presentation showed that it might be in May.

Thank you,

--

John Landi  
152 Blanchard Ln. Martinsburg, WV 25403  
(609)432-6848

-



**From:** [Allen, Karen E](#)  
**To:** [Lee Tomolonis](#)  
**Cc:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: Re: [External] WV 9  
**Date:** Monday, April 5, 2021 02:06:10 PM

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Good afternoon Lee,

The final public meeting will be held virtually (WebEx) on May 11. I cc'd Lu Ann May on this email so she can add you to the invitation list.

I will add this email to the official comments we have received so far. Here is additional information for the project including the presentation from the March meeting:  
<https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>

Karen

## WV Department of Transportation

The West Virginia Department of Transportation will, upon request, provide reasonable accommodations including auxiliary aids and services necessary to afford an individual with a disability an equal opportunity to participate in our services, programs and activities.

[transportation.wv.gov](https://transportation.wv.gov)

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**From:** Lee Tomolonis <lee.sinoski@gmail.com>  
**Sent:** Sunday, April 4, 2021 11:11 PM  
**To:** Allen, Karen E <Karen.E.Allen@wv.gov>  
**Subject:** [External] WV 9

**CAUTION: External email. Do not click links or open attachments unless you verify sender.**

Hello,

I'm curious about the date of the next public meeting regarding the WV 9 alternatives from Berkeley Springs to Martinsburg. I read that there would be another scheduled in May, and I'd really like to attend. Do you know any more information about the time, date, and location for this meeting?

I am incredibly concerned as we live on Sleepy Creek, directly next to the alternative labeled Corridor 2. This route would devastate us, as it would replace the beautiful creek we enjoy and

swim in, with a 4 lane highway. It's incredibly heartbreaking to think about this reality, and my wife and I are in a panic at this possibility. We have been full of anxiety since the publication of these 'improvements' in the Morgan Messenger. I've read over the article and the slideshow, but I still do not understand the justification for such a massive endeavor when it seems all the congestion centers around Hedgesville and the lights nearby.

Any information you have about the next meeting would be appreciated. We are very concerned.

Thank you for your time and attention,  
Lee Tomolonis

**From:** [dam0513](#)  
**To:** [karen.e.allen@wv.gov](mailto:karen.e.allen@wv.gov); [May, Lu Ann](#)  
**Subject:** EXTERNAL: WV Route 9 Bypass Plan  
**Date:** Wednesday, March 10, 2021 07:05:31 AM

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I had suggested to the state previously to help the traffic congestion in Hedgesville now, the following. I have lived on the area for 29 years and the traffic growth has increased significantly. Alternate the light in Hedgesville, so that east and west bound traffic would have free right of way at separate times. I.e. traffic heading towards Martinsburg on rt. 9 would have green light to go straight and turn left onto 901 without having to stop for westbound traffic. The slow down has always been the cars turning onto 901 from rt. 9. Very frequently sitting at the light for the entire sequence just to have one vehicle turn. There is a large amount of garbage truck traffic using the landfill on a daily basis. We now have numerous developments being built that also add to the numbers. Also, the Woods Resort, which use to be more of a summer/weekend housing, is now mostly year round residents and has been increasing in numbers over the years.

Thanks,  
David Martz  
Hedgesville, WV

Sent via the Samsung Galaxy S10, an AT&T 5G Evolution capable smartphone

**From:** [Allen, Karen E](#)  
**To:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: FW: [External] RT 9 CORRIDOR  
**Date:** Tuesday, May 25, 2021 07:42:10 AM

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**From:** Penn, Elwood C <Elwood.C.Penn@wv.gov>  
**Sent:** Tuesday, May 25, 2021 7:02 AM  
**To:** Allen, Karen E <Karen.E.Allen@wv.gov>  
**Subject:** FW: [External] RT 9 CORRIDOR

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**From:** fred mchargue <[fredandlinda71@gmail.com](mailto:fredandlinda71@gmail.com)>  
**Sent:** Monday, May 24, 2021 11:03 PM  
**To:** Penn, Elwood C <[Elwood.C.Penn@wv.gov](mailto:Elwood.C.Penn@wv.gov)>  
**Subject:** [External] RT 9 CORRIDOR

**CAUTION: External email. Do not click links or open attachments unless you verify sender.**

DEAR MR. PENN,

I am a resident of the Chestnut Grove Community of Hedgesville, WV. I am writing a followup letter to that written by the President of our Chestnut Grove Property Owners Association, Page Croyder. Ms. Croyder, representing our community, has expressed our deep concern over the proposed plans to possibly reroute Route 9 from Hedgesville to Berkeley Springs directly through our community.

Many of us in this beautiful community retired here from other States, building our retirement homes in the tranquility and beauty of this area. According to two of the proposed rerouting of Rt 9, our entire community would be eliminated or adjacent to a 4 lane highway. All we hold dear in living here would be destroyed.

In addition, there are two established churches in this area that have faithfully served this community for years. Both of these churches are in the direct path of the proposed changes.

We petition the Planning Division to preserve the many homes and lives that would be terribly and destructively impacted by the drastic change to Rt 9. We support addressing the need for future ease in utilizing the Rt 9 Corridor from Berkeley Springs to Hedgesville by adjusting the current Rt 9 location as much as possible without destroying the farms and communities that have been established and enjoyed here for years.

Thank you for recognizing our deep concern in this matter.

Linda McHargue

CGPOA Secretary  
304-839-7269

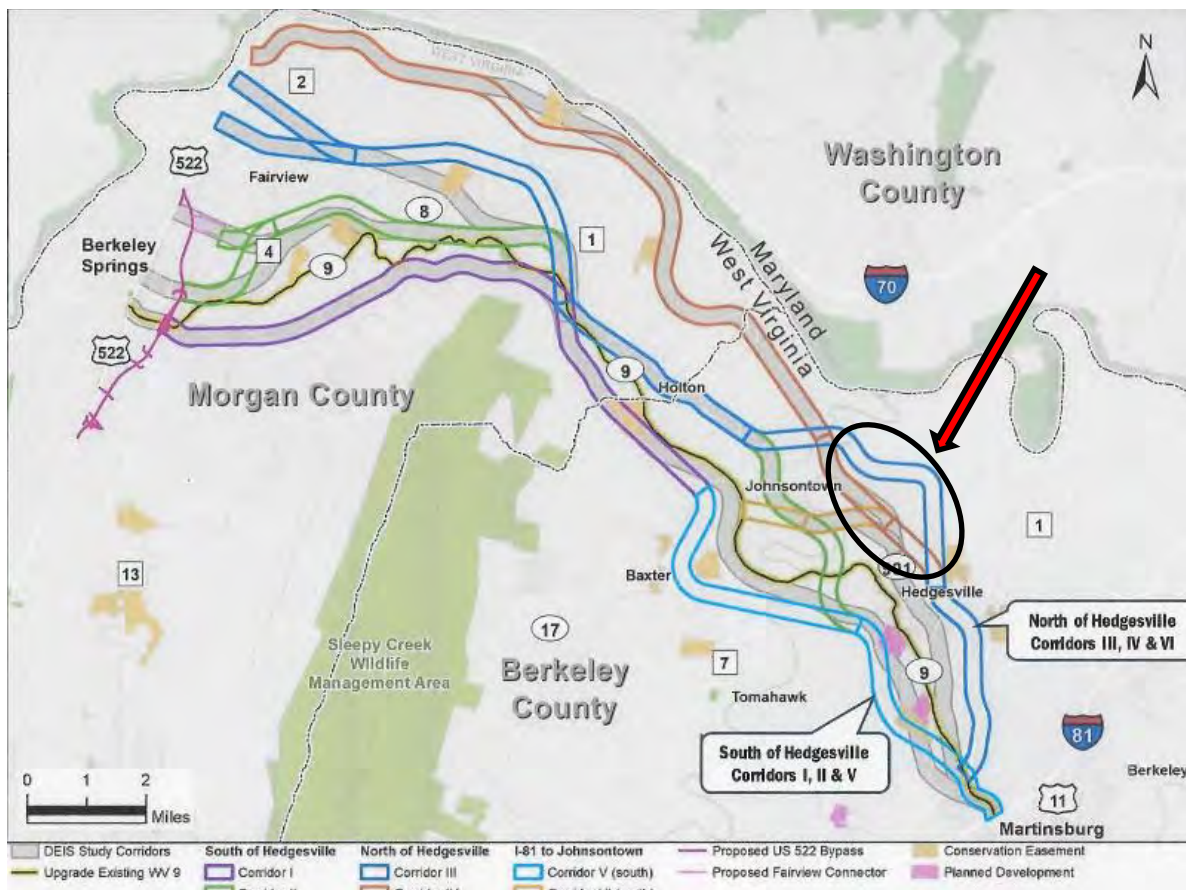


687 McCoy's Ferry Road  
Hedgesville, WV 25427  
May 21, 2021

Mr. Elwood Penn  
Director, Planning Division  
West Virginia Division of Highways  
1900 Kanawha Boulevard, Building 5, Room 740  
Charleston, West Virginia 25305

Dear Mr. Penn,

Please consider these comments regarding a specific section of Corridor III on the map of proposals for the route 9 project from Berkeley Springs to Martinsburg. I am referring to this section:



This is a very curious route for a few reasons:



**I- This route will destroy active farms.**

**1- Clover Ridge / the Blizzard Farm** – This farm consists of 216.42 total acres. If you will look on an enlarged satellite map you will see that the proposed right-of-way goes through the center of the farm leaving pieces of ground on each side of the proposed route. Be aware the right-of-way is across three homes representing three generations of the Blizzard family, including the matriarch who will turn 100 years old this week. Every structure on the property is in the middle of the right-of-way. If the right-of-way takes all the homes and buildings and a four-lane highway divides what is left of this property, it will be practically useless.

**2- The Miller Farm** – This family farm is currently being operated by the second and third generation owners which includes my sons and me. It consists of 153.77 acres (the online tax map is not up-to-date and does not show this, but I have deeds to every parcel.) The proposed right-of-way does not run across the center of our farm, but it does run across the heart of the farm: the barns and buildings that store our hay, all of our farming equipment, tools, and everything else that is necessary for the operation of the farm. We raise beef and our sorting pens, veterinary area, and cattle chute for loading and unloading will be gone. Our farm does not have a year-round stream and the ponds dry up most summers, so we have a well that provides water for our cattle. It, too, will be gone. So, essentially, a decision to cross our farm will destroy our entire farming operation.

**3- The Cole Farm** – This farm consists of 103.79 acres and it, too, has been owned and operated by generations of the same family. The proposed right-of-way goes across their house and buildings, too, and would leave them with no way to continue their farming operations.

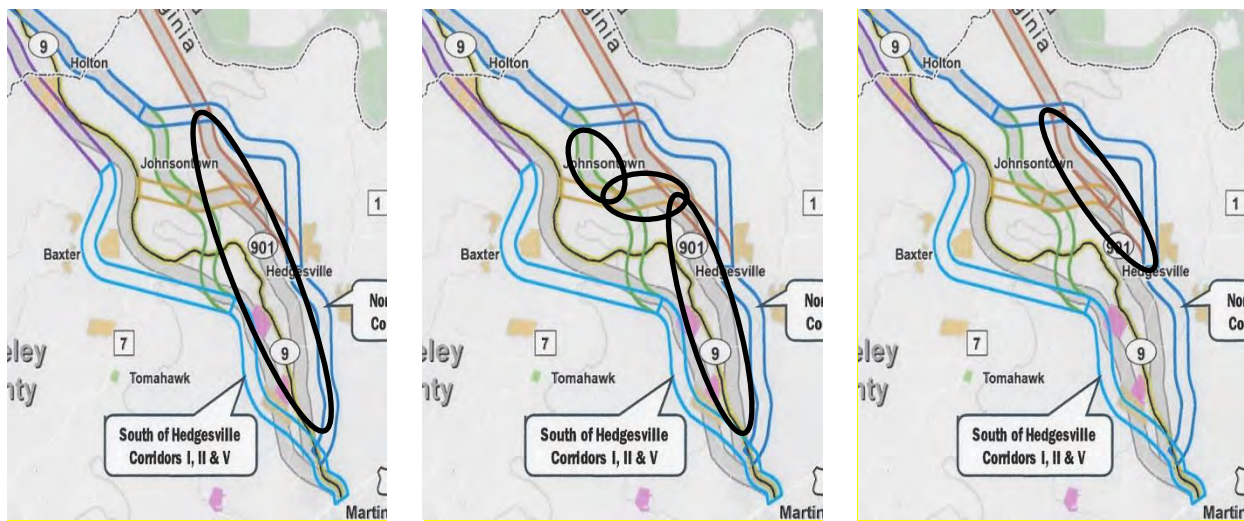
I realize it will be necessary for many families to lose their homes and for that I am genuinely sorry, but houses can be replaced. When a farmer loses his house and/or everything he uses to operate his farm, he has lost his livelihood and very likely will never be able to replace what is taken from him.

**II- Two other areas of significance to our community that will be destroyed if Corridor III is chosen without changing the course of this specific area:**

**4- Land donated to the county for the establishment of a park in the Hedgesville area.** This land consists of 58.6 acres that the local landfill, LCS, donated to Berkeley County and the Parks and Recreation Board for the purpose of building a park facility in the Hedgesville area. This would be a significant loss to Hedgesville.

**5- The Allensville Cemetery** has been the final resting place for many local citizens for generations. Rerouting this section of Corridor III, would save the cemetery.

**III- This part of the Corridor III proposal will cause crossings of the railroad that will be unnecessary if you choose any of the other routes – or if you combine sections of other routes that will allow the circumvention of the identified area. These changes (noted on the map below) would still allow Corridor III to begin and end in the places indicated in the original plan.**



In closing I ask that this specific section of Corridor III be removed from consideration. I also ask that a decision be made soon, and that the public be informed so property owners can make necessary decisions. My family was in the final stage of negotiating a much-needed facility that would have fallen within the right-of-way across our farm. We have halted our plan temporarily, but if we would know this route is not the selected one, we would be could begin building right away.

I would appreciate a response.

Sincerely,

Vincent W. Miller, Jr.



April 2, 2021

Douglas L. and Patsy Lou Murphy  
2955 Butts Mill Rd.  
Hedgesville, WV 25427  
304-754-3070

To: Mr. Elwood Penn  
Director, Planning Division  
West Virginia Division of Highways  
1900 Kanawha Blvd. Bldg. 5, Rm. 740  
Charleston, WV 25305

Dear Mr. Penn,

As stakeholders, and multi-generational citizens of Hedgesville, WV, we are writing to object strenuously to all of the proposed relocation routes for Rt. 9.

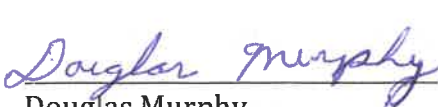
One of your proposed relocation routes would effectively destroy our 178 acre home, where our family has worked and lived for 4 generations. It would effectively wipe out part of our region's culture and heritage and history, and in doing so, would damage 3 freshwater springs, habitat, and karst that help protect drinking water for our region.

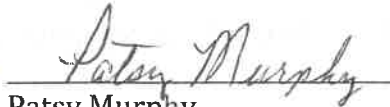
In fact, all of your relocation proposals would result in the same kinds of significant risk to the environment, and loss of property and farmland to other landowners.

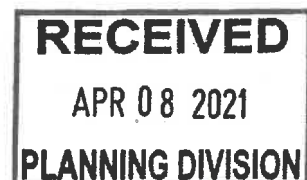
We suggest that you limit your efforts to upgrading existing Rt. 9 between Martinsburg and Berkeley Springs.

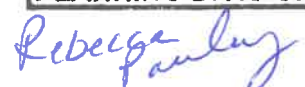
Our comments have already been provided via email to you by our neighbors, Susan and Michael Whalton, as we do not own a computer. We are a clear example of a shared concern that your process for planning has effectively failed in informing a large segment of the potentially affected population of your study.

Respectfully,

  
Douglas Murphy

  
Patsy Murphy





**From:** [Maura Ross](#)  
**To:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: WV Route 9 Alternative Corridor Comments  
**Date:** Friday, April 2, 2021 11:57:56 PM

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Hello La Ann May,

My name is Maura Ross and I am a resident of the Eastern Panhandle of West Virginia. Please remove Corridor III from the selection of possible routes that will connect Berkeley Springs and Martinsburg. First, it will have a significant impact on the Speck Spring Farm which has been serving the area for over two hundred years. The soil quality, the economic turnover felt throughout the community, and the reliable fresh crops from the farm are irreplaceable resources to the Eastern Panhandle. Additionally, the Speck Spring runs through the farm and provides drinking water to residents within Hedgesville, and acts as a rich ecological focal point for the area – creating habitats for a range of waterfowl, turtles, amphibians, and fish. Secondly, Corridor III would cut through the recreational area of Camp Frame. Almost all of my friends, myself included, have spent summers there participating in a variety of organizations such as school marching band, 4H, or a sports camp. Every memory of Camp Frame is full of summer enjoyment, learning, and friendships; taking this recreational area away from our community while there are alternative routes for this roadway would be heartbreaking and unfair to the children who have yet to spend their summers at Camp Frame.

Looking at the maps provided from the public presentation on March 4<sup>th</sup>, I would recommend Corridor V since it utilizes quite a bit of the existing infrastructure.

I encourage the DOH to consider my comments along with their project goals and objectives, particularly safety, environment, and economic development. Corridor III should be avoided for safety and environmental concerns over possible contamination to the drinking water and the ecosystem it harbors. It should also be avoided due to the economic activity generated within the community by the Speck Spring Farm and local organization participation at Camp Frame.

Finally, I want to raise the question of the need for an additional roadway. It has been statistically proven (Transportation Research Record, Ronald Milam) that increasing the number of lanes will only increase traffic through induced demand. After adding more lanes to the road, and more traffic appears, there will be more accidents not less. On slide 26 of the public presentation, it states “Facilitate access to local transit service and regional trains” as a goal, but the MARC train will likely not be funded due to HB3300 and the local transit services are minimal. Instead of adding 4 more lanes of roadway that will lead to more traffic, accidents, and environmental complications, I would sincerely encourage looking at expanding our local transit services between Berkeley Spring and Martinsburg. Thank you.



**From:** [Allen, Karen E](#)  
**To:** [Barbara Samuels](#)  
**Cc:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: Re: [External] Comments on Proposed Alternatives for WV 9 (Berkeley Springs to Martinsburg)  
**Date:** Monday, April 5, 2021 01:52:48 PM  
**Attachments:** [Doc7.docx](#)

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Ms. Samuels,

I just responded to your previous email. This is to confirm receipt of your comment.

Karen

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**From:** Barbara Samuels <bsamuels72@gmail.com>  
**Sent:** Monday, April 5, 2021 1:48 PM  
**To:** Allen, Karen E <Karen.E.Allen@wv.gov>  
**Subject:** [External] Comments on Proposed Alternatives for WV 9 (Berkeley Springs to Martinsburg)

CAUTION: External email. Do not click links or open attachments unless you verify sender.

Dear Ms. Allen, please accept the attached comments on the proposed alternatives for improvements to WV 9 and include them in the administrative record for this decision. We strongly oppose the alternatives that would replace the existing segment of WV 9 between Berkeley Springs and Hedgesville with a four lane highway, and especially oppose relocating WV 9 north towards the Potomac River as an entirely new four lane highway corridor, with severe disruption to property owners and a scenic, environmentally sensitive and historic section of Morgan County.

Thank you for consideration of our comments.

Barbara Samuels  
Anne Johnson  
258 Leisure Lane  
Berkeley Springs, WV 25411

960 Fell Street, # 301  
Baltimore, MD. 21231

To: Mr. Elwood Penn, Director of the Planning Division for the WVDOH  
Attention: Ms. Karen Allen  
From: Barbara Samuels, Anne Johnson  
Re: Comment on Proposed Alternatives for Improvements to WV 9 (Berkeley Springs to Martinsburg)  
Date: April 5, 2021

Thank you for the opportunity to comment on the proposed alternatives for improvements to WV 9 between Berkeley Springs and Martinsburg. I wish to comment especially on the proposed alternatives for improvements to WV 9 for the segment between Berkeley Springs and Hedgesville. We are property owners and part time residents of Morgan County.

**We support the no build and first alternative to WV 9** that will largely consist of modest improvements to WV 9, without building a new WV 9 between Berkeley Springs and Hedgesville. This segment is in generally good shape and is not very congested. Development along the route is minimal and it is quite scenic. However, there is a section in the vicinity of Sleepy Creek where the road is quite curvy, presenting a safety issue, and slows traffic for safety reasons. **The main rationale for improving WV 9 between Berkeley Springs and Hedgesville should be to straighten out these curves to the extent feasible to improve safety.** This can be done without building a four lane highway between Berkeley Springs and Hedgesville.

**We strongly oppose the other alternatives that would build a new four lane WV 9 between Berkeley Springs and Hedgesville,** and your planning study and public presentation do not show a need or justification for it. As the study shows, the traffic volume between Berkeley Springs and Hedgesville is quite light and the through traffic between Berkeley Springs and Martinsburg is low. Building a four lane that goes into the town of Bath, or to the edge of the town, would only serve to encourage new traffic and congestion, just as the new U.S. 522 Bypass is being built to ameliorate traffic in and through the town.

**We especially oppose the 3<sup>rd</sup> and 4<sup>th</sup> alternatives which would move WV north toward the Potomac River and build an entirely new four lane highway and corridor.** This unnecessary highway would plow through a beautiful area of farms, forest, the Sleepy Creek watershed and the remains of small historic railroad villages. It would be very disruptive to property owners, historic preservation, the environment and scenery. On the other hand, land acquisition, including by eminent domain, for an entirely new 1,500 wide highway corridor would be very costly, and the high cost would be unjustifiable in view of the very limited benefits. **In short, these alternatives would cause irreparable social and environmental harm and would not pass a cost-benefit analysis.**

If there is a need to build a new four lane WV 9 to relieve congestion, it is only in the segment between Hedgesville and Martinsburg. That can be done more cost effectively, with less disruption to property owners and the environment, while maintaining the benefits for congestion, safety and economic development via alternatives five and six without making the Berkeley Springs to Hedgesville segment into a four lane highway. Therefore, we do not oppose alternatives five and six.

**From:** [Allen, Karen E](#)  
**To:** [May, Lu Ann](#)  
**Subject:** EXTERNAL: Fw: [External] Re: [External] Public comment on Rt. 9 from Martinsburg to Berkeley Springs  
**Date:** Thursday, April 1, 2021 01:57:10 PM

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FYI

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**From:** Allen, Karen E <Karen.E.Allen@wv.gov>  
**Sent:** Thursday, April 1, 2021 1:55 PM  
**To:** Tricia Strader <tricia.strader@yahoo.com>  
**Subject:** Re: [External] Re: [External] Public comment on Rt. 9 from Martinsburg to Berkeley Springs

The official deadline for comments/survey is April 5 but we will likely keep the survey up and the comment period open for several days after the deadline. No matter how you submit your comments, they carry equal weight.

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**From:** Tricia Strader <tricia.strader@yahoo.com>  
**Sent:** Thursday, April 1, 2021 1:45 PM  
**To:** Allen, Karen E <Karen.E.Allen@wv.gov>  
**Subject:** [External] Re: [External] Public comment on Rt. 9 from Martinsburg to Berkeley Springs

**CAUTION: External email. Do not click links or open attachments unless you verify sender.**

Hi, Again,

I have not filled out a survey or contacted DOH officially yet, but 2 adults in my household including myself plan to do so. It would help me with job searches if commute was quicker and easier.

but I would favor any route near the current Rt. 9. I see from a map that one is proposed to link up with 522 north near bridge to Hancock, MD or around River Road. but that could cause even more congestion on 522 north, which has few places to get off and go anywhere on an alternate route.

On Monday, March 15, 2021, 5:38:33 PM EDT, Tricia Strader <tricia.strader@yahoo.com> wrote:

Thank you

On Monday, March 15, 2021, 11:18:47 AM EDT, Allen, Karen E <karen.e.allen@wv.gov> wrote:

Good morning Tricia,

You may comment using our online format, in writing using the comment form that needs to be printed (attached), or email to me. Here is the link:

<https://transportation.wv.gov/highways/programplanning/comment/WV-9-Planning-and-Environmental-Linkages-Study/Pages/default.aspx>

Please let me know if you have additional questions.

Karen

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**From:** Tricia Strader <tricia.strader@yahoo.com>

**Sent:** Saturday, March 13, 2021 1:28 PM

**To:** Allen, Karen E <Karen.E.Allen@wv.gov>

**Subject:** [External] Public comment on Rt. 9 from Martinsburg to Berkeley Springs

CAUTION: External email. Do not click links or open attachments unless you verify sender.

I'd like to comment on Rt. 9 proposed changes between Martinsburg and Berkeley Springs. Do we need a special form? Thank you for any info.





# Appendix E

## Historic Resources Summary

## Historic Resources within each Alternative

### Corridor I: Historic Resources

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
001		Welltown School Road	0		Low	Not Potentially Eligible
002		Welltown School Road	0		Low	Not Potentially Eligible
003		2468 Rock Cliff Drive	1943		Medium	Not Potentially Eligible
004		2507 Rock Cliff Drive	1940		Low	Not Potentially Eligible
005		923 Hedgesville Road	1961		Medium	Not Potentially Eligible
006		967 Hedgesville Road	1950		Medium	Not Potentially Eligible
007		350 Stribling Run Road	1972		Medium	Not Potentially Eligible
008		993 Hedgesville Road	1999		Medium	Not Potentially Eligible
009		On WV 9	1946		Low	Not Potentially Eligible
010		117 Industrial Circle	1978		Medium	Not Potentially Eligible
011		117 Industrial Circle	1972		Medium	Not Potentially Eligible
012		1127 Hedgesville Road	1950		High	Not Potentially Eligible
013		9420 Hedgesville Road 1221 WV 9	1989		Medium	Not Potentially Eligible
014		Hedgesville Road	1973		Medium	Not Potentially Eligible
015		1252 Hedgesville Road	1930		Medium	Not Potentially Eligible
017		1611 Hedgesville Road	1956		Medium	Not Potentially Eligible
018		1665 Hedgesville Road	1972		Medium	Not Potentially Eligible
019		2324 Welltown School Road	1959		Medium	Not Potentially Eligible
020		2562 Welltown School Road	1971		Medium	Not Potentially Eligible
021		2590 Welltown School Road	1967		Low	Not Potentially Eligible
022		2622 Welltown School Road	1968		Medium	Not Potentially Eligible
023		2712 Welltown School Road	1975		Medium	Not Potentially Eligible
024		2752 Welltown School Road	1975		Medium	Not Potentially Eligible
088		2787 Welltown School Road	1830		High	<b>Potentially Eligible</b>
089		167 Wasser Drive			Medium	Not Potentially Eligible
090		Off Ridge Road	0		Low	Not Potentially Eligible
091		Off Butler Chapel Road	1900		High	<b>Potentially Eligible</b>
092	NRHP-76001931 BY-0021	WV Route 9/10 2006 Butler Chapel Road	1900		Not Visible	<b>Listed (NRHP)</b>
093	NRHP-04000032	2755 Ridge Road S	1900		Not Visible	<b>Listed (NRHP)</b>
094		2356 Butler Chapel Road	1975		Medium	Not Potentially Eligible
095		2472 Butler Chapel Road	1975		Medium	Not Potentially Eligible
096		2504 Butler Chapel Road	1973		Medium	Not Potentially Eligible
097		2640 Butlers Chapel Road	1955		Not Visible	Not Visible
098		2550 Butler Chapel Road	1978		Medium	Not Potentially Eligible
099		2584 Butler Chapel Road	1971		Medium	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
100		2610 Butler Chapel Road	1974		Medium	Not Potentially Eligible
101		2541 Butler Chapel Road	1885		Not Visible	Not Visible
102		WV 9	1883		Medium	Not Potentially Eligible
103		2793 Butler Chapel Road	0		Medium	Not Potentially Eligible
104		2821 Butler Chapel Road	1970		Medium	Not Potentially Eligible
105		2919 Butler Chapel Road	1971		Medium	Not Potentially Eligible
106		2875 Butler Chapel	1971		Medium	Not Potentially Eligible
107		251 Barrett Lane	0		Medium	Not Potentially Eligible
108		194 Barrett Lane	0		Low	Not Potentially Eligible
109		340 Barrett Lane	0		Low	Not Potentially Eligible
110		302 Iron Spring Drive	0		Low	Not Potentially Eligible
111		385 Iron Spring Road	0		Low	Not Potentially Eligible
112		2807 Cannon Hill Road	1975		Medium	Not Potentially Eligible
113		2815 Cannon Hill Road	1960		Medium	Not Potentially Eligible
114		2897 Cannon Hill Road	1920		Low	Not Potentially Eligible
115		170 Barrett Lane	0		Low	Not Potentially Eligible
116		Iron Springs Road	0		Low	Not Potentially Eligible
117		133 Barrett Lane	0		Medium	Not Potentially Eligible
118		142 Barrett Lane 99 Iron Springs Road 77 Iron Springs Road	0		Low	Not Potentially Eligible
191		216 Wobegon Lane	0		Medium	Not Potentially Eligible
192		77 Wobegon Lane	0		Medium	Not Potentially Eligible
193		193 Hounddog Lane	0		Low	Not Potentially Eligible
194		1031 Go Away Road	0		Low	Not Potentially Eligible
195		1151 Go Away Road	0		Low	Not Potentially Eligible
196		Off Cannon Hill Road	0		Low	Not Potentially Eligible
197		1108 Goa Way Lane	1970		Low	Not Potentially Eligible
198		14538 Back Creek Valley Road	1940		Low	Not Potentially Eligible
199		14457 Back Creek Road Valley	1955		Medium	Not Potentially Eligible
200		14741 Back Creek Road Valley	1954		Low	Not Potentially Eligible
201		189 Alleylocko Lane	1955		Low	Not Potentially Eligible
202		14924 Tomahawk Road	1900		Low	Not Potentially Eligible
203		Off Tomahawk Road	1973		Low	Not Potentially Eligible
255		3416 Butts Mill Road	0		Low	Not Potentially Eligible
256		3380 Butts Mill Road	0		Low	Not Potentially Eligible
257		3305 Butts Mill Road	1974		Medium	Not Potentially Eligible
258		Harpers Lane	1874		High	Potentially Eligible
259		45 Harper Lane	0		Low	Not Potentially Eligible
260		Butts Mill Road	0	Cemetery	Medium	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
261		2972 Butts Mill Road	Earlier than 1934		Medium	Not Potentially Eligible
262		2955 Butts Mill Road	0		Medium	Not Potentially Eligible
263		17 Baxter Road	1774, 1860		Medium	Not Potentially Eligible
264		Baxter Road	0		Low	Not Potentially Eligible
265		Baxter Road	0		Low	Not Potentially Eligible
266		Baxter Road	0		Medium	Not Potentially Eligible
267		1227 Baxter Road	1954		Low	Not Potentially Eligible
268		515 Cabin Drive	1972		Medium	Not Potentially Eligible
269		638 Cabin Drive	1972		Medium	Not Potentially Eligible
270		587 Cabin Drive	1973		Medium	Not Potentially Eligible
271		Hedgesville Road	Earlier than 1965, Ca. 1935		Medium	Not Potentially Eligible
272		10067 Hedgesville Road	1953		Medium	Not Potentially Eligible
273		10329 Hedgesville Road	1973		Not Visible	Not Visible
274		10635 Hedgesville Road	1969		Medium	Not Potentially Eligible
275		0 Mountain Lake Road	1912		Medium	Not Potentially Eligible
291		20 Pimlico Lane	1975		High	Not Potentially Eligible
292		Palm Lane			Medium	Not Potentially Eligible
293		Off WV 9 223 Bernice Drive	1973		Medium	Not Potentially Eligible
303		10078 WV 9	1964		Medium	Not Potentially Eligible
304		WV 9	1989		Medium	Not Potentially Eligible
309		60 Moonlight Lane	1969		Medium	Not Potentially Eligible
310		9762 WV 9	1953		Medium	Not Potentially Eligible
311		9752 WV 9	1948		Medium	Not Potentially Eligible
314		Off WV 9	1967		Low	Not Potentially Eligible
315		9462 WV 9	1975		Medium	Not Potentially Eligible
316		WV 9	1967		Medium	Not Potentially Eligible
317		WV 9	0		Medium	Not Potentially Eligible
318		WV Route 1	0		Medium	Not Potentially Eligible
319		9326 WV 9	1930s		Medium	Not Potentially Eligible
320		9285 Martinsburg Road	1958		Medium	Not Potentially Eligible
321		WV 9	1950		Low	Not Potentially Eligible
322		9204 WV 9			Medium	Not Potentially Eligible
324		WV 9	1971		Medium	Not Potentially Eligible
344		8442 WV 9	1974		Medium	Not Potentially Eligible
345		93 Ironmine Lane	1973		Medium	Not Potentially Eligible
346		7178 WV 9			Medium	Not Potentially Eligible
347		WV Roadside Park, Spruce Pine Hollow Park			High	Not Potentially Eligible



Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
348		580 Daylily Lane	1800		Not Visible	Not Visible
349		Double D Trail	1960		Medium	Not Potentially Eligible
385		WV Route 9/3 78 Harrison Way	1973		Medium	Not Potentially Eligible
386		WV Route 9/3 100 Harrison Way	1974		Medium	Not Potentially Eligible
387		WV Route 9/3 22 Sac Lane	1973		Medium	Not Potentially Eligible
388		Route 8 70 Sac Lane	1973		Medium	Not Potentially Eligible
389		WV Route 9/3 Harrison Lane	1965		Medium	Not Potentially Eligible
390		Harmison Lane/ Ambrosia			Low	Not Potentially Eligible
391		Harmison Lane			Medium	Not Potentially Eligible
392		369 Kesecker Factory Lane			High	Potentially Eligible
393		Rainbow Hill Road			Low	Not Potentially Eligible
394		5594 WV 9	1959		Medium	Not Potentially Eligible
397		5366 Martinsburg Road			Medium	Not Potentially Eligible
408	MN-0011-0060	WV Route 9/8	1916		Medium	Not Potentially Eligible
409		WV Route 9/8	0		Medium	Not Potentially Eligible
410	MN-0011-0059	WV Route 9/8	1953		Low	Not Potentially Eligible
411		WV Route 9/8	1972		Medium	Not Potentially Eligible
412	MN-0011-0141 (Demolished)				Demolished	Demolished
413		946 Ridersville Road	1900		High	Potentially Eligible
414		WV Route 9/16	C. 1900		Low	Not Potentially Eligible
415		Echo Mtn Farm Drive	1886		Medium	Not Potentially Eligible
452	46-MN-135	Off WV Route 15		Cemetery	High	Not Potentially Eligible
453	MN-0011-0052	Off WV Route 15	1920		Medium	Not Potentially Eligible
454		Off Tolley Lane	1850		Low	Not Visible
455		370 Sarah Ann Lane	1973		Medium	Not Potentially Eligible
456		Off WV 9	0		Low	Not Potentially Eligible
457		Off New Hope Road	1976		Medium	Not Potentially Eligible
458	MN-0011-0277	Route 2	1927		Medium	Not Potentially Eligible
459		New Hope Road	1963		Medium	Not Potentially Eligible
460		Fulton Road	1957		Medium	Potentially Eligible
461	MN-0328	Off WV 9	1967		Low	Not Potentially Eligible
462	MN-0321	Radio Station Lane	1960		Medium	Potentially Eligible
463	MN-0327	393 Keystone Lane	1962		Demolished	Demolished
464		363 Keystone Lane	1971		Medium	Not Potentially Eligible
465	MN-0329	713 Biser Street	1940		Low	Not Potentially Eligible
466	MN-0011-0293	711 Biser Street 552 Biser Street	1936		Low	Not Potentially Eligible
467	MN-0011-0294	Martinsburg Road	1900		Demolished	Demolished

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
468	MN-0011-0295	Martinsburg Road	1900		Medium	Not Potentially Eligible
469	MN-0347	Martinsburg Road	1952		Low	Not Potentially Eligible
470	MN-0011-0296	Martinsburg Road	1937		Medium	Not Potentially Eligible
471	MN-0011-0297	845 Martinsburg Road	1900		Low	Not Potentially Eligible
472	MN-0011-0299	20 New Hope Road	1925		Medium	Not Potentially Eligible
473	MN-0011-0300	On New Hope Road	1920		Low	Not Potentially Eligible
474		New Hope Road	1900		Medium	Not Potentially Eligible
475		Off WV 9	0		Low	Not Potentially Eligible
476		Martinsburg Road	1920		Medium	Not Potentially Eligible

## Corridor II: Historic Resources

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
001		Welltown School Road	0		Low	Not Potentially Eligible
002		Welltown School Road	0		Low	Not Potentially Eligible
003		2468 Rock Cliff Drive	1943		Medium	Not Potentially Eligible
004		2507 Rock Cliff Drive	1940		Low	Not Potentially Eligible
005		923 Hedgesville Road	1961		Medium	Not Potentially Eligible
006		967 Hedgesville Road	1950		Medium	Not Potentially Eligible
007		350 Stribling Run Road	1972		Medium	Not Potentially Eligible
008		993 Hedgesville Road	1999		Medium	Not Potentially Eligible
009		On WV 9	1946		Low	Not Potentially Eligible
010		117 Industrial Circle	1978		Medium	Not Potentially Eligible
011		117 Industrial Circle	1972		Medium	Not Potentially Eligible
012		1127 Hedgesville Road	1950		High	Not Potentially Eligible
013		9420 Hedgesville Road 1221 WV 9	1989		Medium	Not Potentially Eligible
014		Hedgesville Road	1973		Medium	Not Potentially Eligible
015		1252 Hedgesville Road	1930		Medium	Not Potentially Eligible
017		1611 Hedgesville Road	1956		Medium	Not Potentially Eligible
018		1665 Hedgesville Road	1972		Medium	Not Potentially Eligible
019		2324 Welltown School Road	1959		Medium	Not Potentially Eligible
020		2562 Welltown School Road	1971		Medium	Not Potentially Eligible
021		2590 Welltown School Road	1967		Low	Not Potentially Eligible
022		2622 Welltown School Road	1968		Medium	Not Potentially Eligible
023		2712 Welltown School Road	1975		Medium	Not Potentially Eligible
024		2752 Welltown School Road	1975		Medium	Not Potentially Eligible
088		2787 Welltown School Road	1830		High	<b>Potentially Eligible</b>
089		167 Wasser Drive			Medium	Not Potentially Eligible
090		Off Ridge Road	0		Low	Not Potentially Eligible
091		Off Butler Chapel Road	1900		High	<b>Potentially Eligible</b>

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
092	NRHP-76001931 BY-0021	WV Route 9/10 2006 Butler Chapel Road	1900		Not Visible	<b>Listed</b>
093	NRHP-04000032	2755 Ridge Road S	1900		Not Visible	<b>Listed</b>
094		2356 Butler Chapel Road	1975		Medium	Not Potentially Eligible
095		2472 Butler Chapel Road	1975		Medium	Not Potentially Eligible
096		2504 Butler Chapel Road	1973		Medium	Not Potentially Eligible
097		2640 Butlers Chapel Road	1955		Not Visible	Not Visible
098		2550 Butler Chapel Road	1978		Medium	Not Potentially Eligible
099		2584 Butler Chapel Road	1971		Medium	Not Potentially Eligible
100		2610 Butler Chapel Road	1974		Medium	Not Potentially Eligible
101		2541 Butler Chapel Road	1885		Not Visible	Not Visible
103		2793 Butler Chapel Road	0		Medium	Not Potentially Eligible
104		2821 Butler Chapel Road	1970		Medium	Not Potentially Eligible
105		2919 Butler Chapel Road	1971		Medium	Not Potentially Eligible
106		2875 Butler Chapel	1971		Medium	Not Potentially Eligible
107		251 Barrett Lane	0		Medium	Not Potentially Eligible
108		194 Barrett Lane	0		Low	Not Potentially Eligible
109		340 Barrett Lane	0		Low	Not Potentially Eligible
110		302 Iron Spring Drive	0		Low	Not Potentially Eligible
111		385 Iron Springs Road	0		Low	Not Potentially Eligible
112		2807 Cannon Hill Road	1975		Medium	Not Potentially Eligible
113		2815 Cannon Hill Road	1960		Medium	Not Potentially Eligible
114		2897 Cannon Hill Road	1920		Low	Not Potentially Eligible
115		170 Barrett Lane	0		Low	Not Potentially Eligible
116		Iron Springs Road	0		Low	Not Potentially Eligible
117		133 Barrett Lane	0		Medium	Not Potentially Eligible
118		142 Barrett Lane 99 Iron Springs Road 77 Iron Springs Road	0		Low	Not Potentially Eligible
119		Barrett Lane	0		Low	Not Potentially Eligible
134		90 Prather Lane	1940		Not Visible	Not Visible
208	NRHP 73001896	6274 Hedgesville Road	1742		High	<b>Listed</b>
211	BY-0033-0140	785 Camp Frame Road	1940		Medium	Not Potentially Eligible
215		345 Conservation Drive	1995		Medium	Not Potentially Eligible
216		411 Conservation	1973		Medium	Not Potentially Eligible
217		Off Cherry Run Road	1880		Not Visible	Not Visible
227	BY-0033-0157	178 Gristmill Lane	0		Medium	<b>Potentially Eligible</b>
228			0		Low	Not Potentially Eligible
229		325 Besaw Hill Drive	1975		Medium	Not Potentially Eligible
230		703 Conner Bowers Road	1967		Medium	Not Potentially Eligible
231		800 Conner Bowers Road	1955		Low	Not Potentially Eligible
232		803 Conner Bowers Road	1975		Medium	Not Potentially Eligible
233		827 Conner Bowers Road	1973		Medium	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
234		Off Cherry Run Road	0		Low	Not Potentially Eligible
235		846 Cherry Run Road	1975		Medium	Not Potentially Eligible
236		789 Cherry Run Road	1975		Medium	Not Potentially Eligible
237		932 Cherry Run Road	1975		Medium	Not Potentially Eligible
238		957 Cherry Run Road Hedgesville 25427	1974		Medium	Not Potentially Eligible
244		95 Dutch Clover Court	1975		Not Visible	Not Visible
277	BY-0033-0144	1332 Rustic Tavern Road	0		Low	Not Potentially Eligible
278		859 Rustic Tavern Road	0		Low	Not Potentially Eligible
279		6191 WV Highway 5	1940		Medium	Not Potentially Eligible
280		6127 WV Highway 5	1962		Medium	Not Potentially Eligible
281		Route 5	1900		Low	Not Potentially Eligible
294		WV 9 158 Clone Road	1960		Medium	Not Potentially Eligible
295		WV 9 134 Clone Road	1963		Medium	Not Potentially Eligible
296		10395 WV 9	1972		Medium	Not Potentially Eligible
297		WV 9	1948		Medium	Not Potentially Eligible
298		10250 Martinsburg Road	1958		Medium	Not Potentially Eligible
299		17940 WV 9	1958		Low	Not Potentially Eligible
300		275 Clone Run Road	1900 1908?		Medium	Not Potentially Eligible
301		108 Pine Tree Lane WV 9	1875		Low	Not Potentially Eligible
302		WV 9	1965		High	Not Potentially Eligible
303		10078 WV 9	1964		Medium	Not Potentially Eligible
304		WV 9	1989		Medium	Not Potentially Eligible
305		WV 9	1900		Medium	Not Potentially Eligible
306		3 WV 9	1969		Medium	Not Potentially Eligible
307		WV 9	1962		Medium	Not Potentially Eligible
308		WV 9	1966		Medium	Not Potentially Eligible
309		60 Moonlight Lane	1969		Medium	Not Potentially Eligible
310		9762 WV 9	1953		Medium	Not Potentially Eligible
311		9752 WV 9	1948		Medium	Not Potentially Eligible
312		9755 WV 9	1935		Medium	Not Potentially Eligible
313		10007 River Road	1920		Medium	Not Potentially Eligible
314		Off WV 9	1967		Low	Not Potentially Eligible
315		9462 WV 9	1975		Medium	Not Potentially Eligible
316		WV 9	1967		Medium	Not Potentially Eligible
317		WV 9	0		Medium	Not Potentially Eligible
318		WV Route 1	0		Medium	Not Potentially Eligible
319		9326 WV 9	1930s		Medium	Not Potentially Eligible
320		9285 Martinsburg Road	1958		Medium	Not Potentially Eligible
321		WV 9	1950		Low	Not Potentially Eligible



Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
322		9204 WV 9			Medium	Not Potentially Eligible
323		9101 WV 9	1950		Low	Not Potentially Eligible
324		WV 9	1971		Medium	Not Potentially Eligible
325		8929 Martinsburg Road	1960		Medium	Not Potentially Eligible
326		8814 WV 9	1953		Medium	Not Potentially Eligible
328		WV 9	1983	Cemetery	High	Not Potentially Eligible
329		404 WV Route 1/2	1935		Medium	Not Potentially Eligible
330		469 WV Highway 1/2	1973		Medium	Not Potentially Eligible
331		WV Highway 1/3 248 Budding Dogwood	1974		Medium	Not Potentially Eligible
332		WV Highway 1/3 137 Budding Dogwood	1974		Medium	Not Potentially Eligible
333		Off WV 1/3 109 Budding Dogwood	1974		Low	Not Potentially Eligible
334		Off WV 1/3	1974		Low	Not Potentially Eligible
350		6566 WV 9	1975		Medium	Not Potentially Eligible
351		6600 Martinsburg Road	1940		Medium	Not Potentially Eligible
352		6776 Martinsburg Road	1900		Medium	Not Potentially Eligible
353		6739 WV 9	1973		Medium	Not Potentially Eligible
354		51 Nigel Lane	1972		Medium	Not Potentially Eligible
355		7175 Martinsburg Road	1965		Medium	Not Potentially Eligible
356		7225 WV 9	1970		Medium	Not Potentially Eligible
357		WV 9	1945		Low	Not Potentially Eligible
358		7261 Martinsburg Road	1910		Medium	Not Potentially Eligible
359		WV 9	1965		Medium	Not Potentially Eligible
360		74 Cockle-Berry Lane WV 9	1930		Medium	Not Potentially Eligible
361		7360 WV 9	1945		Medium	Not Potentially Eligible
362		7411 WV 9	1965		Medium	Not Potentially Eligible
363		7444 WV 9	1931		Low	Not Potentially Eligible
364	MN-0235				High	Potentially Eligible
365		WV 9	1960		Low	Not Potentially Eligible
366		7692 WV 9	1940		High	Not Potentially Eligible
367		7728 Martinsburg Road	0		Low	Not Potentially Eligible
368		WV Highway 1/6 25 Meridian	1975		Medium	Not Potentially Eligible
369		167 Titmouse Lane	1973		Medium	Not Potentially Eligible
370		549 WV Highway 1/2	1973		Medium	Not Potentially Eligible
371		WV Highway 1/2 738 Michaels Chapel Road	1974		Medium	Not Potentially Eligible
372		WV Highway 1/3	1925		Medium	Not Potentially Eligible
373		WV Highway 1/3	1900		Low	Not Potentially Eligible
374		WV Route 1/3	C. 1900		Low	Not Potentially Eligible
375		WV Highway 1/2	1903 Date Streetone		Low	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
376		Route 1/3	1972		Medium	Not Potentially Eligible
377		Route 1/3	1971		Medium	Not Potentially Eligible
378		Route 1/3	1972		Medium	Not Potentially Eligible
400		107 WV 9	1982 (Not Accurate)		Medium	Not Potentially Eligible
403		WV 9	1900		Medium	Not Potentially Eligible
404		Off WV 9	1920		Not Visible	Not Visible
405		WV Route 9/5	1900		Medium	Not Potentially Eligible
420		16 Wrenwood Lane	1973		Medium	Not Potentially Eligible
421		1266 Pious Ridge Road	1971		Medium	Not Potentially Eligible
422		Route 4	1955		Medium	Not Potentially Eligible
423		Route 4	1900		Low	Not Potentially Eligible
424	MN-0011-0109	Route 4	1938		Medium	Not Potentially Eligible
425		1623 Pious Ridge Road	1940		Low	Not Potentially Eligible
477	MN-0340	1019 Fairfax Street	1963		Medium	Not Potentially Eligible
478	MN-0011-0094 (Demolished)				Demolished	Demolished
479	MN-0011-0093	Route 2 Fairfax Street	1899/ 1920		Medium	Not Potentially Eligible
480		WV Route 9/9	1975		Medium	Not Potentially Eligible
481		1163 Fairfax Street	1974		Low	Not Potentially Eligible
482		WV Route 9/9	1973		Medium	Not Potentially Eligible
483	MN-0011-0301		C. 1910		Low	Not Potentially Eligible
484	MN-0011-0302	1428 Fairfax Street	1920		Low	Not Potentially Eligible
485	MN-0013 (Demolished)				Demolished	Demolished
486		WV Route 9/9	1963		Medium	Not Potentially Eligible
487	MN-0011-0304	WV 9	1928		Medium	Not Potentially Eligible
488		32 Middlekauff Trail	1961		High	Potentially Eligible
489		Off WV 9	1976		Low	Not Potentially Eligible
490		561 Grove Heights Road	1948		Medium	Not Potentially Eligible
491		Off WV 9	1961		Medium	Not Potentially Eligible
492		WV 9	1954		Low	Not Potentially Eligible
493		WV 9	0		Medium	Not Potentially Eligible
494	MN-0011-0305				Medium	Not Potentially Eligible
495		WV 9	1930		Medium	Not Potentially Eligible
496	MN-0011-0306		1880-1890		Medium	Not Potentially Eligible
497		Off WV 9	1965		Medium	Not Potentially Eligible
498		113 Fairview Drive	1970		Medium	Not Potentially Eligible
499	MN-0339	Route 2	1956		Medium	Not Potentially Eligible
500		Route 2	1960		Medium	Not Potentially Eligible
501		Route 2	1973		Medium	Not Potentially Eligible
502					Medium	Not Potentially Eligible
503	MN-0011-0089	1204 Fairview Drive	1900		Low	Not Potentially Eligible
504		Route 2	1930		Low	Not Potentially Eligible

### Corridor III: Historic Resources

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
015		1252 Hedgesville Road	1930		Medium	Not Potentially Eligible
016	BY-0033-0121	244 Harlan Springs Road	Early 19th Century		High	<b>Potentially Eligible</b>
017		1611 Hedgesville Road	1956		Medium	Not Potentially Eligible
025	NRHP 84003473	1812 Hedgesville Road	1876		High	<b>Listed</b>
026		767 Harlan Springs Road Gantts Mobile Home Community	1971		Low	Not Potentially Eligible
029			0		Medium	Not Potentially Eligible
030		140 Harlan Springs Road	C. 1975		Medium	Not Potentially Eligible
031		1477 Harlan Springs Road	1973		Medium	Not Potentially Eligible
032	BY-0499 (Demolished)				Demolished	Demolished
033	BY-0033-0069	1740 Harlan Springs Road	1900		Low	Not Potentially Eligible
034		Cumbo Road	0		Medium	Not Potentially Eligible
035	BY-0052-0043	683 Cumbo Road	C. 1870		Low	Not Potentially Eligible
039		61 Stonylick Road	1973		Medium	Not Potentially Eligible
040		97 Stoney Lick Road	1975		Medium	Not Potentially Eligible
041	BY-0052-0036	2104 Stoney Lick Road	C. 1870s?		Low	Not Potentially Eligible
042	BY-0052-0027		1911		Medium	Not Potentially Eligible
043	BY-0052-0040	929 Ridge Road North	1910		Medium	Not Potentially Eligible
044		Ridge Road N	0		Low	Not Potentially Eligible
045		Til Br	0		Medium	Not Potentially Eligible
046	BY-0052-0020 / NRHP-02001526	1149 N Ridge Road	1814		High	<b>Listed</b>
047	BY-0052-0021	870 Ben Speck Road	C. 1830-1846		Low	Not Potentially Eligible
048	BY-0052-0035				Demolished	Demolished
049		Off Ben Speck Road	1920		Low	Not Potentially Eligible
050		102 Sage Drive	1830-1840		Low	Not Potentially Eligible
051		Off Ben Speck Road	0		Not Visible	Not Visible
052	BY-0052-0026 (RR Bridge)				Not Visible	Not Visible
053	NRHP-80004418 BY-0007 BY-0052-0022	1720 Hammonds	1948		Medium	<b>Listed</b>
054	BY-0052-0002 (Demolished)	Near Ben Speck Road	1802		Demolished	Demolished
055		1498 Hammonds Mill Road	1974		Medium	Not Potentially Eligible
056		1414 Hammonds Mill Road	1962		Medium	Not Potentially Eligible
057	BY-0052-0046	Route 3	1869		Medium	<b>Potentially Eligible</b>
062	BY-0052-0076 (Demolished)				Demolished	Demolished
083	BY-0052-0075	1425 Hammonds Mill Road	1909		Medium	<b>Potentially Eligible</b>
084		Allensville Road	1970		Medium	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
085		Allensville Road	1970		Not Visible	Not Visible
086		Allensville Road	1977		Low	Not Potentially Eligible
087		Allensville Road	1975		Low	Not Potentially Eligible
162		Allensville Road	0		Not Visible	Not Visible
163		221 Rejoice Lane	0		Low	Not Potentially Eligible
164		368 Rejoice Lane	0		Low	Not Potentially Eligible
165		1391 Allensville Road	0		Low	Not Potentially Eligible
166		Allensville Road	0	<b>Cemetery</b>	Medium	Not Potentially Eligible
167		Rejoice Lane	0		Low	Not Potentially Eligible
168		222 Rejoice Avenue	0		Low	Not Potentially Eligible
169		125 Rejoice Lane	0		Low	Not Potentially Eligible
170		1717 Allensville Road	0		Low	Not Potentially Eligible
171		Allensville Road	0		Not Visible	Not Visible
172		1529 Allensville Road	0		Not Visible	Not Visible
173		1474 Allensville Road	0		Low	Not Potentially Eligible
174		1540 Allensville Road	0		Low	Not Potentially Eligible
175		Allensville Road	0		Low	Not Potentially Eligible
176		Allensville Road	1944		Low	Not Potentially Eligible
177		Allensville Road	0		Low	Not Potentially Eligible
178		Allensville Road	0		Low	Not Potentially Eligible
179		1886 Allensville Road	1900		High	<b>Potentially Eligible</b>
180		Allensville Road	1921		Medium	Not Potentially Eligible
181		1917 Allensville Road	1900		Medium	<b>Potentially Eligible</b>
182		2266 Allensville Road	1975		Low	Not Potentially Eligible
183		2341 Allensville Road	1957		Medium	Not Potentially Eligible
184		2385 Allensville Road	1973		Low	Not Potentially Eligible
185		2429 Allensville Road	1975		Low	Not Potentially Eligible
186		2561 Allensville Road	1950		Low	Not Potentially Eligible
229		325 Besaw Hill Drive	1975		Medium	Not Potentially Eligible
231		800 Conner Bowers Road	1955		Low	Not Potentially Eligible
232		803 Conner Bowers Road	1975		Medium	Not Potentially Eligible
233		827 Conner Bowers Road	1973		Medium	Not Potentially Eligible
234		Off Cherry Run Road	0		Low	Not Potentially Eligible
235		846 Cherry Run Road	1975		Medium	Not Potentially Eligible
236		789 Cherry Run Road	1975		Medium	Not Potentially Eligible
237		932 Cherry Run Road	1975		Medium	Not Potentially Eligible
238		957 Cherry Run Road Hedgesville 25427	1974		Medium	Not Potentially Eligible
239	BY-0033-0147	Allensville Road	1875		Low	Not Potentially Eligible
244		95 Dutch Clover Ct	1975		Not Visible	Not Visible
277	BY-0033-0144	1332 Rustic Tavern Road	0		Low	Not Potentially Eligible
278		859 Rustic Tavern Road	0		Low	Not Potentially Eligible



Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
279		6191 WV Highway 5	1940		Medium	Not Potentially Eligible
280		6127 WV Highway 5	1962		Medium	Not Potentially Eligible
281		Route 5	1900		Low	Not Potentially Eligible
294		WV 9 158 Clone Road	1960		Medium	Not Potentially Eligible
295		WV 9 134 Clone Road	1963		Medium	Not Potentially Eligible
296		10395 WV 9	1972		Medium	Not Potentially Eligible
297		WV 9	1948		Medium	Not Potentially Eligible
298		10250 Martinsburg Road	1958		Medium	Not Potentially Eligible
299		17940 WV 9	1958		Low	Not Potentially Eligible
300		275 Clone Run Road	1900 1908?		Medium	Not Potentially Eligible
301		108 Pine Tree Lane WV 9	1875		Low	Not Potentially Eligible
302		WV 9	1965		High	Not Potentially Eligible
303		10078 WV 9	1964		Medium	Not Potentially Eligible
304		WV 9	1989		Medium	Not Potentially Eligible
305		WV 9	1900		Medium	Not Potentially Eligible
306		3 WV 9	1969		Medium	Not Potentially Eligible
307		WV 9	1962		Medium	Not Potentially Eligible
308		WV 9	1966		Medium	Not Potentially Eligible
309		60 Moonlight Lane	1969		Medium	Not Potentially Eligible
310		9762 WV 9	1953		Medium	Not Potentially Eligible
311		9752 WV 9	1948		Medium	Not Potentially Eligible
312		9755 WV 9	1935		Medium	Not Potentially Eligible
313		10007 River Road	1920		Medium	Not Potentially Eligible
314		Off WV 9	1967		Low	Not Potentially Eligible
315		9462 WV 9	1975		Medium	Not Potentially Eligible
316		WV 9	1967		Medium	Not Potentially Eligible
317		WV 9	0		Medium	Not Potentially Eligible
318		WV Route 1	0		Medium	Not Potentially Eligible
319		9326 WV 9	1930s		Medium	Not Potentially Eligible
320		9285 Martinsburg Road	1958		Medium	Not Potentially Eligible
321		WV 9	1950		Low	Not Potentially Eligible
322		9204 WV 9			Medium	Not Potentially Eligible
323		9101 WV 9	1950		Low	Not Potentially Eligible
324		WV 9	1971		Medium	Not Potentially Eligible
325		8929 Martinsburg Road	1960		Medium	Not Potentially Eligible
326		8814 WV 9	1953		Medium	Not Potentially Eligible
328		WV 9	1983	Cemetery	High	Not Potentially Eligible
335		Route 8/6	1860s		Medium	Not Potentially Eligible
379		Route 8/6	1920		Low	Not Potentially Eligible
380		Route 8/6	1800s		Low	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
381		Drivens Potomac	1930		Medium	<b>Potentially Eligible</b>
406		157 Wildcat Trail	1878		Low	Not Potentially Eligible
426		Off Route 4	1900		Medium	Not Potentially Eligible
427		Route 4	1850		Low	Not Potentially Eligible
428		2870 Fairview Drive	1966		Medium	Not Potentially Eligible
429		3040 Fairview Drive	1964		Medium	Not Potentially Eligible
430		3117 Fairview Drive	1900		Medium	Not Potentially Eligible
431		Route 2	1958		Medium	Not Potentially Eligible
432		Route 2	1850		Medium	Not Potentially Eligible
433		Route 2	1971		Medium	Not Potentially Eligible
434		Route 2	1964		Medium	Not Potentially Eligible
505	MN-0011-0105				Not Visible	Not Visible

### Corridor IV: Historic Resources

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
15		1252 Hedgesville Road	1930		Medium	Not Potentially Eligible
16	BY-0033-0121	244 Harlan Springs Road	Early 19th Century		High	<b>Potentially Eligible</b>
17		1611 Hedgesville Road	1956		Medium	Not Potentially Eligible
25	NRHP 84003473	1812 Hedgesville Road	1876		<b>High</b>	Listed
26		767 Harlan Springs Road Gantts Mobile Home Community	1971		Low	Not Potentially Eligible
29			0		Medium	Not Potentially Eligible
30		140 Harlan Springs Road	C. 1975		Medium	Not Potentially Eligible
31		1477 Harlan Springs Road	1973		Medium	Not Potentially Eligible
32	BY-0499 (Demolished)				Demolished	Demolished
33	BY-0033-0069	1740 Harlan Springs Road	1900		Low	Not Potentially Eligible
34		Cumbo Road	0		Medium	Not Potentially Eligible
35	BY-0052-0043	683 Cumbo Road	C. 1870		Low	Not Potentially Eligible
39		61 Stonylick Road	1973		Medium	Not Potentially Eligible
40		97 Stoney Lick Road	1975		Medium	Not Potentially Eligible
41	BY-0052-0036	2104 Stoney Lick Road	C. 1870s?		Low	Not Potentially Eligible
42	BY-0052-0027		1911		Medium	Not Potentially Eligible
43	BY-0052-0040	929 Ridge Road North	1910		Medium	Not Potentially Eligible
44		Ridge Road N	0		Low	Not Potentially Eligible
45		Til Br	0		Medium	Not Potentially Eligible
46	BY-0052-0020 / NRHP-02001526	1149 N Ridge Road	1814		<b>High</b>	Listed
47	BY-0052-0021	870 Ben Speck Road	C. 1830-1846		Low	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
48	BY-0052-0035				Demolished	Demolished
49		Off Ben Speck Road	1920		Low	Not Potentially Eligible
50		102 Sage Drive	1830-1840		Low	Not Potentially Eligible
51		Off Ben Speck Road	0		Not Visible	Not Visible
52	BY-0052-0026 (RR Bridge)				Not Visible	Not Visible
55		1498 Hammonds Mill Road	1974		Medium	Not Potentially Eligible
58	BY-0052-0049		C. 1870		Medium	Not Potentially Eligible
59	BY-0052-0047	Route 3	1886		Low	Not Potentially Eligible
60	BY-0052-0048	Route 3	1886 C. 1850		High	<b>Potentially Eligible</b>
61	BY-0052-0051 (Demolished)	37 Allensville Road	0		Demolished	Demolished
63	BY-0052-0061	Hammonds Mill Road	1890		Low	Not Potentially Eligible
64	BY-0052-0060	Route 2	1918		Low	Not Potentially Eligible
65	BY-0052-0059	1224 Hammonds Mill Road	1884		Low	Not Potentially Eligible
66	BY-0052-0058 (Demolished)				Demolished	Demolished
67		1208 Hammonds Mill Road	1973		Low	Not Potentially Eligible
68	BY-0052-0057	1190 Route 3	1885		Medium	Not Potentially Eligible
69	BY-0052-0056	1174 Hammonds Mill Road	1890		Low	Not Potentially Eligible
70		1160 Hammonds Mill Road	1910		Low	Not Potentially Eligible
71		1124 Hammonds Mill Road	1947		Medium	Not Potentially Eligible
72	BY-0052-0052	1161 Route 3	1920		Medium	Not Potentially Eligible
73	BY-0052-0053 BY-0052-0054	Route 3	1930		Medium	Not Potentially Eligible
74		1133 Route 3	1955		Medium	Not Potentially Eligible
75	BY-0052-0055	Route 3	1920		Low	Not Potentially Eligible
76		1083 Hammonds Mill Road	1954		Low	Not Potentially Eligible
77		Route 3	1924		Medium	Not Potentially Eligible
78	BY-0052-0063	Route 3	1928		Low	Not Potentially Eligible
79	BY-0052-0064	1023 Hammonds Mill Road	1935		Low	Not Potentially Eligible
80		1167 Hammonds Mill Road	1965		Low	Not Potentially Eligible
81	BY-0052-0089	87 Allensville Road	1909		High	<b>Potentially Eligible</b>
82	BY-0052-0088				Demolished	Demolished
84		Allensville Road	1970		Medium	Not Potentially Eligible
85		Allensville Road	1970		Not Visible	Not Visible
152	BY-0052-0087	806 Hammonds Mill Road	1972		High	<b>Potentially Eligible</b>
153	BY-0052-0079	991 Hammonds Mill Road	1950		Low	Not Potentially Eligible
154		959 Hammonds Mill Road	1969		Medium	Not Potentially Eligible
155		975 Hammonds Mill Road	0		Low	Not Potentially Eligible
156		983 Hammonds Mill Road	0		Low	Not Potentially Eligible
157		Hammonds Mill Road	1914		Low	Not Potentially Eligible
158		1073 Hammonds MI	1925		Medium	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
159		Off Allensville Road	1880		Low	Not Potentially Eligible
160		47 Earl Drive	0		Low	Not Potentially Eligible
161		Earl Drive	0		Low	Not Potentially Eligible
186		2561 Allensville Road	1950		Low	Not Potentially Eligible
187	BY-0033-0162	1353 Conservation Drive	1910		Low	Not Potentially Eligible
188		178 Wishbone Circle	0		Medium	Not Potentially Eligible
189		346 Wishbone Circle	0		Medium	Not Potentially Eligible
190	BY-0033-0146	3694 Allensville Road	0		Low	Not Potentially Eligible
239	BY-0033-0147	Allensville Road	1875		Low	Not Potentially Eligible
240		Allensville Road	0		Low	Not Potentially Eligible
241		3694 Allensville Road	0		Low	Not Potentially Eligible
242		Allensville Road	0		Low	Not Potentially Eligible
243		3792 Allensville Road	0		Low	Not Potentially Eligible
245		Allensville Road	0		Not Visible	Not Visible
246		75 Village Drive	1972		Medium	Not Potentially Eligible
247		187 Village Drive	1972		Medium	Not Potentially Eligible
248		2605 Cherry Run Road	1972		Medium	Not Potentially Eligible
249		356 Village Road	1973		Medium	Not Potentially Eligible
250		Off Cherry Run Road	1973		Medium	Not Potentially Eligible
251		2818 Cherry Run Road	0		Low	Not Potentially Eligible
252		Cherry Run Mobile Home Park	1940		Medium	Not Potentially Eligible
253		4100 Cherry Run Road	0		Low	Not Potentially Eligible
254		WV Highway 1/5	1900		Medium	Potentially Eligible
282	MN-0229				Demolished	Demolished
283		WV Highway 10/2	1910		Low	Not Potentially Eligible
284		1086 WV Highway 10/1	1938		Low	Not Potentially Eligible
285		15 Laverne Lane	1972		Medium	Not Potentially Eligible
286		WV Highway 10/1	1972		Low	Not Potentially Eligible
336		River Road, WV 1	C. 1900		Low	Not Potentially Eligible
337		660 Crone Lane	1924		Medium	Not Potentially Eligible
338		Off WV Route 1	1973		Not Visible	Not Visible
339		0 Off WV 1	1965		Not Visible	Not Visible
340		WV Route 1	1920		Low	Not Potentially Eligible
341		WV Route 1	1935		Low	Not Potentially Eligible
342		WV Route 1	1965		Low	Not Potentially Eligible
343		Off Route 1	1900		Medium	Not Potentially Eligible
382		Off Route 8/6	1860s		Medium	Not Potentially Eligible
383		Off Route 1	1968		Low	Not Potentially Eligible
384		Off Route 1	1974		Medium	Not Potentially Eligible
407		Route 4	1880s		Low	Not Potentially Eligible



Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
435		Off Pious Ridge Road	1920		Medium	Not Potentially Eligible
436		Route 4	1890		Medium	Not Potentially Eligible
437		Route 4	1920		Medium	Not Potentially Eligible
438		Route 4	1955		Medium	Not Potentially Eligible
439		5986 Pious Ridge Road	1962		Low	Not Potentially Eligible
440		65 Grenada Trail	1920		Low	Not Potentially Eligible
441		Route 4	1975		Medium	Not Potentially Eligible
442		Route 4	1935		Low	Not Potentially Eligible
443		Route 4	1940		Low	Not Potentially Eligible
444		Route 2	1900 (Likely Newer)		Low	Not Potentially Eligible
445		Route 2	1973		Medium	Not Potentially Eligible
446					High	Not Potentially Eligible
447		Route 2	1900		Low	Not Potentially Eligible
448		Route 2	0		Medium	Not Potentially Eligible
449		Route 2	1900		Medium	Not Potentially Eligible
450		Brosius Lane East	C. 1975		High	Not Potentially Eligible
451		660 Brosius East Lane	1973		Medium	Not Potentially Eligible

### Corridor V: Historic Resources

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
015		1252 Hedgesville Road	1930		Medium	Not Potentially Eligible
016	BY-0033-0121	244 Harlan Springs Road	Early 19th Century		High	<b>Potentially Eligible</b>
017		1611 Hedgesville Road	1956		Medium	Not Potentially Eligible
025	NRHP 84003473	1812 Hedgesville Road	1876		High	<b>Listed</b>
026		767 Harlan Springs Road Gantts Mobile Home Community	1971		Low	Not Potentially Eligible
029			0		Medium	Not Potentially Eligible
030		140 Harlan Springs Road	C. 1975		Medium	Not Potentially Eligible
031		1477 Harlan Springs Road	1973		Medium	Not Potentially Eligible
032	BY-0499 (Demolished)				Demolished	Demolished
033	BY-0033-0069	1740 Harlan Springs Road	1900		Low	Not Potentially Eligible
034		Cumbo Road	0		Medium	Not Potentially Eligible
035	BY-0052-0043	683 Cumbo Road	C. 1870		Low	Not Potentially Eligible
039		61 Stonylick Road	1973		Medium	Not Potentially Eligible
040		97 Stoney Lick Road	1975		Medium	Not Potentially Eligible
041	BY-0052-0036	2104 Stoney Lick Road	C. 1870s?		Low	Not Potentially Eligible
042	BY-0052-0027		1911		Medium	Not Potentially Eligible
043	BY-0052-0040	929 Ridge Road North	1910		Medium	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
044		Ridge Road North	0		Low	Not Potentially Eligible
045		Til Br	0		Medium	Not Potentially Eligible
046	BY-0052-0020 / NRHP-02001526	1149 N Ridge Road	1814		High	<b>Listed</b>
047	BY-0052-0021	870 Ben Speck Road	C. 1830-1846		Low	Not Potentially Eligible
048	BY-0052-0035				Demolished	Demolished
049		Off Ben Speck Road	1920		Low	Not Potentially Eligible
050		102 Sage Drive	1830-1840		Low	Not Potentially Eligible
051		Off Ben Speck Road	0		Not Visible	Not Visible
052	BY-0052-0026 (RR Bridge)				Not Visible	Not Visible
055		1498 Hammonds Mill Road	1974		Medium	Not Potentially Eligible
058	BY-0052-0049		C. 1870		Medium	Not Potentially Eligible
059	BY-0052-0047	Route 3	1886		Low	Not Potentially Eligible
060	BY-0052-0048	Route 3	1886 C. 1850		High	<b>Potentially Eligible</b>
061	BY-0052-0051 (Demolished)	37 Allensville Road	0		Demolished	Demolished
063	BY-0052-0061	Hammonds Mill Road	1890		Low	Not Potentially Eligible
064	BY-0052-0060	Route 2	1918		Low	Not Potentially Eligible
065	BY-0052-0059	1224 Hammonds Mill Road	1884		Low	Not Potentially Eligible
066	BY-0052-0058 (Demolished)				Demolished	Demolished
067		1208 Hammonds Mill Road	1973		Low	Not Potentially Eligible
068	BY-0052-0057	1190 Route 3	1885		Medium	Not Potentially Eligible
069	BY-0052-0056	1174 Hammonds Mill Road	1890		Low	Not Potentially Eligible
070		1160 Hammonds Mill Road	1910		Low	Not Potentially Eligible
071		1124 Hammonds Mill Road	1947		Medium	Not Potentially Eligible
072	BY-0052-0052	1161 Route 3	1920		Medium	Not Potentially Eligible
073	BY-0052-0053 BY-0052-0054	Route 3	1930		Medium	Not Potentially Eligible
074		1133 Route 3	1955		Medium	Not Potentially Eligible
075	BY-0052-0055	Route 3	1920		Low	Not Potentially Eligible
076		1083 Hammonds Mill Road	1954		Low	Not Potentially Eligible
077		Route 3	1924		Medium	Not Potentially Eligible
078	BY-0052-0063	Route 3	1928		Low	Not Potentially Eligible
079	BY-0052-0064	1023 Hammonds Mill Road	1935		Low	Not Potentially Eligible
080		1167 Hammonds Mill Road	1965		Low	Not Potentially Eligible
081	BY-0052-0089	87 Allensville Road	1909		High	<b>Potentially Eligible</b>
082	BY-0052-0088				Demolished	Demolished
084		Allensville Road	1970		Medium	Not Potentially Eligible
085		Allensville Road	1970		Not Visible	Not Visible
151		Off WV 9	1880		Low	Not Potentially Eligible
152	BY-0052-0087	806 Hammonds Mill Road	1972		High	<b>Potentially Eligible</b>

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
153	BY-0052-0079	991 Hammonds Mill Road	1950		Low	Not Potentially Eligible
154		959 Hammonds Mill Road	1969		Medium	Not Potentially Eligible
155		975 Hammonds Mill Road	0		Low	Not Potentially Eligible
156		983 Hammonds Mill Road	0		Low	Not Potentially Eligible
157		Hammonds Mill Road	1914		Low	Not Potentially Eligible
158		1073 Hammonds Mill	1925		Medium	Not Potentially Eligible
159		Off Allensville Road	1880		Low	Not Potentially Eligible
160		47 Earl Drive	0		Low	Not Potentially Eligible
161		Earl Drive	0		Low	Not Potentially Eligible
209	BY-0033-0160				Medium	Not Potentially Eligible
210	BY-0033-0161				Medium	Not Potentially Eligible
211	BY-0033-0140	785 Camp Frame Road	1940		Medium	Not Potentially Eligible
212	BY-0033-0149	8456 Hedgesville Road	Earlier than 1890		Medium	Not Potentially Eligible
213	BY-0033-0150	8608 Hedgesville Road	1938		Medium	Not Potentially Eligible
214		8632 Hedgesville Road	1954		Medium	Not Potentially Eligible

### Corridor VI: Historic Resources

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
001		Welltown School Road	0		Low	Not Potentially Eligible
002		Welltown School Road	0		Low	Not Potentially Eligible
003		2468 Rock Cliff Drive	1943		Medium	Not Potentially Eligible
004		2507 Rock Cliff Drive	1940		Low	Not Potentially Eligible
005		923 Hedgesville Road	1961		Medium	Not Potentially Eligible
006		967 Hedgesville Road	1950		Medium	Not Potentially Eligible
007		350 Stribling Run Road	1972		Medium	Not Potentially Eligible
008		993 Hedgesville Road	1999		Medium	Not Potentially Eligible
009		On WV 9	1946		Low	Not Potentially Eligible
010		117 Industrial Circle	1978		Medium	Not Potentially Eligible
011		117 Industrial Circle	1972		Medium	Not Potentially Eligible
012		1127 Hedgesville Road	1950		High	Not Potentially Eligible
013		9420 Hedgesville Road 1221 WV 9	1989		Medium	Not Potentially Eligible
014		Hedgesville Road	1973		Medium	Not Potentially Eligible
015		1252 Hedgesville Road	1930		Medium	Not Potentially Eligible
017		1611 Hedgesville Road	1956		Medium	Not Potentially Eligible
018		1665 Hedgesville Road	1972		Medium	Not Potentially Eligible
019		2324 Welltown School Road	1959		Medium	Not Potentially Eligible
020		2562 Welltown School Road	1971		Medium	Not Potentially Eligible
021		2590 Welltown School Road	1967		Low	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
022		2622 Welltown School Road	1968		Medium	Not Potentially Eligible
023		2712 Welltown School Road	1975		Medium	Not Potentially Eligible
024		2752 Welltown School Road	1975		Medium	Not Potentially Eligible
088		2787 Welltown School Road	1830		High	<b>Potentially Eligible</b>
089		167 Wasser Drive	2005 (Not Accurate Date)		Medium	Not Potentially Eligible
090		Off Ridge Road	0		Low	Not Potentially Eligible
091		Off Butler Chapel Road	1900		High	<b>Potentially Eligible</b>
092	NRHP-76001931 BY-0021	WV Route 9/10 2006 Butler Chapel Road	1900		Not Visible	<b>Listed</b>
093	NRHP-04000032	2755 Ridge Road S	1900		Not Visible	<b>Listed</b>
094		2356 Butler Chapel Road	1975		Medium	Not Potentially Eligible
095		2472 Butler Chapel Road	1975		Medium	Not Potentially Eligible
096		2504 Butler Chapel Road	1973		Medium	Not Potentially Eligible
097		2640 Butlers Chapel Road	1955		Not Visible	Not Visible
098		2550 Butler Chapel Road	1978		Medium	Not Potentially Eligible
099		2584 Butler Chapel Road	1971		Medium	Not Potentially Eligible
100		2610 Butler Chapel Road	1974		Medium	Not Potentially Eligible
101		2541 Butler Chapel Road	1885		Not Visible	Not Visible
102		WV 9	1883		Medium	Not Potentially Eligible
103		2793 Butler Chapel Road	0		Medium	Not Potentially Eligible
104		2821 Butler Chapel Road	1970		Medium	Not Potentially Eligible
105		2919 Butler Chapel Road	1971		Medium	Not Potentially Eligible
106		2875 Butler Chapel	1971		Medium	Not Potentially Eligible
107		251 Barrett Lane	0		Medium	Not Potentially Eligible
108		194 Barrett Lane	0		Low	Not Potentially Eligible
109		340 Barrett Lane	0		Low	Not Potentially Eligible
110		302 Iron Spring Drive	0		Low	Not Potentially Eligible
111		385 Iron Springs Road	0		Low	Not Potentially Eligible
112		2807 Cannon Hill Road	1975		Medium	Not Potentially Eligible
113		2815 Cannon Hill Road	1960		Medium	Not Potentially Eligible
114		2897 Cannon Hill Road	1920		Low	Not Potentially Eligible
115		170 Barrett Lane	0		Low	Not Potentially Eligible
116		Iron Springs Road	0		Low	Not Potentially Eligible
117		133 Barrett Lane	0		Medium	Not Potentially Eligible
118		142 Barrett Lane 99 Iron Springs Road 77 Iron Springs Road	0		Low	Not Potentially Eligible
119		Barrett Lane	0		Low	Not Potentially Eligible
191		216 Wobegon Lane	0		Medium	Not Potentially Eligible
192		77 Wobegon Lane	0		Medium	Not Potentially Eligible



Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
193		193 Hounddog Lane	0		Low	Not Potentially Eligible
194		1031 Go Away Road	0		Low	Not Potentially Eligible
195		1151 Go Away Road	0		Low	Not Potentially Eligible
196		Off Cannon Hill Road	0		Low	Not Potentially Eligible
197		1108 Go Away Lane	1970		Low	Not Potentially Eligible
198		14538 Back Creek Valley Road	1940		Low	Not Potentially Eligible
199		14457 Back Creek Road Valley	1955		Medium	Not Potentially Eligible
200		14741 Back Creek Road Valley	1954		Low	Not Potentially Eligible
201		189 Alleylocko Lane	1955		Low	Not Potentially Eligible
202		14924 Tomahawk Road	1900		Low	Not Potentially Eligible
203		Off Tomahawk Road	1973		Low	Not Potentially Eligible
255		3416 Butts Mill Road	0		Low	Not Potentially Eligible
256		3380 Butts Mill Road	0		Low	Not Potentially Eligible
257		3305 Butts Mill Road	1974		Medium	Not Potentially Eligible
258		Harpers Lane	1874		High	<b>Potentially Eligible</b>
259		45 Harper Lane	0		Low	Not Potentially Eligible
260		Butts Mill Road	0	<b>Cemetery</b>	Medium	Not Potentially Eligible
261		2972 Butts Mill Road	Earlier Than 1934		Medium	Not Potentially Eligible
262		2955 Butts Mill Road	0		Medium	Not Potentially Eligible
263		17 Baxter Road	1774, 1860		Medium	Not Potentially Eligible
264		Baxter Road	0		Low	Not Potentially Eligible
265		Baxter Road	0		Low	Not Potentially Eligible
266		Baxter Road	0		Medium	Not Potentially Eligible

### Upgrade Existing WV 9: Historic Resources

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
027		40 Collins Drive	1900		Low	Not Potentially Eligible
028		2838 Hedgesville Road	1974		Medium	Not Potentially Eligible
036		3274 Hedgesville Road			Medium	Not Potentially Eligible
037		3239 Hedgesville Road	1960		Medium	Not Potentially Eligible
038		99 Cumbo Road			Medium	Not Potentially Eligible
102		WV 9	1883		Medium	Not Potentially Eligible
120		4289 Hedgesville Road	1945		Medium	Not Potentially Eligible
121		4323 Hedgesville Road	1958		Low	Not Potentially Eligible
122		3271 Butlers Chapel Road	1966		Medium	Not Potentially Eligible
123		3297 Butlers Chapel Road	1962		Medium	Not Potentially Eligible
124		24 Luttrell Avenue	1954		Medium	Not Potentially Eligible
125		58 Luttrell Avenue	1966		Medium	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
126		4415 Hedgesville Road	1963		Medium	Not Potentially Eligible
127		4445 Hedgesville Road	1961		Medium	Not Potentially Eligible
128		Hedgesville Road	1978		Low	Not Potentially Eligible
129	BY-0009	Off WV 9	1880		High	Potentially Eligible
130		41 Border Drive	1967		Medium	Not Potentially Eligible
131		20 Rolling Hills	1960		Medium	Not Potentially Eligible
132		4715 Hedgesville Road	1965		Not Visible	Not Visible
133		82 Transtar Drive	1973		Not Visible	Not Visible
135	NRHP-80004419	103 W Main Street	1963		Medium	Listed
136	NRHP-80004419	105 W Main Street	1860		High	Listed
137	NRHP-80004419	107 W Main Street	1860		High	Listed
138	NRHP-80004419	109 W Main Street	1950		Medium	Listed
139	NRHP-80004419	113 Main Street	2014		Medium	Listed
140	NRHP-80004419	102 W Main Street	1840		Medium	Listed
141	NRHP-80004419	108 Main Street	1900		Medium	Listed
142	NRHP-80004419	Main Street			Medium	Listed
143	NRHP-80004419	202 N Spring Street	1760		Medium	Listed
144	NRHP-80004419	201 Town Spring Street	1932		Low	Listed
145	NRHP-80004419	117 W Main Street	1950		Low	Listed
146	NRHP-80004419	103 Potato Hill Street	1925		High	Listed
147		305 W Main Street	1900		Medium	Not Potentially Eligible
148		306 Main Street	1884		Medium	Not Potentially Eligible
149		309 Main Street	1839		Medium	Not Potentially Eligible
150		311 Main Street	1929		Medium	Not Potentially Eligible
204		6782 Hedgesville Road	0		Medium	Not Potentially Eligible
205	BY-0033-0135 (Demolished)				Demolished	Demolished
206	BY-0033-0134		2006		Demolished	Demolished
207		Hedgesville Road	1910		Medium	Not Potentially Eligible
218		8757 Hedgesville Road	2002		Low	Not Potentially Eligible
219		8791 Hedgesville Road	1984		Medium	Not Potentially Eligible
220		8872 Hedgesville Road	1969		Medium	Not Potentially Eligible
221		8900 Hedgesville Road	1900	Cemetery	Not Visible	Not Visible
222		8932 Hedgesville Road	1934		Not Visible	Not Visible
223		8958 Hedgesville Road	1970		Not Visible	Not Visible
224		59 Cherry Run Road	1930		Medium	Not Potentially Eligible
225		9052 Hedgesville Road	1940		Low	Not Potentially Eligible
226		9077 Hedgesville Road	1996		Medium	Not Potentially Eligible
275		0 Mountain Lake Road	1912		Medium	Not Potentially Eligible
276		4175 Mountain Lake Road	1947		Medium	Not Potentially Eligible
287		WV 9	1900		Medium	Not Potentially Eligible

Survey ID	Previous Survey or WVHPI Number	Address	Year Built (Approx.)	Cemetery	Integrity	Eligibility
288		10631 WV 9	1954		Medium	Not Potentially Eligible
289		10 WV 9	0		Medium	Not Potentially Eligible
290		WV 9	0		Medium	Not Potentially Eligible
325		8929 Martinsburg Road	1960		Medium	Not Potentially Eligible
326		8814 WV 9	1953		Medium	Not Potentially Eligible
327		Michaels Chapel Road	1983		Not Visible	Not Visible
344		8442 WV 9	1974		Medium	Not Potentially Eligible
345		93 Ironmine Lane	1973		Medium	Not Potentially Eligible
346		7178 WV 9			Medium	Not Potentially Eligible
347		WV Roadside Park, Spruce Pine Hollow Park			High	Not Potentially Eligible
366		7692 WV 9	1940		High	Not Potentially Eligible
367		7728 Martinsburg Road	0		Low	Not Potentially Eligible
394		5594 WV 9	1959		Medium	Not Potentially Eligible
395		5506 WV 9/3	1949		Medium	Not Potentially Eligible
396		5460 Spohrs Crossroads	1910		Medium	Potentially Eligible
397		5366 Martinsburg Road			Medium	Not Potentially Eligible
398		4377 WV 9	1930	Cemetery	Medium	Not Potentially Eligible
399		5303 WV 9			Medium	Not Potentially Eligible
401		4601 WV 9	1930		Medium	Not Potentially Eligible
402		WV 9	1947		Medium	Not Potentially Eligible
403		WV 9	1900		Medium	Not Potentially Eligible
416		3124 Martinsburg Road	1977		Not Visible	Not Visible
417		3051 Martinsburg Road	1951		Medium	Not Potentially Eligible
418		WV 9	1953		Medium	Not Potentially Eligible
419		3 Martinsburg Road	1932		Low	Not Potentially Eligible
471	MN-0011-0297	845 Martinsburg Road	1900		Low	Not Potentially Eligible
492		WV 9	1954		Low	Not Potentially Eligible
493		WV 9	0		Medium	Not Potentially Eligible
494	MN-0011-0305				Medium	Not Potentially Eligible