Description

This project enhances the northbound US 119 (Corridor G) widening and includes the following improvements.

- Widen I-64 Connector (KC-5A)
- Add Cantley Flyover (KC-5B) as new alignment
  The Cantley Flyover is recommended to be a one-lane grade separated ramp that will carry traffic from the I-64 connector before tying into US 119.
- Widen southbound US 119 (Corridor G) (KC-5C, KC-5D)
- Upgrade Frontage Road (KC-5E)
- Grade Separation of Lucado Road and US 119 (KC-5F)
- Grade Separation of Oakwood Road and US 119 (KC-5G)
Description

This project aims to improve the intersection of WV 622 and WV 62 by addressing congestion issues at the approaches of the intersection. This project is intended to serve as an interim improvement prior to widening of the entire corridor (CL-8). While both cost-effective and beneficial, this project consists of the following improvements:

- Optimize signal cycle length, splits, and offsets.
- Extended right turn lane from Big Tyler Road (WV 622) onto Cross Lanes Drive (WV 62)
- Dual left-turn lanes from W Washington Street (WV 62) onto Goff Mountain Road
- Dual left-turn lanes from Cross Lanes Drive (WV 62) onto Big Tyler Road (WV 622)
Description

This project recommends roadway widening on WV 622 (Goff Mountain Road/Big Tyler Road) from 3-lanes to 5-lanes.
Description

This project calls for the widening on I-64 from the Cabell County line to Cow Creek Road from a 4-lane freeway facility to a 6-lane freeway facility.
Description

This project intends to provide operational improvements for both motorized and non-motorized users on the corridor. The project includes the following improvements:

- Optimize signals
- Repurpose on street parking for wider and ADA compliant sidewalks/bike lanes
- Move utilities underground
- Restripe pavement along MacCorkle Avenue to maintain a uniform travel way
**PC-6A & PC-6C: Scott Depot-Area Improvements**

**Description**

This project includes roadway widening, construction of a turn lane and traffic signalization projects along Teays Valley Road (CR 33) in the Scott Depot area. The improvements consist of:

- Widen Teays Valley Road (CR 33) to three lanes between WV 34 and Thomas Drive (PC-6A)
- Add a traffic signal and left-turn lanes in both directions on CR 33 at the Scott Lane intersection (PC-6C)
Description

This project includes the following improvements for Teays Valley Road:

- Develop a right stacking turn lane into West Teays Elementary School to pull standing vehicles off Teays Valley Road (WV 34) during morning and evening peak travel times.
- Extend the right-stacking turn lane as far as possible along the school property to allow the maximum number of vehicles to be out of the WV 34 travel lanes.
**KC-4: US 119 (Corridor G)**

**Description**

This project (KC-4) will widen US 119 (Corridor G) northbound from Lucado Road to MacCorkle Avenue. Potential solutions were focused on reducing traffic congestion and increasing safety. The improvements include:

- Adding additional left-turn lanes to the I-64 Connector and Cantley Drive
- Add a third lane to US 119 northbound from Lucado Road to MacCorkle Avenue (WV 61)
- Restrict US 119 northbound left turns onto Cantley Drive during the PM peak hour
**KC-6: US 119 (Corridor G) Jefferson Road to Emerald Road**

**Summary**

- **Project ID**: KC-6 (A, B, C, D)
- **Existing Facility**: Principal Arterial – 4 lanes, divided
- **Improvement Type**: Widening
- **Planning Level Cost**: $29,467,000

**Plan Goals and Guiding Statements**

- **Description**
  
  This project includes widening and access management improvements on US 119 (Corridor G) from the Jefferson Road interchange to Emerald Road. The proposed project includes the following improvements:
  
  - Add third lane to US 119 northbound/southbound (KC-6A & KC-6B)
  - Add/upgrade frontage roads on each side of US 119 (KC-6C & KC-6D)
    - Close access to US 119 from Eureka Road and Hodges Road
  - Prohibit left turns at unsignalized intersections

**Vicinity Map**

![Vicinity Map of KC-6: US 119 (Corridor G) Jefferson Road to Emerald Road](image-url)
Description

This project enhances the northbound US 119 (Corridor G) widening and includes the following improvements.

- Widen I-64 Connector (KC-5A)
- Add Cantley Flyover (KC-5B) as new alignment
- The Cantley Flyover is recommended to be a one-lane grade separated ramp that will carry traffic from the I-64 connector before tying into US 119.
- Widen southbound US 119 (Corridor G) (KC-5C, KC-5D)
- Upgrade Frontage Road (KC-5E)
- Grade Separation of Lucado Road and US 119 (KC-5F)
- Grade Separation of Oakwood Road and US 119 (KC-5G)
**Description**

This project consists of improvements along US 60 at the southeastern edge of the study area. The project aims to add a center turn lane west through London for approximately one mile in length along the corridor, reducing the risk of rear end collisions and improving traffic flow.
KC-8A: US 60 (Dupont Avenue)

**Description**

This project intends to use access management strategies and principles to improve both mobility and safety along this 3.24-mile corridor and includes the following improvements:

- Relocate driveway access for houses between US 60 and Kellys Creek Road to rear (onto Kellys Creek Road)
- Improve signage for the westbound lane-drop at Kellys Creek Road
- Reduce eastbound travel lanes to one lane through the Kellys Creek Road intersection
- Close access to Ferry Street (remove rail crossing)
- Consolidate and delineate driveway access at commercial and industrial businesses

**PROJECT ID**
KC-8A

**EXISTING FACILITY**
Principal Arterial – 2 lanes, undivided

**IMPROVEMENT TYPE**
Widening

**PLANNING LEVEL COST**
$31,300,000

**PLAN GOALS AND GUIDING STATEMENTS**

- **economic vitality**
- **safety & security**
This project focuses on improving the operational function of these streets. The project includes:

- Convert North Ford and North Vine to one-way pairs
- Change South Vine and South Greenway to one-way pairs, connecting to Pennsylvania Avenue
**Description**

This project will widen I-64 from 4 lanes to 6 lanes between Cow Creek Road and WV 34, to improve traffic flow, reduce local congestion, enhance connectivity, and increase safety along I-64 and in Teays Valley.
**Description**

This project will add in turning lanes within the Hurricane Area, more specifically the improvements includes:

- Construct right turn lane in front of Hurricane High School (PC-4A)
- Construct right turn lane in front of Hurricane Middle School (PC-4B)
**TV-4: Mt. Vernon Road**

**Description**

This project includes upgrading and widening Mt. Vernon Road to a full two-lane local collector classification and install a four-foot sidewalk along its entire length. Mount Vernon Road is currently an 18-foot wide facility with little to no shoulder. The roadway serves a large amount of both single-family and multi-family residential development. This project recommendation originated in the Teays Valley Subarea Study completed in 2012.
TV-5: Sleepy Hollow Road

Description
This project includes widening and access management improvements on Sleepy Hollow Road. The proposed project includes the following improvements:

- Upgrade and widen Sleepy Hollow Road to a full two-lane local collector classification
- Construct of a 4-foot sidewalk along entire length
- Install a traffic signal at Sleepy Hollow Road and Teays Valley Road (WV 34)
PC-2: WV 817 (Winfield Road)

Description

This project proposes to add a center-turn lane on WV 817 from the Winfield Bridge to Winfield High School. This improvement will reduce congestion and increase safety along the corridor.
TV-1: WV 34-Teays Valley Interchange

Description
This project intends to add a dedicated right turn lane onto the I-64 on ramp at the Teays Valley Road Interchange (WV 34). This improvement will address queuing during congested times that often blocks the thru travel lanes in the commercial section of WV 34 near McDonald’s and the TA Travel Center.
**CL-4: Big Tyler Road (WV 622) & Kroger Driveway**

**PROJECT ID**
CL-4

**EXISTING FACILITY**
Minor Arterial – 2 lanes, undivided

**IMPROVEMENT TYPE**
Turn Lane

**PLANNING LEVEL COST**
$94,000

**PLAN GOALS AND GUIDING STATEMENTS**

**Description**
This project intends to construct an exclusive right turn lane from Big Tyler Road (WV 622) into the Kroger drivewasy. Currently, the approach (WV 622) has one exclusive left-turn lane and one shared through and right-turn lane. This recommendation was part of the Cross Lanes Corridor Study finished in 2012, and is intended to alleviate traffic by allowing through traffic to flow-freely through the intersection without stopping for slowing right turning vehicles.
Description

This project includes selective roadway widening and access management along WV 62 from WV 25 to Dairy Road to increase motorized safety and reduce congestion. The improvements for the corridor follow:

- Construct a two-way left-turn lane from Limeberger Creek Road to Cross Lanes Drive (WV 62)
- Install a left-turn lane at the Wright Road intersection, allowing left turns onto Wright Road and U-turns from the southbound approach
Description

This intersection will need to be further evaluated for the potential inclusion of an exclusive left turn warrant from Dairy Road to accommodate peak hour traffic. Interim improvements can be made to retime the signal and allocate more time to the Dairy Road approach.
Description

This project consists of adding a center turn lane from Sycamore Road to Britt Hollow (approximately 1.2 miles).
Description

This project consists of adding a right turn lane and upgrading traffic delineation at the Mammoth Coal Facility to increase mobility and promote safety.
**Description**

Realign Friendship Lane to meet perpendicularly with Rolling Meadows Road. This project will need a further in-depth environmental study due to the proximity to Crooked Creek.
CL-1 & CL-2: Goff Mountain Road (WV 622)

**Description**

This project intends to add a short raised median north of I-64 ramp intersection and reconfigure westbound off-ramp to allow right turns from the center lane, as well as lengthen the right turn lane on northbound New Goff Mountain Road.
**Description**

The intersection of Great Teays Boulevard and Hillsdale Circle with Teays Valley Road currently operates as an all way stop with an exclusive eastbound left turn lane. As development and traffic increase along Great Teays Boulevard consideration should be given to realignment, signalization, or a roundabout. This location should be further studied to identify the most appropriate solution.
Description

This project intends to widen Greenbrier Street (WV 114) to 3-lanes with a two-way left-turn lane.
KC-U1: Institute Connector

**Description**

This project intends to construct a new two-lane highway facility from I-64 to WV 622 (Big Tyler Road). The Institute Connector is a potential long-term solution to traffic congestion in the Cross Lanes area. The posted speed limited would be 50 mph.
**CL-3 & CL-7: Goff Mountain Road (WV 622)**

**Description**

The following improvements are recommended for WV 622 and the unsignalized intersection at Brick Lane:

- Construct a roundabout (CL-3)
- Construct a raised median to prohibit direct left turns to and from driveways (CL-7)
**Description**

This project intends to widen this 5.65-mile corridor, by constructing truck passing lanes in various sections of the corridor, especially on steep grades. The extents of the proposed improvement are Interstate 64 to the north and Six Mile Hollow Road to the south.
**SH-B: MacCorkle Ave (Us 60) & Dunbar Toll Bridge**

**Description**

This project intends to improve the following:

- Widen exit ramp to allow two-way traffic & push entering traffic to signal at the existing exit of the Dunbar Toll Bridge
- Repair and improve sidewalks
- Continue dedicated bicycle lane or provide signage to a route off MacCorkle Avenue
- Move utilities underground

**Vicinity Map**

**PROJECT ID**

SH-B

**EXISTING FACILITY**

Principal Arterial – 2 lanes, undivided

**IMPROVEMENT TYPE**

Widening

**PLANNING LEVEL COST**

$4,123,000

**PLAN GOALS AND GUIDING STATEMENTS**

- Mobility & accessibility
- System preservation & efficiency
**Description**

This project provides selective roadway widening on WV 62 from the Town of Poca, as well as the following improvements:

- Consolidate and delineate commercial and industrial business driveways along the corridor
- Widen roadway and construct a continuous center-turn lane from Heizer Creek Road to Poca southern city limits (approximately 0.85 miles)
Chapter 4: Highway Element

KC-U2: Northern Connector

**Description**

This project intends to introduce a new four-lane facility. If implemented, the new east/west highway would extend from a new I-64 interchange (approximately one mile east of the current Nitro interchange) to the Eden’s Fork interchange on I-77. The posted speed limit would be 65 mph.
CL-6: Old Goff Mountain Road/Gatewater Road

**Description**

This project at Old Goff Mountain Road and Gatewater Road plans to convert the existing roadway to a right-in, right-out one-way loop. The conversion will eliminate the most difficult left turn onto WV 622.
Description

This project intends to add turn lanes and improve accessibility within the St Albans area on 3rd Street. More specifically the following improvements are:

- Remove pedestrian sidewalk in underpass to provide wider travel lanes and shoulders; straighten south underpass approach (SA-2A)
- Add westbound and southbound right turn lanes at Third St and MacCorkle Ave (US 60) (SA-3A)
- Make driveway modifications near the intersection (SA-3B)
- Make driveway modifications at Go Mart (SA-4)
Description

This project will add a left-turn lane from Washington Street West onto Woodrum Lane in West Charleston. The 2040 MTP recommended installing a continuous center-turn lane on Washington Street West, from WV 25 (Dunbar Avenue) to WV 501 (Big Tyler Road). After additional analysis, the current conditions do not seem to appear to warrant the widening. As a result, KC-3 now proposes to add a left-turn lane on Washington Street West at the intersection of Woodrum Lane. The turn lane will remove turning vehicles from the southbound through travel lane, helping to reduce congestion and collisions.