

FACT SHEET – NEEDS BY MODE

HIGHWAY EXPANSION



CONNECTIONS TO LRTP GOALS

E

Economic Vitality & Freight Movement

C

System Condition, Efficiency & Fiscal Sustainability

M

Multimodal Mobility, Reliability & Accessibility

Traffic congestion costs West Virginia motorists a total of \$225 million each year from lost time and wasted fuel. Roadway bottlenecks (capacity, geometry, or operational constraints) combined with deteriorating infrastructure can increase congestion and negatively impact the economy. By 2026, the State will need to add 142 miles of new lanes of the interstate system in order to relieve congestion (WV Section of the American Society of Civil Engineers Infrastructure Report Card).

STAKEHOLDER INPUT

West Virginia DOT employees rated highway expansion needs as critically high

Highway expansion was considered more important in urban areas compared to rural areas

Highway expansion was the second lowest rated transportation need in non-urban areas



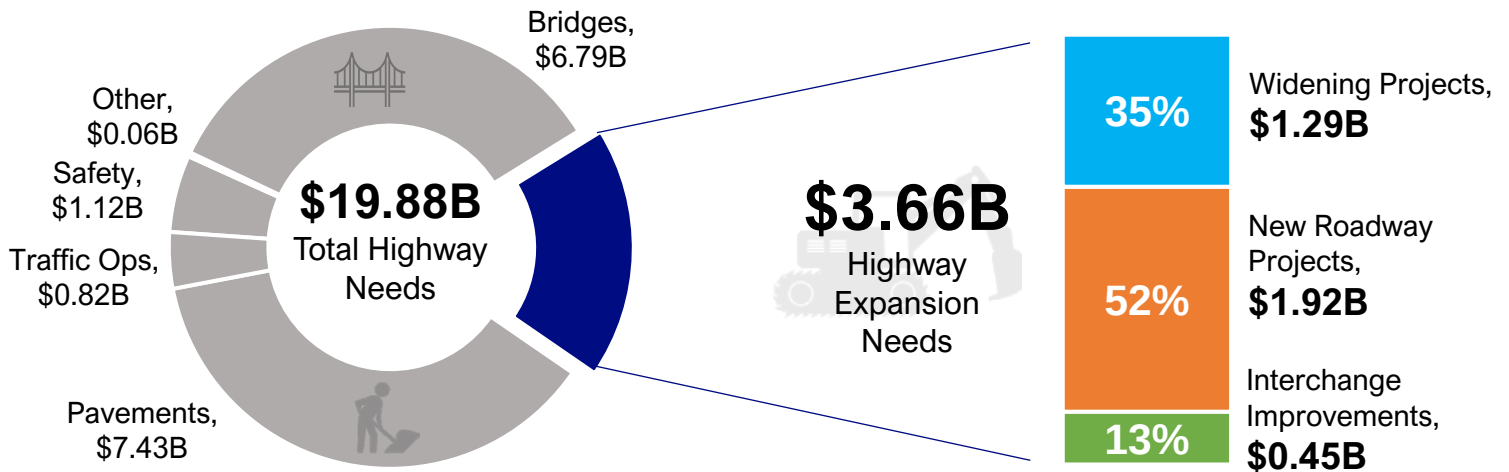
To forecast highway expansion needs, projects were gathered from the previous WV 2010 long-range transportation plan, the WV 2018 State Freight Plan, and the eight WV MPO long-range plans. MPO projects were classified as either constrained or aspirational consistent with each plan project lists, while DOT projects were considered constrained or aspirational based on guidance from DOH employees.

FORECASTING METHOD

Sources considered: [West Virginia Multi-Modal LRTP \(2010\)](#); [West Virginia 2018 State Freight Plan](#), Current MPO Long-Range Plans from [BHJ MPC](#), [BOMTS](#), [FRMPO](#), [HEPMPO](#), [KYOVA](#), [MMMPO](#), [RIC](#), and [WWW IPC](#)

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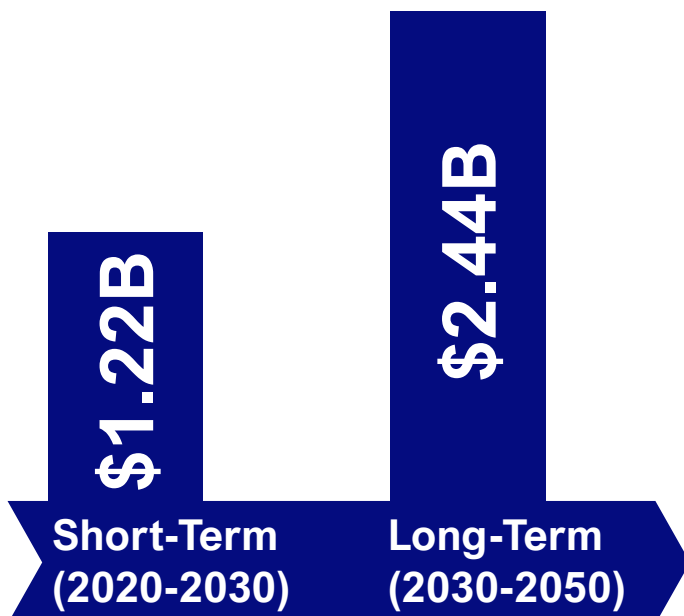
OPPORTUNITIES

New highway expansion improvements can support broader statewide goals such as providing improved connections to educational opportunities, existing and emerging industries, and health care. Enhance coordination between improvement projects and site selection needs.

TRENDS AND EMERGING NEEDS

The influx of population to urban areas, increasing tourism activities, and growing freight demand will continue to push the need for expansion of the highway system. Alternative routes and detours must also consider expansion needs to adequately respond to natural disasters and other events impacting throughput.

SHORT-TERM AND LONG-TERM FORECASTS



- Complete Corridor H of the Appalachian Development Highway System
- Extension of the New River Parkway, a two-lane scenic highway from Summers County to Mercer County
- Access improvements and widening projects along I-79 in Morgantown
- Major reconstruction of I-79 and US 250 interchange in Marion County
- US 522 4-lane reconstruction between the Virginia and Maryland state boundaries