

**TABLE 11  
HARRISON COUNTY TRANSPORTATION PLAN  
TECHNICAL ASSESSMENT/COST-BASED PRIORITIZED SYSTEM IMPROVEMENTS**

Label	Corridor	Description	Element Cost Estimate (\$2002)	Recommended Plan Cumulative Cost
D	US 50 (Bridgeport)	Intersection Improvements through Bridgeport:		
		- Maple Lake Access Consolidation	\$100,000	\$100,000
		- Turn lanes at Benedum industrial park (eastbound left and westbound right)	\$150,000	\$250,000
		- WV 131 turn lanes to each approach (eastbound left, westbound right, southbound left)	\$450,000	\$700,000
		- Philadelphia/Pennsylvania Avenue area improvements/signal	\$1,230,000	\$1,930,000
		- Center Street eastbound left turn lane improvement	\$150,000	\$2,080,000
		- Orchard Street rail crossing control	\$100,000	\$2,180,000
		- Turn lane at Emily/Lodgeville (westbound left turn lane)	\$150,000	\$2,330,000
		- Total Alternative D US 50 East Right-of-Way and Utility Costs	\$2,300,000	\$4,630,000
G	WV 20	Intersection/Segment Improvements (TSM) US 50 through WV 58:		
		- Left turn lane extensions to Joyce Street bridge over US 50 (when rehab/replace bridge)	\$150,000	\$4,780,000
		- Flatten curve radii (several locations)	\$1,200,000	\$5,980,000
		- Turn lanes to East Main Street intersection	\$300,000	\$6,280,000
		- Separate eastbound throughs and rights at WV 98	\$150,000	\$6,430,000
		- Remove parking and create a three-lane section south of WV 98 to north of WV 58	\$10,000	\$6,440,000
		- Northbound right turn lane at WV 58	\$100,000	\$6,540,000
		- Total Alternative G WV 20 Management Right-of-Way and Utility Costs	\$3,000,000	\$9,540,000
H	WV 20	Intersection/Segment Improvements (TSM) WV 58 through I-79:		
		- Southbound left turn lane at I-79	\$100,000	\$9,640,000
R	US 50 (West of Clarksburg)	Reduce Posted Speed to 55 MPH	\$25,000	\$9,665,000
		Intersection Improvements:		
		- Wolf's Summit: Signalize with advanced warning	\$150,000	\$9,815,000
		- WV 23: Signalize with advanced warning	\$150,000	\$9,965,000
X	New Routes	Connect Emily Drive to I-79 Split Diamond/Platinum Connector to WV 58 (Emily Costs in I-79 Split Diamond)	\$6,000,000	\$15,965,000
I	WV 98	Intersection Improvements:		
		- Add eastbound right turn lane at Robert C. Byrd HS intersection	\$150,000	\$16,115,000
		- CR 25 improvements to make WV 98 through more dominant	\$400,000	\$16,515,000
B	I-79/US 50	Split Diamond Interchange	\$30,200,000	\$46,715,000
J	US 19 (Milford St)	Intersection Improvements:		
		- Hall Street left turn lane	\$350,000	\$47,065,000
W	US 19/CR 24	Install Traffic Signal	\$120,000	\$47,185,000
S	US 19	Intersection Modification (Roundabout)	\$700,000	\$47,885,000
	US 50/US 19/WV 20	Corridor Studies	\$500,000	\$48,385,000

**Legend**

High Priority Improvements (2003-2018)  
Priority Improvements (2019-2025)

Note: 2005 initiation period is likely the earliest new projects could be added to the programmed projects list.

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T	WV 20	"Bypass" the commercial portion of the corridor south of WV 98	\$8,300,000	\$56,185,000
A	New Route	US 19 to US 50 Connector:	\$15,500,000	\$71,685,000
		- Four lane divided corridor/Veteran's Park Bridge replacement	\$8,000,000	\$79,685,000
	US 50 Expressway	Complete Study of Interchange Alternatives through Downtown Clarksburg	\$250,000	\$79,935,000
C	US 50 Bypass New Route	US 50 South Bypass - 2/4-Lane Cross Section (Segments 1/2/6/7/9/12)	\$68,480,000	\$148,415,000
E	US 19	Upgrade to a 4-Lane Expressway CR 24 to Shinnston; Improved 2-Lane from Shinnston to Enterprise; TSM CR 24 to US 50	\$47,800,000	\$196,215,000
P	US 19/WV 20	Install Traffic Signal	\$120,000	\$196,335,000
O <sub>1</sub>	WV 20	Improve Lumberport Road to 3-Lane Near US 19	\$500,000	\$196,835,000
M	Despard Road/ Factory Street/ Simpson Street	Improve intersection and Link Geometry	\$15,800,000	\$212,635,000
		- Rebuild and resurface as two-lane	\$300,000	\$212,935,000
F	US 50 (Clarksburg)	Consolidate/Improve Interchanges:	\$300,000	\$213,235,000
		- Eliminate Chestnut Street interchange	\$21,600,000	\$234,835,000
		- West Virginia Avenue diamond; with connector to West Pike Street (Option 1)	\$9,800,000	\$244,635,000
Q	Johnson Avenue	Widen to 3-Lane from Lodgeville to south of I-79; Lodgeville Road Improvements	\$9,800,000	\$244,635,000
L	Barnetts Run	Barnetts Run Road Improvements:	\$18,390,000	\$263,025,000
		- Resurface and extend through Saltwell interchange as two-lane	\$5,100,000	\$268,125,000
		- New alignment around Meadowbrook Mall		\$268,125,000
O <sub>2</sub>	WV 20	Expand Lumberport Road to 4-Lane from Lumberport to US 19		\$268,125,000
F	US 50 (Clarksburg)	Consolidate/Improve Interchanges:	\$16,900,000	\$285,025,000
		- 2nd/3rd Street split diamond (Option 3)	\$15,600,000	\$300,625,000
V	Barnetts Run	Improved 2-Lane North of I-79/Saltwell	\$15,600,000	\$300,625,000
K	New Route	Charles Pointe Area Improvements: Connector to WV 131 and crossing of I-79 to Barnett's Run	\$9,900,000	\$310,525,000
		- Arterial corridor connection to WV 131	\$1,600,000	\$312,125,000
		- Crossing of I-79 to Barnetts Run Road		\$312,125,000
N	WV 20	Intersection/Segment Improvements (TSM) I-79 through Barbour County Line	\$200,000	\$312,325,000
		- Southbound right turn lane and northbound left turn lane at CR 20/14	\$3,100,000	\$315,425,000
		- Flatten tight curves (Several locations)	\$200,000	\$315,625,000
		- Southbound left turn lane and northbound right turn lane at Overlook development	\$430,000	\$316,055,000
		- WV 57 intersection improvements	\$2,000,000	\$318,055,000
		- CR 48 intersection improvements: raise approach and increase curve radius		\$318,055,000
U	New Route	Create a US 50 in Clarksburg to Emily Dr. connector, includes an I-79 access south of existing US 50	\$23,800,000	\$341,855,000

← Started in 2003-2018 Period

Notes: Two options for Alternative O. 1 - Assumes Lumberport Road is improved to contain a left turn lane and a right turn lane.  
2 - Assumes Lumberport Road is improved to a four-lane corridor from Lumberport to US 19.