

# DELEGATE D. SHANNON KIMES

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Please find herein my comments and recommendations I would like considered while updating the Long Range Transportation Plan (LRTP) of the Wood – Washington – Wirt (but not really Wirt since 1980) Interstate Planning Commission (W<sup>(3-1)</sup>IPC). I understand not all my comments may fall under the authority of said plan, however the projects discussed may involve long term work that does fall under the LRTP (Interstate access points for example). I believe by facilitating transportation in the entire area, economic activity in the Parkersburg Metro area would benefit from projects in our more rural areas of Wood County. I believe that while Wirt County may not be under the purview of the W<sup>(3-1)</sup>IPC any longer, it would benefit Wood County to facilitate better access to Wood County for Wirt County residents. This may include additional interstate highway access points and projects to the Wood Wirt County Line.

I encourage the W<sup>(3-1)</sup>IPC to include benchmarks and efficiency measures of building and maintaining highways when considering projects for the new LRTP. I encourage the W<sup>(3-1)</sup>IPC to review past LRTP's and where necessary adjust the personnel creating the new plan where past performance has been poor. For example, evidently planning on expanding I-77 between Camden and Staunton avenues to 8 lanes while getting it reduced to 2 lanes just a few miles north due to overpass issues at I-77 and US Route 50. Whoever produced that plan should be exterminated from any future planning of our highways. Quantitative verifiable feedback mechanisms are vital to creating future plans that stand any chance of being implemented.

While the W<sup>(3-1)</sup>IPC may be required to be financially constrained in the LRTP my comments are not. I have no requirement to consider other factors like geography, environmental issues or population distribution of minorities.

For our area to break the vicious cycle of economic stagnation and population decline we must find a way to improve our highways faster and at a lower cost. Spending \$16 million plus per mile and taking years should not be considered a viable option in any plan.

## INTERSTATE, FEDERAL & MAJOR STATE HIGHWAYS

Interstate 77 and Route 50 are and will continue to be the lifeblood for Wood County. To facilitate better access to jobs and centers of commerce better access to I-77 is needed. There should be at least a doubling of access points. I would consider locations, starting in the North, listed below for such points:

- Route 31 (Williamstown Pike) to facilitate better access to the airport and for area residents to I-77.
- Route 16 (Old Saint Mary's Pike) to facilitate better access for area residents to I-77.
- Between Intersection of Route 50 and Staunton Avenue directly east connecting with Route 50 at Dry Run or Dutch Ridge Road. Reduce travel time between Route 50 and I-77 South and decrease congestion at Route 50 and I-77 intersection.
- Between Camden Avenue and Mineral Wells exits, possibly using the Camden Exit to the southwest to facilitate better access to South Parkersburg area and an improved Gihon Road to Route 50 West bond traffic.
- In the area of Sycamore Run, Stephens Fork or Buck Run to facilitate better access to I-77, with one of these roads being improved to Route 68 via Wadeville area.
- Pond Creek Road with an improved Pond Creek Road to Route 68 in the west and Limestone Hill and Tucker's Creek road into Elizabeth.

## STATE AND COUNTY HIGHWAYS

- All 2 lane state highways should be expanded to 3 lanes with alternating passing or center turn lanes or to 4 lanes including but not limited to: Route 31, Route 2, Route 14, Route 47, Route 21 and Route 68.

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- There should be a connection between route 47 and route 14 at or near Slate to facilitate east west traffic and access to I-77.
- There should be an improved road (either Sycamore Run, Stephens Fork or Buck Run) from Route 68 through Wadeville area to I-77 near Stephens Fork Road.
- Pond Creek Road from Route 68 to I-77 should be improved to 2 lanes and straightened. Limestone Hill Road to Tucker Creek Road should be improved to facilitate traffic from Elizabeth to I-77
- An improved road from Slate area to I-77 near Stephens Fork Road.
- All 1-1.5 lane roads should be improved to 2 lane passable paved roads.
- A extension of 46<sup>th</sup> Street in Vienna to Emerson Avenue near I-77.

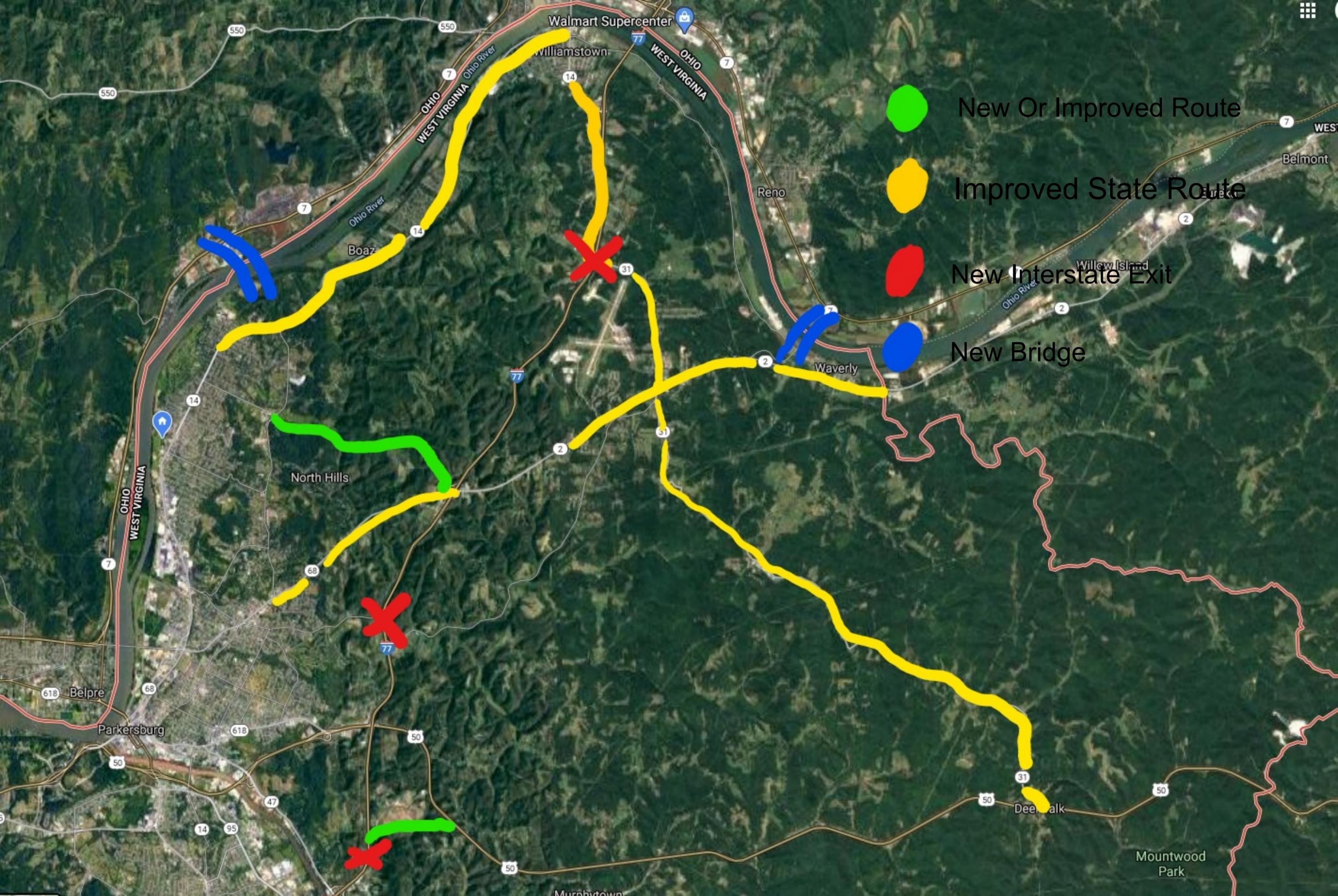
## WOOD COUNTY ACCESS POINTS

In order to facilitate better access to jobs for WV residents and improve the access to Wood County for Ohio residents conducting commerce in WV there should be an increase in the number of points crossing the Ohio River. Our goal should be to double the number of bridges roughly halfway between existing bridges. Bridges at the following locations should be a priority:

- Belleville, WV
- Between Vienna and Boaz
- Waverly, WV

## ADMISTRATIVE RECOMMENDATIONS

- Change name of Wood Washington Wirt Planning Commission to not mislead residents of Wirt County. After 40 years the name should accurately reflect the mission of the organization and not provide hope to anyone that it does not serve.
- Large projects should not consume more than 10%-25% of all federal funds coming into the area even if this means projects take longer to complete.
- Consider cost and efficiency of past projects and plans when adopting new plans. Spending ½ a million dollars plus to create a plan of the same slow expensive progress of the past 20 years should not be repeated.



- New Or Improved Route
- Improved State Route
- ✕ New Interstate Exit
- New Bridge

Walmart Supercenter

Williamstown

Reno

Boaz

Waverly

North Hills

Belpre

Parkersburg

Deer Park

Mountwood Park

Murphytown

WEST VIRGINIA

Belmont

Willow Island

OHIO  
WEST VIRGINIA

OHIO  
WEST VIRGINIA

OHIO  
WEST VIRGINIA

Ohio River

Ohio River

550

550

550

7

14

7

7

14

31

2

14

77

2

31

68

618

68

618

50

50

47

14

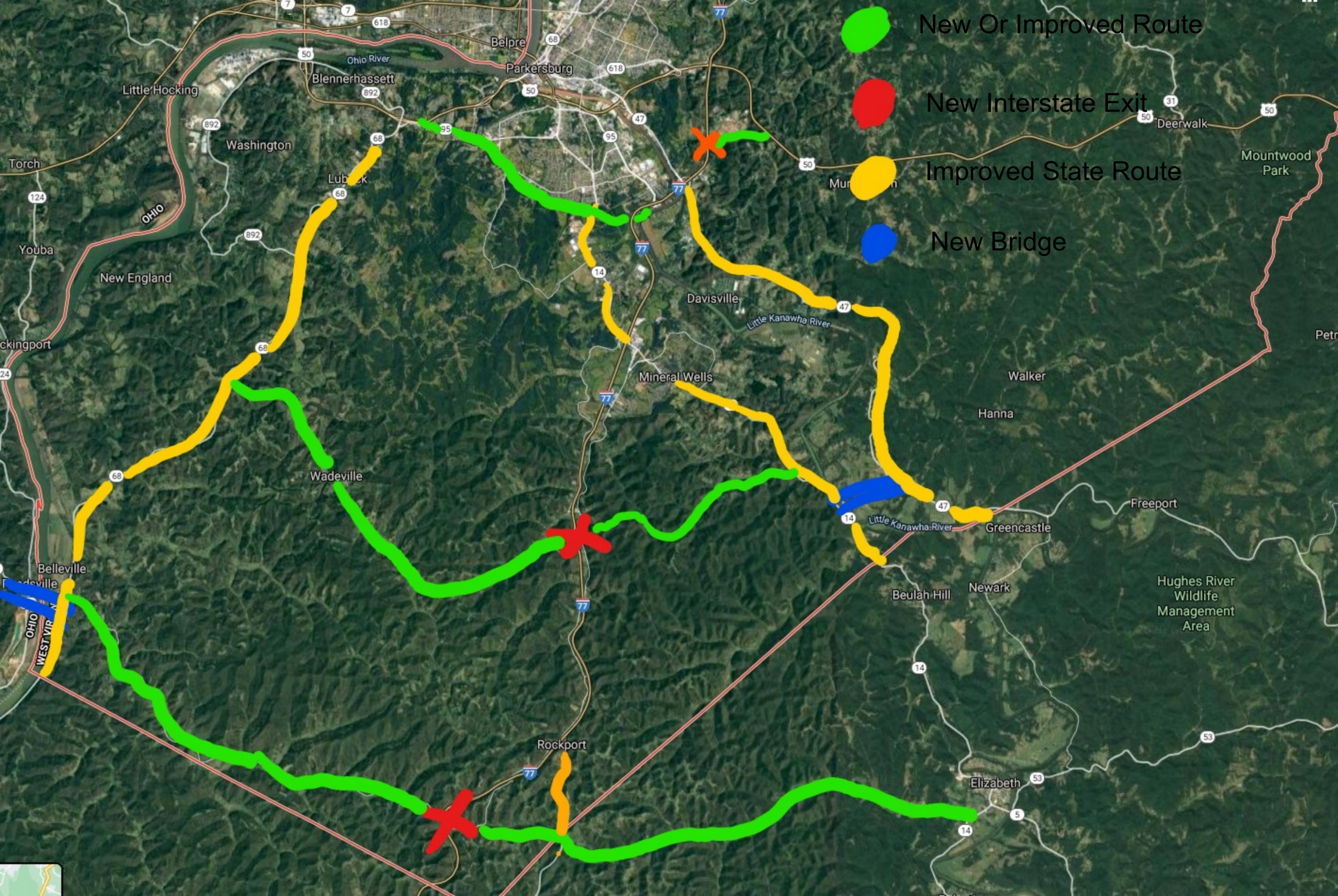
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31



New Or Improved Route



New Interstate Exit



Improved State Route



New Bridge

