

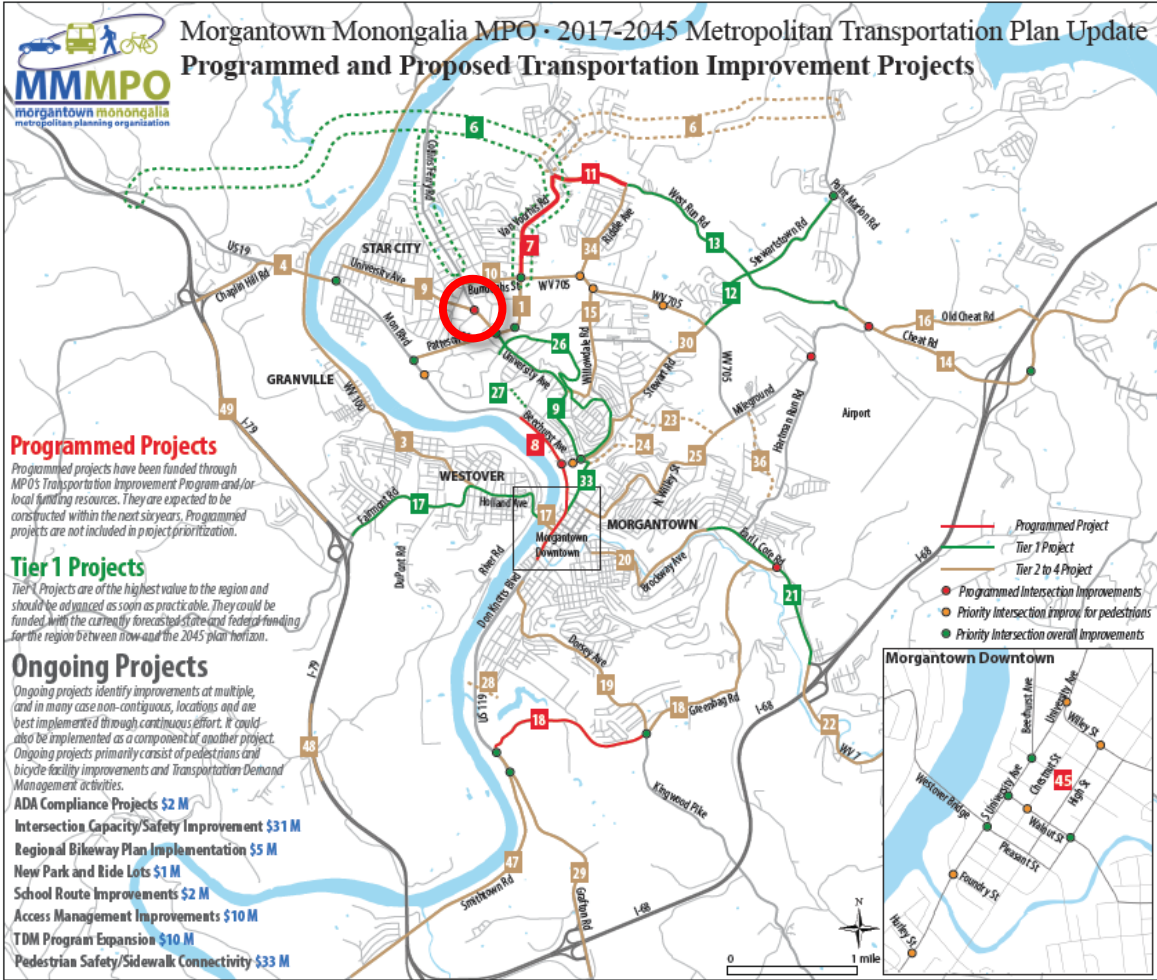


Status Report:

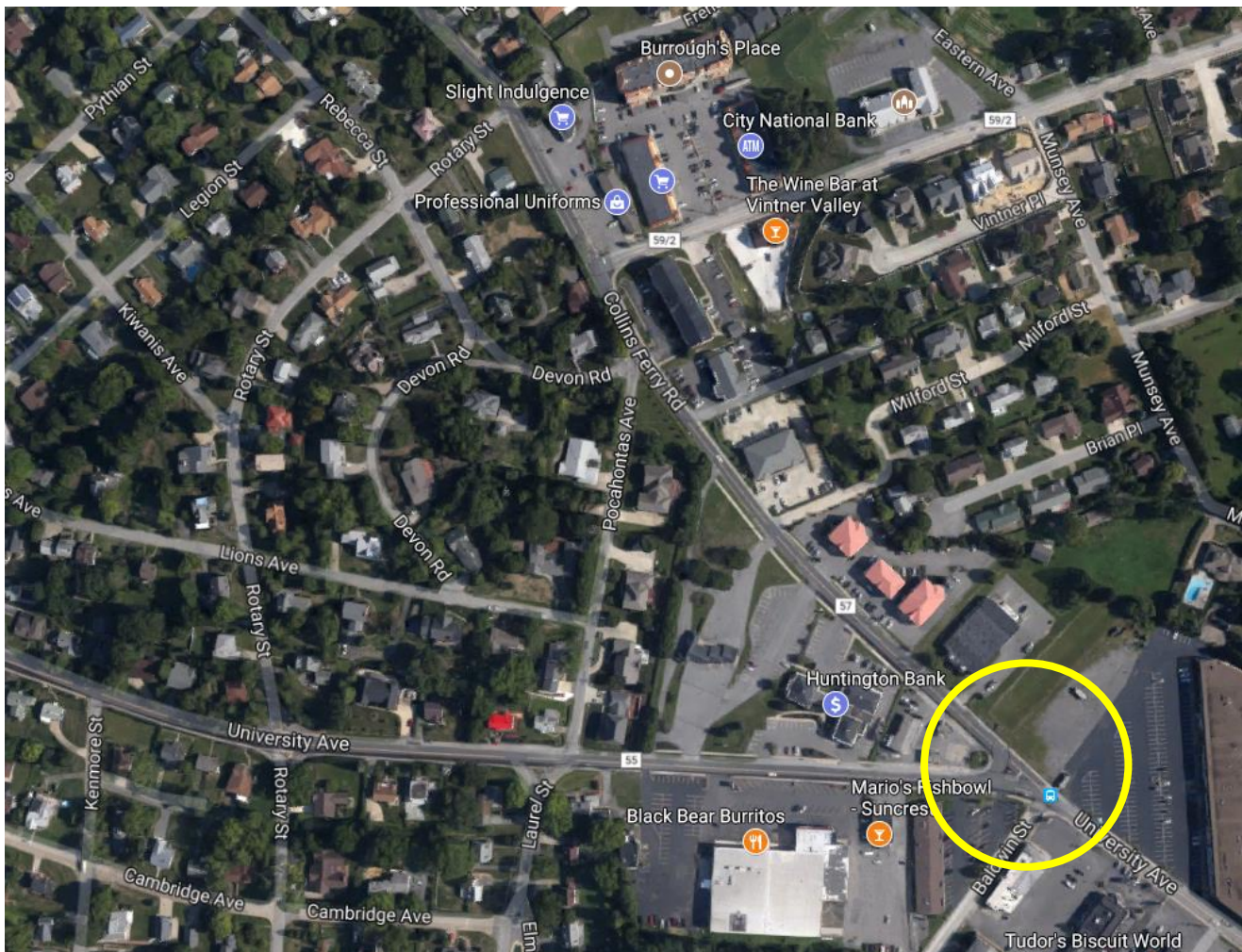
University Avenue/Collins Ferry Road Intersection Improvement Project

Bill Austin, AICP
Executive Director

Project Location



Project Site



Project Problems

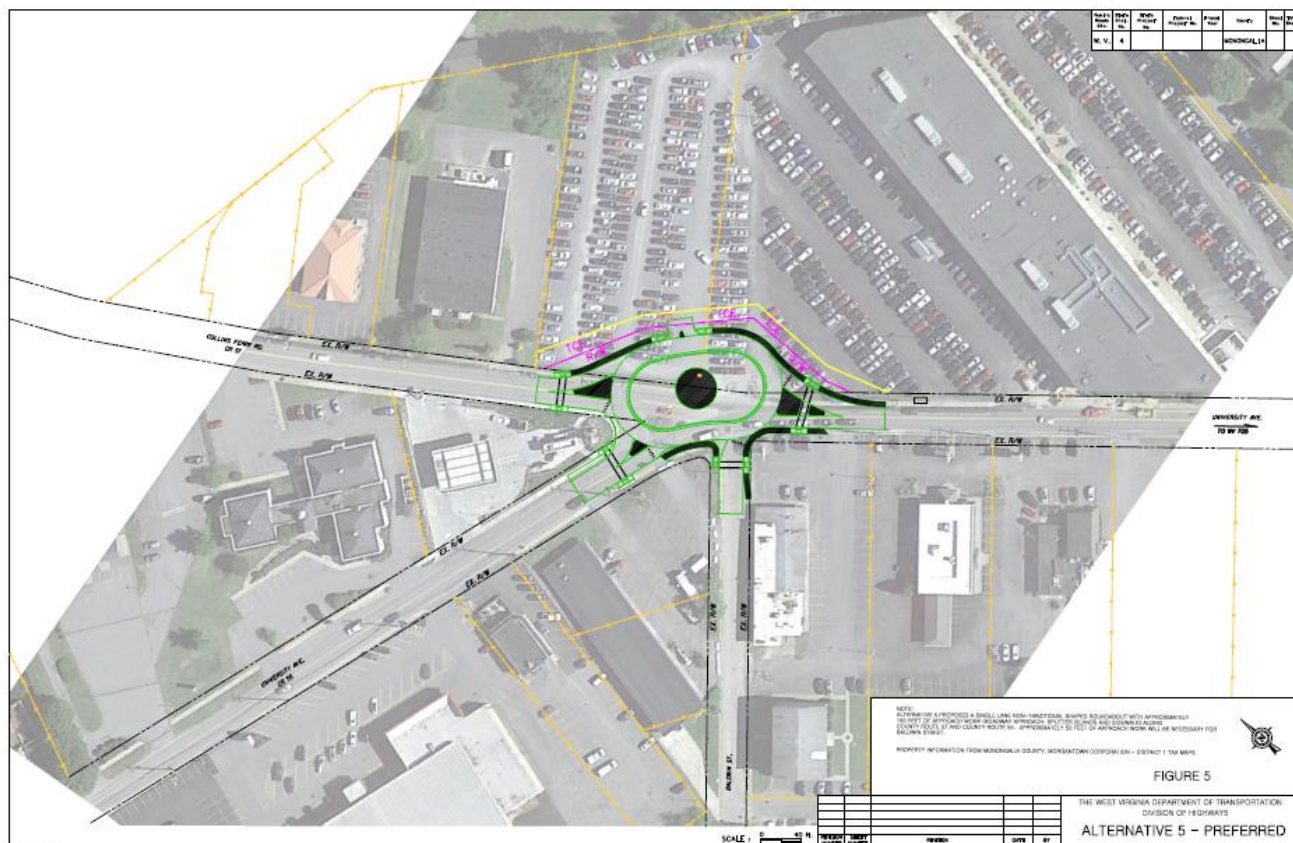
- The intersection of University Avenue and Collins Ferry Road has several problems
 - Inadequate storage and substandard turning radius for left turns from southbound University Avenue onto Collins Ferry Road. This movement is difficult for large vehicles such as school buses. These problems are masked because of illegal use of the Huntington Bank parking lot by “cut through” traffic. Up to 60 vehicles per hour during the peak hour have been counted using the Huntington Bank parking lot for this purpose. Traffic utilizing the subject intersection rather than the Bank frequently backs up University Avenue.
 - Confusing sight line for traffic from southbound Collins Ferry Road attempting to access southbound University Avenue combined with the heavy volume of traffic on University Avenue causes significant delay. The WVDOH analysis shows this leg of the intersection as failing (LOS F) during the peak hour with an average delay of two minutes per vehicle.
 - There is potential for significant delay for traffic seeking to make a left turn from southbound Collins Ferry Road onto northbound University Avenue. This movement is currently made by traffic utilizing Pocahontas Avenue. As future traffic volumes grow Pocahontas Avenue may not be able to handle all of the traffic wishing to make this movement.

Project History

- 2007 Project is included in the MPO's 2007 LRTP as part of the "Collins Ferry Transportation System Management Project"
- 2012 The Collins Ferry Intersection Improvement project is advertised and funding is approved in the MPO's TIP
- 2013 Intersection included in the MPO's 2013 Long Range Transportation Plan Update as part of "Project 38" a list of intersection improvements that could significantly improve travel in the urban area. Project 38 was a high priority (Tier One) project for the MPO Policy Board
- 2014 WVDOH conducts an initial analysis of the intersection operations
- 2017 The MPO updates it's long range transportation plan. As part of the plan update the MPO conducted a survey which included open ended questions publicly perceived problems. Over 50 respondents identified the intersection as a problem. Ranking it as the third worst intersection in the area.

WVDOH Project Recommendation

In 2016 WVDOH sought public comment presenting five alternatives-The preferred alternative below is the result of that effort



Reasons for Alternative Selection

- This alternative has the best impact on traffic operations and provides the most capacity for future needs. (See table on following slide.)
- Pedestrian treatments are well defined with crosswalks at appropriate locations.
- Compared to the other effective alternatives this alternative requires the least right of way
- This is the least costly of the alternatives.

Traffic Operations Analysis of Alternatives

ALTERNATE	TYPE / MOVEMENT	DELAY	LOS
1	SINGLE LANE ROUNDABOUT		
	EB	10	A
	WB	11	B
	NB	7	A
	SB	7	A
2	OVAL ROUNDABOUT		
	EB	10	A
	WB	11	B
	NB	7	A
	SB	7	A
3	SIGNAL (K) WITH TURN LANES ADDED		
	EB	17	B
	WB	16	B
	NB	4	A
	SB	19	B

ALTERNATE	TYPE / MOVEMENT	DELAY	LOS
4	SIGNAL + TYPE		
	EB	25	C
	WB	20	C
	NB	35	D
	SB	33	C
5**	NON-TRADITIONAL ROUNDABOUT		
	EB	6	A
	WB	7	A
	NB	6	A
	SB	2	A
0	EXISTING - NO BUILD		
	EB	9	A
	WB	8	A
	NB	16	C
	SB	120	F

** PREFERRED ALTERNATE

Alternatives Comparison and Summary

(from WVDOH Study)

	ALTERNATIVES				
	1*	2*	3*	4*	5
	Roundabout	Oval Roundabout	Traffic Signal	Traffic Signal "plus type"	Non-traditional roundabout
Impact Length (ft)	1,175	1,250	1,050	1,100	1,000
# of Parcels Impacted	8	8	13	11	2***
Roadway	\$ 1,088,100	\$ 1,192,200	\$ 997,100	\$ 1,024,200	\$ 1,252,300
E&C (13%)	\$ 141,500	\$ 155,000	\$ 129,700	\$ 133,200	\$ 162,800
2015 Construction Cost	\$ 1,229,600	\$ 1,347,200	\$ 1,126,800	\$ 1,157,400	\$ 1,415,100
Future Value (2017)	\$ 1,346,000	\$ 1,474,000	\$ 1,233,000	\$ 1,267,000	\$ 1,536,800
Engineering	\$ 260,000	\$ 260,000	\$ 260,000	\$ 260,000	\$ 260,000
Utility	\$ 54,000	\$ 54,000	\$ 90,000	\$ 54,000	\$ 54,000
Site Impact (Environmental)	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Right-of-Way (**)	\$ 1,750,000	\$ 1,900,000	\$ 1,800,000	\$ 1,350,000	\$ 300,000
Total	\$ 3,510,000	\$ 3,788,000	\$ 3,483,000	\$ 3,031,000	\$ 2,250,800

Questions?

Thank You!

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Executive Director

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