

# Long Range Transportation Plan (LRTP) Projects List

The draft LRTP Project List includes the recommended projects to be pursued in the future with project prioritization by “tier.” See maps and project descriptions for more detailed information about each project in the list. The project “tiers” are defined as follows:

## ***Tier 1 - Recommended for Funding with Projected Available State and Federal Revenues***

The first tier contains projects that could be funded with the currently forecasted state and federal funding for the region between now and the plan horizon (2040). This tier consists of the projects that are of the highest priority to the region and that should be advanced as soon as practicable.

## ***Tiers 2 through 4***

These projects are of high value to the region but could not be funded within the plan funding constraints. The highest priority “unfunded” projects are identified as “Tier 2,” the next highest priority are in “Tier 3” and the lowest priority are in “Tier 4.”

## ***Alternative Funding Required***

These project are considered of high value to the region but cannot realistically be funded from traditional state and federal funding resources. Other funding avenues such as local taxes and fees, private funding, tax increment financing districts (TIF), federal grant programs, and other potential funding sources will be explored for these projects.

## **Project Evaluation Criteria**

This table explains the criteria used to score each of the projects under consideration for the LRTP. These scores are primarily based on the judgment of the consultant team informed by basic technical information and analysis. These scores are represented as stars (★) in the summary table. These scores, project costs, geographic distribution, and additional professional judgment informed the proposed project tiers presented in the project list.

<b>Goals Score</b>			
Score = Number of LRTP Goals Directly Supported divided by 2			
<b>Regional Mobility Score</b>			
4 – Project expected to impact a large number of users	3 – Project expected to impact a large to moderate number of users	2 – Project expected to impact a moderate to small number of users	1 – Project expected to impact a small number of users
<b>Feasibility Score</b>			
4 – Project appears to be feasible <ul style="list-style-type: none"> <li>• low level of engineering complexity / risk</li> <li>• no anticipated major public opposition</li> <li>• minimal private property impacts</li> <li>• minimal anticipated negative environmental impacts</li> </ul>	3 – Project is likely feasible with one or more of the following true: <ul style="list-style-type: none"> <li>• moderate level of engineering complexity</li> <li>• potential for some moderate public opposition</li> <li>• moderate level of property impacts</li> <li>• moderate level of environmental impacts possible</li> </ul>	2 – Project may or may not be feasible, or may be only partially feasible with one or more of the following true: <ul style="list-style-type: none"> <li>• high level of engineering complexity / risk</li> <li>• potential for significant public opposition</li> <li>• high level of property impacts</li> <li>• high level of environmental impacts possible</li> </ul>	1 – Project not likely to be feasible with one or more of the following true: <ul style="list-style-type: none"> <li>• very high level of engineering complexity / risk</li> <li>• potential for widespread public opposition</li> <li>• very high level of property impacts</li> <li>• very high level of environmental impacts possible</li> </ul>
<b>TAG Preference Score</b>			
Quartile results from Transportation Advisory Group (TAG) Project Ranking Exercise at 11/15/2012. Meeting (lowest quartile = 1 star, 2 <sup>nd</sup> quartile = 2 star, etc.). 20 members of the TAG participated. The TAG is made up of the MPO Policy Board and standing committees of the MPO which include representatives of state and local government, WVU, Mountain Line Transit Authority, and concerned citizens.			

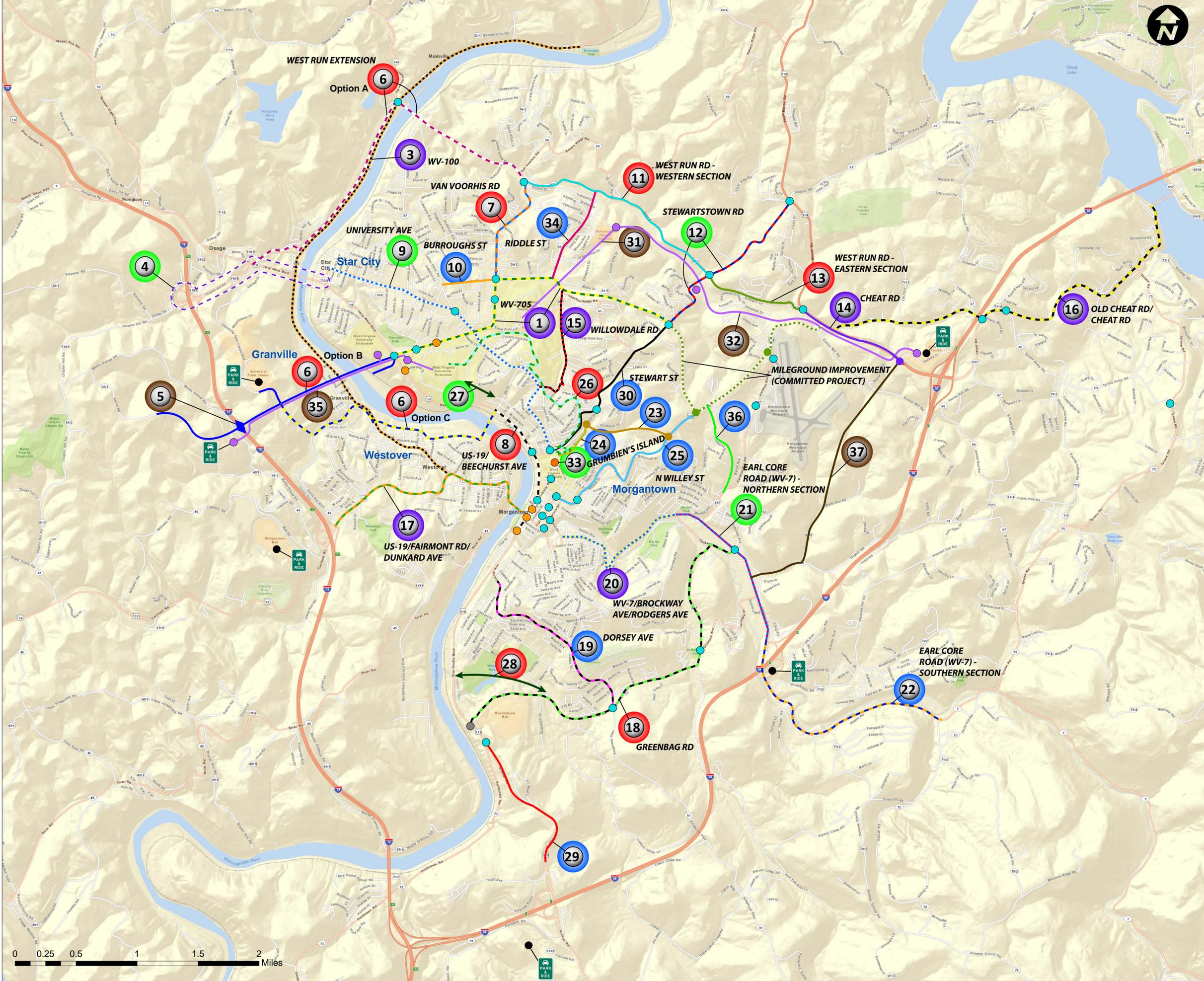
**DRAFT Long Range Transportation Plan Projects List (11-26-2012)**

Tier	Project #	Project / Corridor	Planning Level Cost Estimate	Project Evaluation			
				Goals Score	Regional Mobility Score	Feasibility Score	TAG** Preference Score
Recommended for Funding with Projected Available State and Federal Revenues*	2	ADA Connectivity Initiative	\$2,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	NS***
	6	New Bridge over Monongahela River and Roadway Connection to I-79	\$45,000,000	☆☆☆☆	☆☆☆☆	☆☆	☆☆☆☆
	7	Van Voorhis Road Improvements	\$10,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆☆☆
	8	Beechurst Avenue Improvements	\$7,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	11	West Run Improvements - Western Section	\$12,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	13	West Run Road Improvements - Eastern Section	\$3,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	18	Greenbag Road Improvements	\$15,000,000	☆☆☆☆	☆☆	☆☆☆☆	☆☆☆☆
	26	WVU Campus Bus Rapid Transit	\$1,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	28	White Park / Caperton Trail Connection	\$50,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
	38	Intersection Capacity and Safety Improvement Program	\$32,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	40	Regional Bikeway Plan Implementation Program	\$5,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	43	School Route Improvements (K-8)	\$2,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	45	Downtown Morgantown Signalization and Street Changes	\$2,000,000	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
<b>L RTP Fundable Total</b>			<b>\$136,050,000</b>				
Tier 2	4	I-79 / Chaplin Hill Road / US-19 / Lazelle-Union Road Interchange Access	\$22,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
	9	University Avenue Improvements	\$20,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆☆☆
	12	Stewartstown Road Improvements	\$12,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	21	Earl Core Road (WV-7) North of I-68	\$9,000,000	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
	27	Grant Avenue Bicycle / Pedestrian Connector	\$900,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	33	Grumbein's Island Grade Separation	\$10,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	41	New Park and Ride Lots	\$1,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	46	Transportation Demand Management Program Expansion	\$10,000,000 \$350K/yr	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
<b>Tier 2 Total</b>			<b>\$84,900,000</b>				
Tier 3	1	WV 705 Improvements	\$55,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆☆☆
	3	Lazelle-Union Road (WV-100)	\$22,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	14	Cheat Road Improvements	\$6,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
	15	Willowdale Road Sidewalk Improvement	\$4,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
	16	Old Cheat Road / Cheat Road Bike Lanes	\$7,000,000	☆☆☆	☆☆	☆☆☆☆	☆☆
	17	Fairmont Road / Holland Avenue (US-19)	\$11,000,000	☆☆☆☆	☆☆☆☆	☆☆	☆☆
	20	Brockway Rogers / Powell Avenues (WV-7)	\$6,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
<b>Tier 3 Total</b>			<b>\$111,000,000</b>				
Tier 4	10	Burroughs Street	\$4,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
	19	Dorsey Avenue Sidewalk Improvements	\$4,000,000	☆☆☆	☆☆	☆☆	☆☆
	22	Earl Core Road (WV-7) South of I-68	\$9,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆
	23	New Road Connection from Willey Street to Downtown Campus Area	\$6,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆
	24	Protzman / Falling Run Pedestrian and Bicycle Connector	\$1,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆
	25	Willey Street Improvements	\$13,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆
	29	Grafton Road (US-119)	\$5,000,000	☆☆☆	☆☆	☆☆☆☆	☆☆
	30	Stewart Street Improvements	\$11,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆
	34	Riddle Street Improvements	\$4,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆
	36	Mileground Road / WV-705 Connector to Hartman Run Road	\$17,000,000	☆☆☆	☆☆☆☆	☆☆	☆☆
44	Access Management Improvement Program	\$10,000,000	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆	
<b>Tier 4 Total</b>			<b>\$84,000,000</b>				
Alternative Funding Dependent	5	New I-79 Interchange at Business Park Site and Connecting Roadways	\$43,000,000 TIF	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
	31	PRT Extension from University Health Sciences to Monongalia General	\$57,000,000 Grant	☆☆☆	☆☆☆☆	☆☆	☆☆☆☆
	32	PRT Extension from Monongalia General Hospital to Glenmark Centre	\$103,000,000 Grant	☆☆☆	☆☆☆☆	☆☆	☆☆
	35	PRT Connection New Business Park to Evansdale Campus	\$80,000,000 Grant	☆☆☆	☆☆☆☆	☆☆	☆☆☆☆
	37	Airport Industrial Road extension to WV-7	\$12,000,000 Private	☆☆	☆☆	☆☆	☆☆
	39	Regional Pedestrian Safety and Sidewalk Connectivity Program	\$33,000,000 Local	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆
42	Enhanced Bus Service	\$88,000,000 Local	☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	
<b>Alternative Funding Dependent Total</b>			<b>\$416,000,000</b>				

\* Assumes 100% State/Federal funding sources and is based on current funding projections for the LRTP horizon (through 2040) of approximately \$136,000,000.

\*\* Transportation Advisory Group (members of the MPO standing committees).

\*\*\* Not Scored - Proposed from input gathered at the Transportation Advisory Group 11/15/12 Meeting.



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|--|---|
| <b>1</b> WV-705 Corridor Improvements  | <b>19</b> Dorsey Ave  |
| <b>3</b> Lazelle Union Rd (WV-100) Improvements  | <b>20</b> Brockway Rodgers/Powell Avenues (WV-7)                                |
| <b>4</b> I-79/Chaplin Hill Rd/US-10/Lazelle Union Rd Interchange and Access Improvements                         | <b>21</b> Earl Core Rd (WV-7) Northern Section                                  |
| <b>5</b> New I-79 Interchange at Business Parks Site and Connecting Roadways                                     | <b>22</b> Earl Core Rd (WV-7) Southern Section                                  |
| <b>6A</b> West Run Extension and Lazelle Union Rd (WV-100) Connection to US 19                                   | <b>23</b> New Rd Connection from Willey St to Downtown Campus Area              |
| <b>6B</b> Roadway Connection from New I-79 Interchange to Monogahela Blvd  | <b>24</b> Protzman/Falling Run Pedestrian and Bicycle Connector                 |
| <b>6C</b> 8th St Bridge over Monogahela River and Roadway Connection to TIF Development Area Interchange to I-79 | <b>25</b> Willey St Improvements  |
| <b>7</b> Van Voorhis Rd Improvements   | <b>26</b> WVU Campus Bus Rapid Transit Connector                                |
| <b>8</b> Beechurst Ave Improvements  | <b>27</b> Grant Ave Bicycle/Pedestrian Connector                                |
| <b>9</b> University Ave Improvements   | <b>28</b> White Park/Caperton Trail Connection                                  |
| <b>10</b> Burroughs St   | <b>29</b> Grafton Rd (US-119)   |
| <b>11</b> West Run Improvements - Western Section  | <b>30</b> Stewart St Improvements   |
| <b>12</b> Stewartstown Rd Improvements   | <b>31</b> PRT Extension from University Health Services to Mon General Hospital |
| <b>13</b> West Run Improvements - Eastern Section  | <b>32</b> PRT Extension from Mon General Hospital to Glenmark Centre            |
| <b>14</b> Cheat Rd Improvements  | <b>33</b> Grumbien's Island Grade Separation                                    |
| <b>15</b> Willowdale Rd Sidewalk Improvements  | <b>34</b> Riddle St Improvements  |
| <b>16</b> Old Cheat Rd/Cheat Rd Bike Lanes   | <b>35</b> PRT Connection New Business Park to Evansdale Campus                  |
| <b>17</b> Fairmont Rd/Holland Ave (US-19)  | <b>36</b> New Roadway Connection from Mileground Rd to Hartman Run Rd           |
| <b>18</b> Greenbag Rd Improvements   | <b>37</b> Extension of Airport Industrial Rd to WV-7 in Sabraton                |
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- |   |        |
|---|--------|
| Recommended for Funding with Projected Available State and Federal Revenues | Tier 3 |
| Tier 2  | Tier 4 |
| Alternative Funding Dependent   |        |
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- Priority Safety Improvements Location
  - Priority Pedestrian Crossing Improvements Location
  - PRT Station

**LONG RANGE TRANSPORTATION PLAN  
 DRAFT PROJECTS**



0 0.25 0.5 1 1.5 2 Miles