



Frequently Asked Questions Ogden-Woodgate Intersection Improvements

What is the purpose of this project?

The intersection of Ogden Road and Woodgate Road is one of the most difficult intersections to navigate in the City, especially during high-traffic times. Because of its proximity to Dry Cedar Creek, Ogden Road was built with a skew to the north as it approaches Woodgate Road. When the City built the piece of Ogden Road between Townsend Avenue and Woodgate Road, it was impossible to align it with the existing intersection. The result is the current intersection with the two legs of Ogden Road offset by 200 feet. Additionally Woodgate Road runs at an angle, making a traditional 90-degree intersection impossible. This all occurs as both roads cross Dry Cedar Creek at approximately a 45-degree angle.

This project realigns Ogden Road into a single intersection with Woodgate Road. To accomplish this, we will replace the existing culvert with a longer (270 feet) box culvert.

How will the project improve traffic flow in the intersection?

The intersection will be completely rebuilt as a modern urban single-lane roundabout. This is the best alternative to align the various angles at the intersection. The roundabout will slow traffic through the intersection but allow it to move smoothly. Even during peak travel times vehicles entering Woodgate Road from Ogden Road will not experience the delays and frustration that they do now.

You have got to be kidding me—a roundy-round in Montrose!?

Roundabouts are not for every intersection, but at certain traffic levels they are the most efficient way to move traffic. A roundabout at this intersection is the smart choice because it is effective, efficient, safe, and economical. Our traffic studies show that motorists will experience fewer and shorter delays with the roundabout than with stop-sign or traffic-signal controls.

Many communities in Colorado now have modern roundabouts. They are not a fad but one of the most efficient tools for traffic engineers. Public opinion surveys show that the first roundabout in a city usually has low acceptance before construction, but six months after the roundabout is put in service, public acceptance typically rises to the 80% level.

We have posted more information on roundabouts on the City's website at the following link:
<http://www.cityofmontrose.org/DocumentView.aspx?DID=1934>

What about the trucks and farm equipment that use this intersection? How will they get through?

Several businesses in the area have large tractor-trailer trucks delivering to them through this intersection. We have designed the intersection to handle the largest of these trucks. This will also handle the common farm traffic that uses the intersection.

Part of the design of a roundabout is a concrete apron built inside the travel lane. The purpose of this apron is to allow a truck's inside trailer tires to ride up on the apron while the tractor travels in the circular travel lane.

What will this project cost?

The total project cost is approximately \$1.5 million. This includes design, construction, and costs to acquire the small pieces of property we need to construct the project. The funds were budgeted for 2011 from the Capital Improvement Fund. This fund receives, by ordinance, at least \$400,000 transferred from the general fund each year to enable the City to carry out the improvements needed to keep Montrose progressing and growing.

When is this project going to take place?

Construction started on June 13 after property acquisitions were completed and Cottonwood School had finished its school year. We aim to complete as much of the project as possible during the summer, but construction will extend into next school year with completion anticipated in late November.

What impact will there be on traffic during the project?

Because we have to replace the box culvert, Woodgate Road and the west leg of Ogden Road at Woodgate Road will be closed throughout the project. The east leg of Ogden Road, as it intersects with Woodgate Road, will remain open through the box culvert construction but will require a shorter closure for constructing the roundabout.

The detour will be on Townsend Avenue using Odelle Road, Otter Road, or Williams Drive and Oxbow Drive. Traffic on the Ogden Road east of Woodgate will be detoured using Odelle Road or Kelli Drive.