

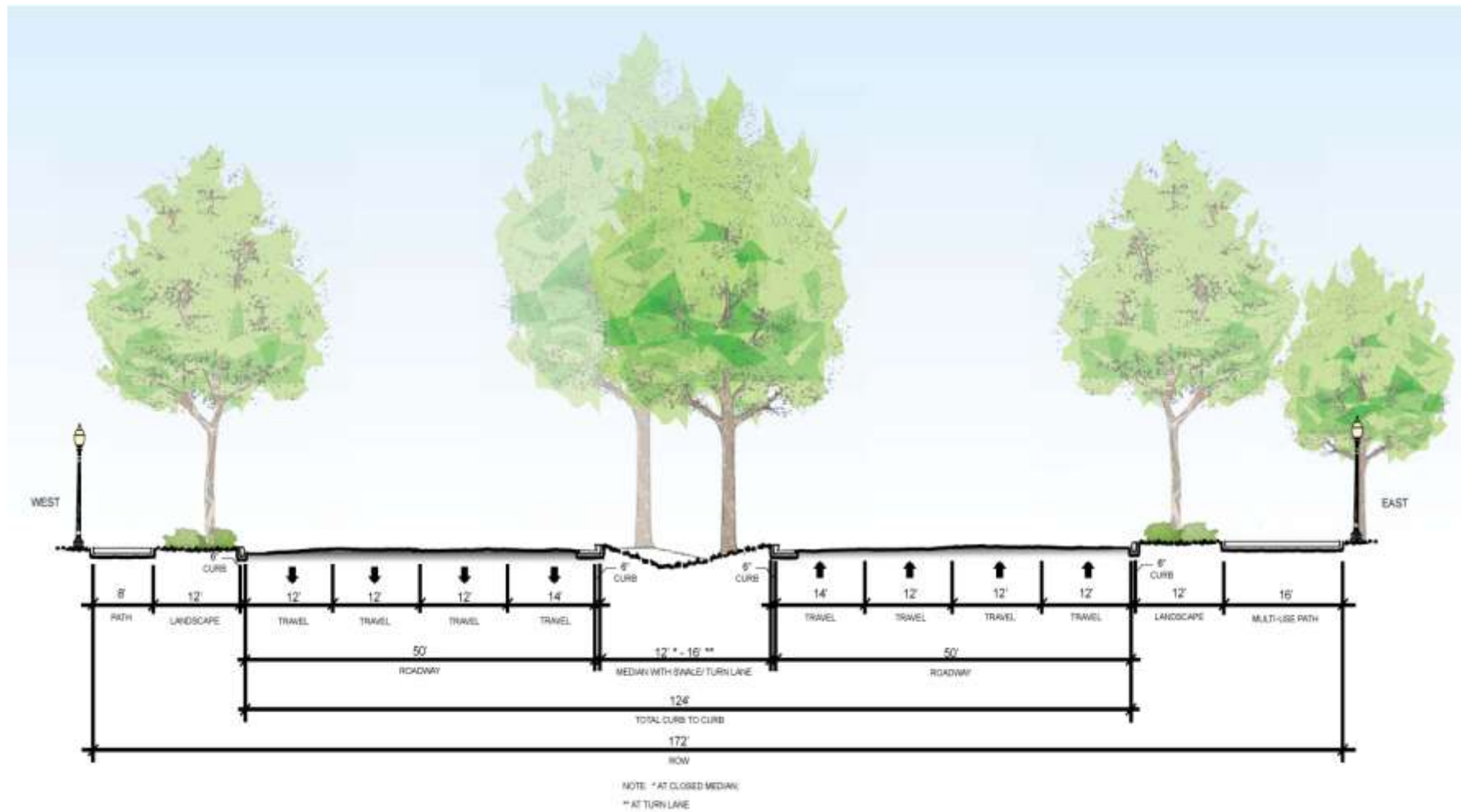
## **Appendix 4. Roadway Cross Sections**

In order to create a multimodal transportation network that functions well throughout the Places29 area, careful consideration must be given to each travel mode: pedestrians, bicyclists, transit riders, and vehicles, both passenger and freight. Roadways must be designed to accommodate each of these modes and to allow connections between modes and the land uses along the roadways. These roadway designs will vary depending on the number of travel lanes (two, four, or more) and the land uses adjacent to the roadway. Recommended roadway designs for the Places29 area are illustrated here in a series of cross sections that show travel lanes, medians and center turn lanes, parking lanes and bays, bike lanes, sidewalks and multi-use paths, and the landscaped strips that separate pedestrians from vehicles. The four cross sections that apply to US 29 are included in Chapter 4, Future Land Use Plan and Transportation Network and are repeated here.

After the US 29 cross sections, this appendix gives additional examples of cross sections for boulevards and other four-lane roads and avenues and other two-lane roads. They are advisory and represent a potential road or street improvement. A typical cross section for a four-lane and one for a two-lane roadway are also included in Chapter 4.

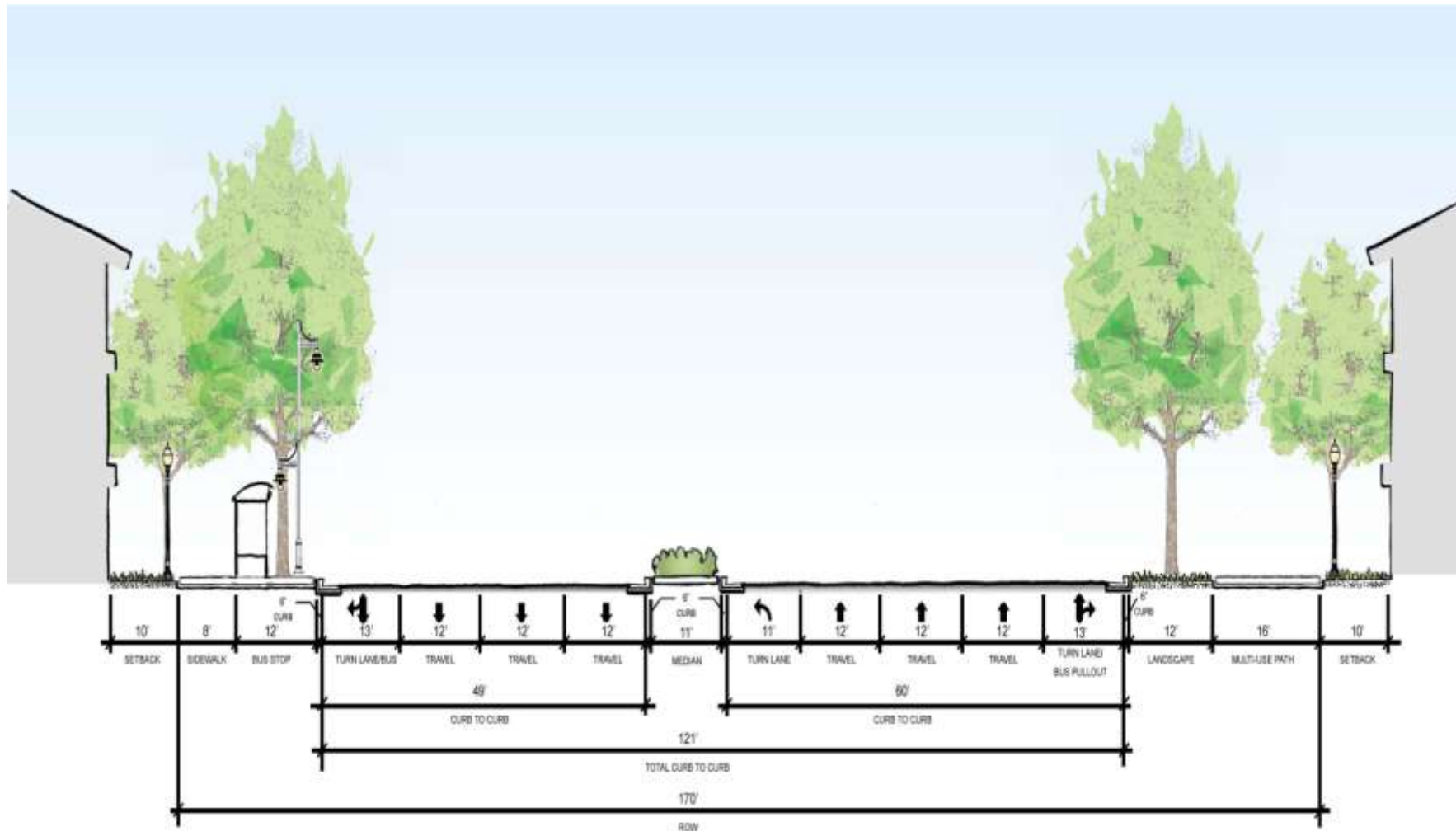
The caption for each of the cross sections includes either a letter in a box or a number in parentheses. These letters and numbers correspond to those on the map at the end of this appendix, which shows approximately where each of the cross sections will be applied.

## US 29 Cross Sections



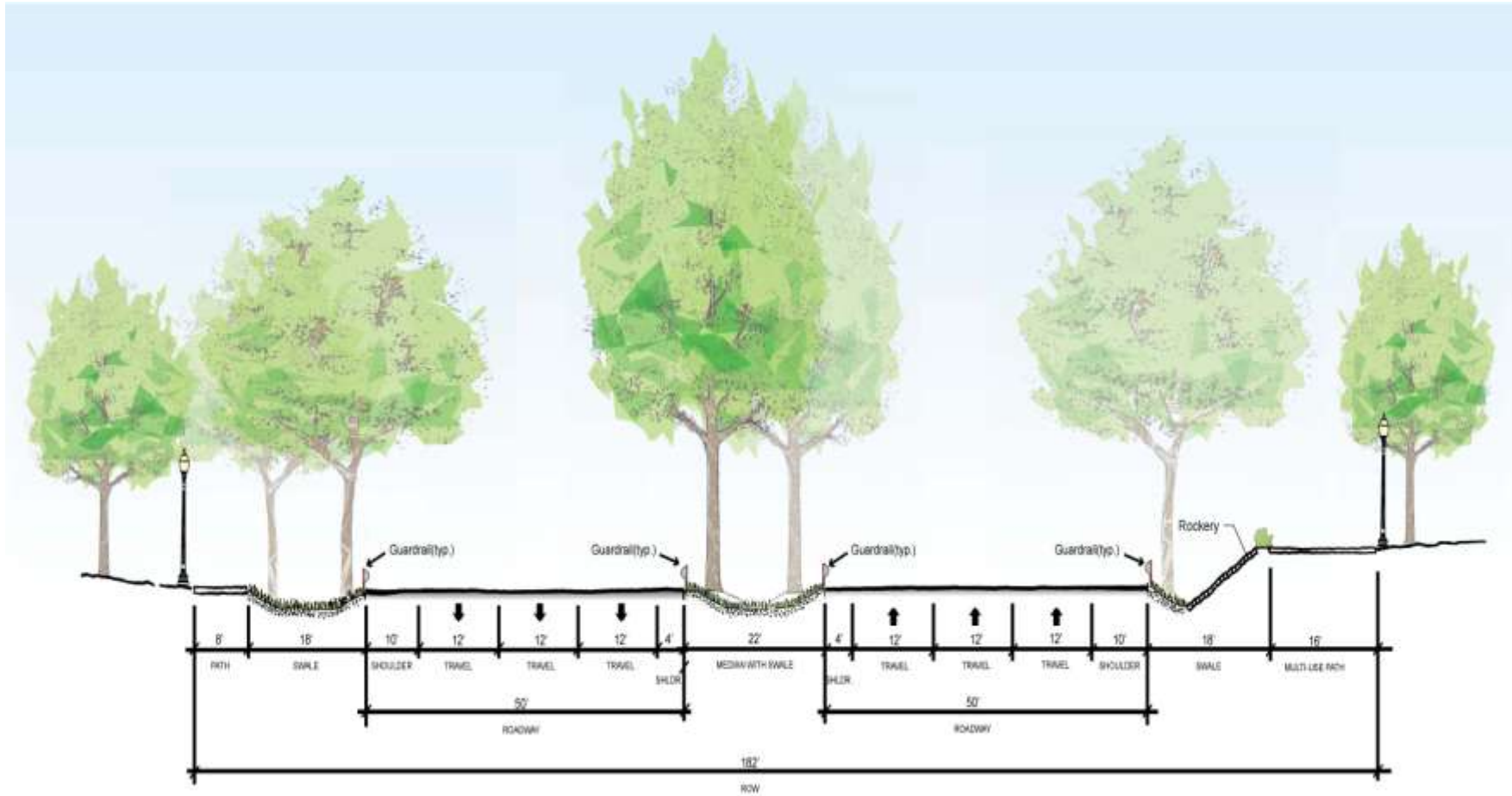
**A**

**US 29 Eight-Lane Section (Typical).** This section is used between Hydraulic Road and Polo Grounds Road. In many areas, US 29 has sidewalks on both sides. Multi-use paths may be used in areas where, for topographical reasons, buildings are not constructed with the usual setback from the pavement.

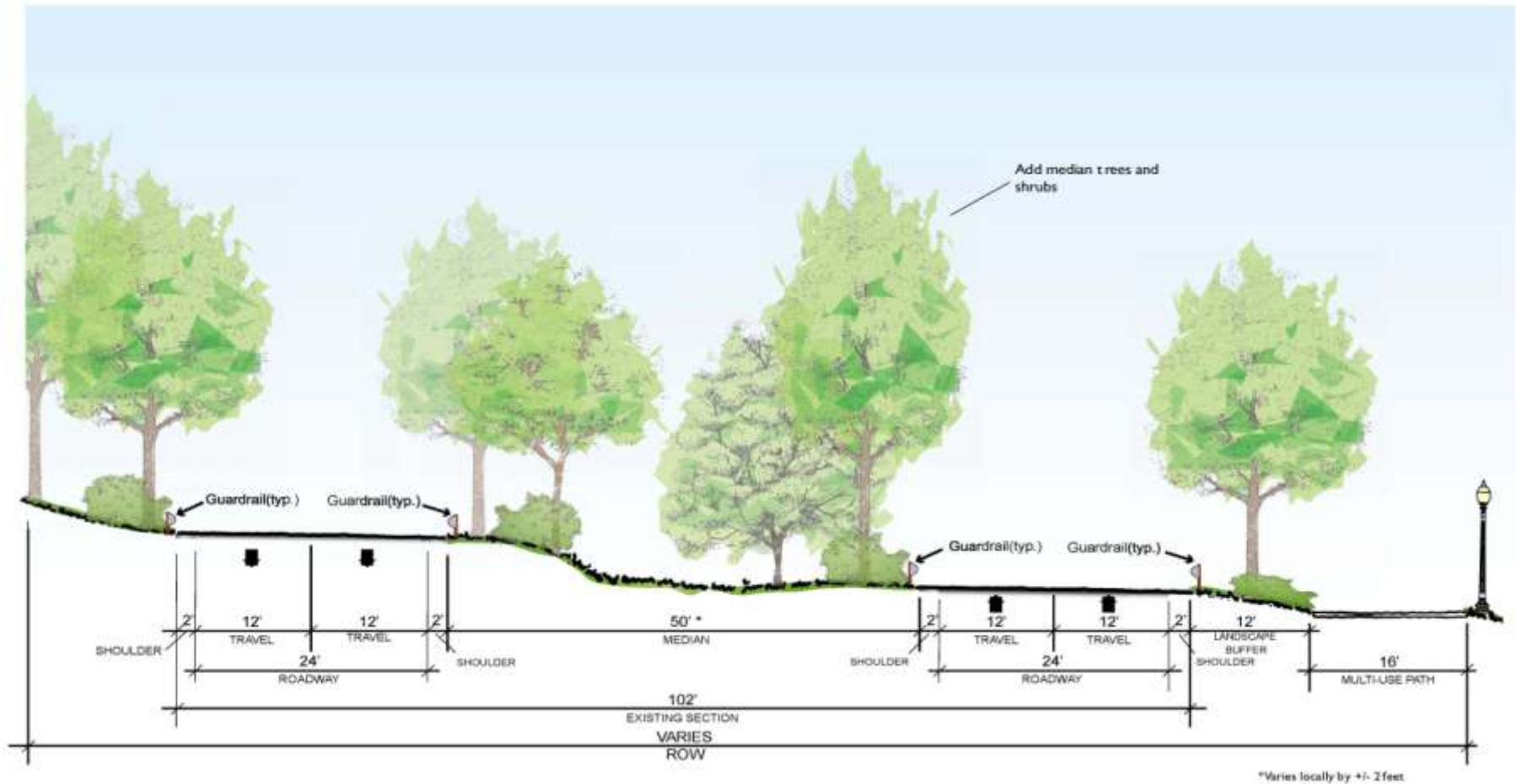


**C**

**US 29 Six-Lane Section with Urban Frontage.** This section is recommended from Hollymead Town Center to Airport Road. In this section, buildings are constructed 40 feet from the edge of the curb (rather than 30 feet, as shown). In other areas, the setback may be deeper due to topographical constraints.



**B** **E** US 29 Six-Lane Rural Section, from Polo Grounds Road to Hollymead Town Center and from Airport Road to the North Fork of the Rivanna River.

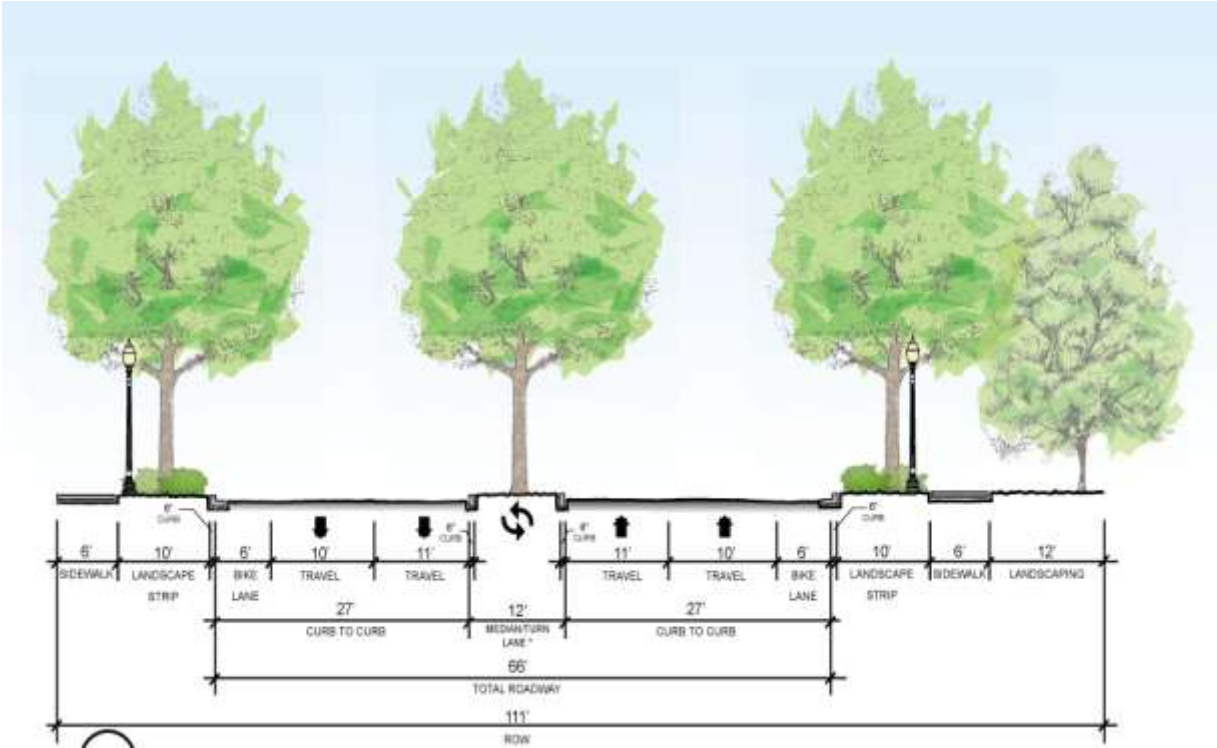


**F**

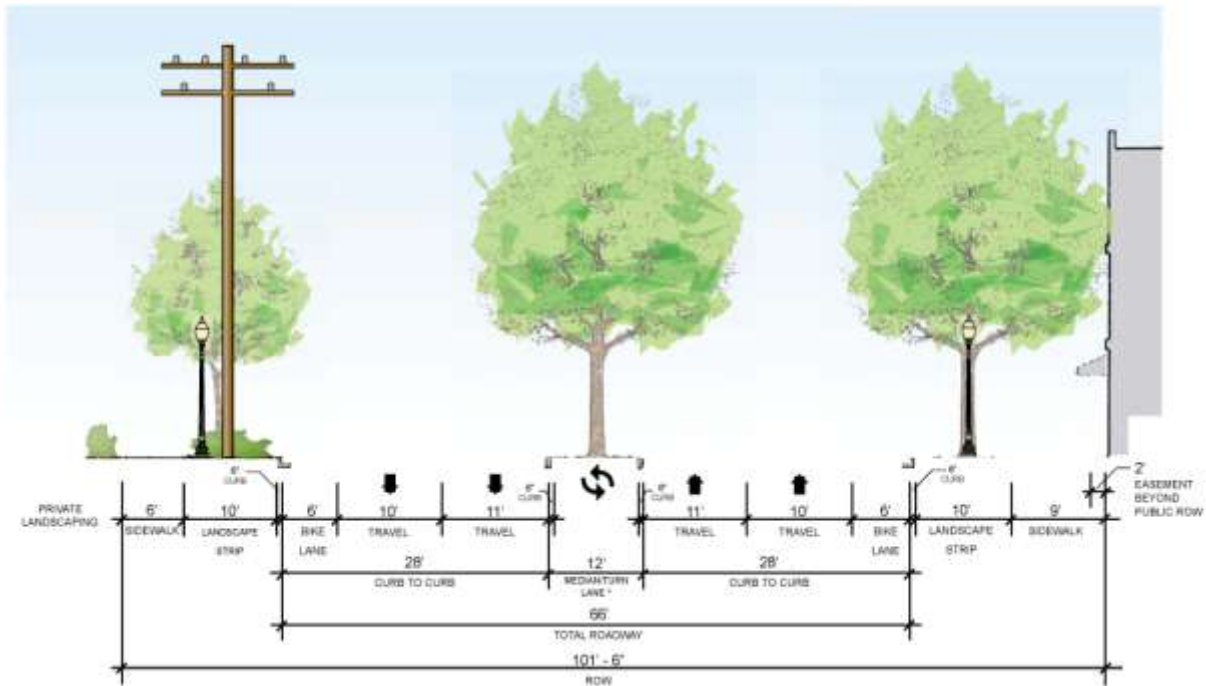
**US 29 Existing Conditions with Added Multi-use Path and Median Landscaping, north of the North Fork of the Rivanna River to the Greene County line. This section of US 29 passes primarily through the Rural Areas.**



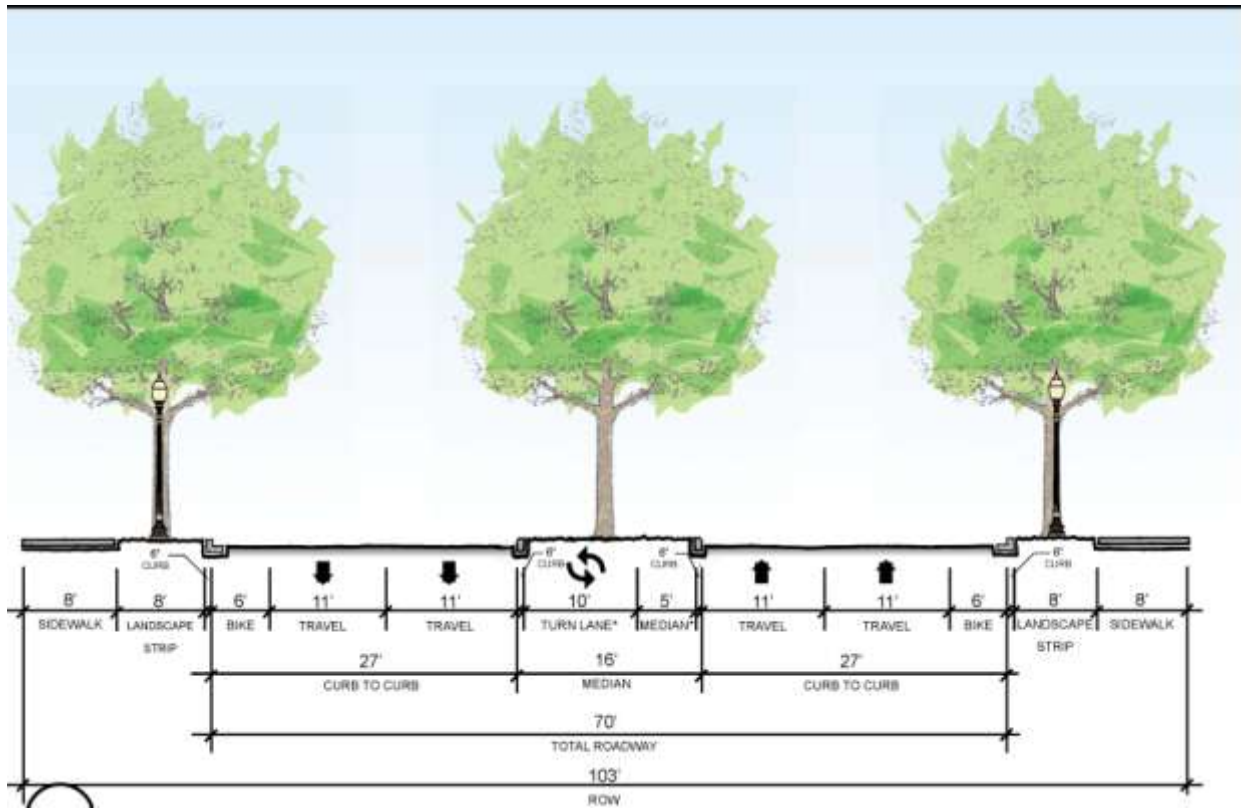
### Four-Lane Roadway Cross Sections



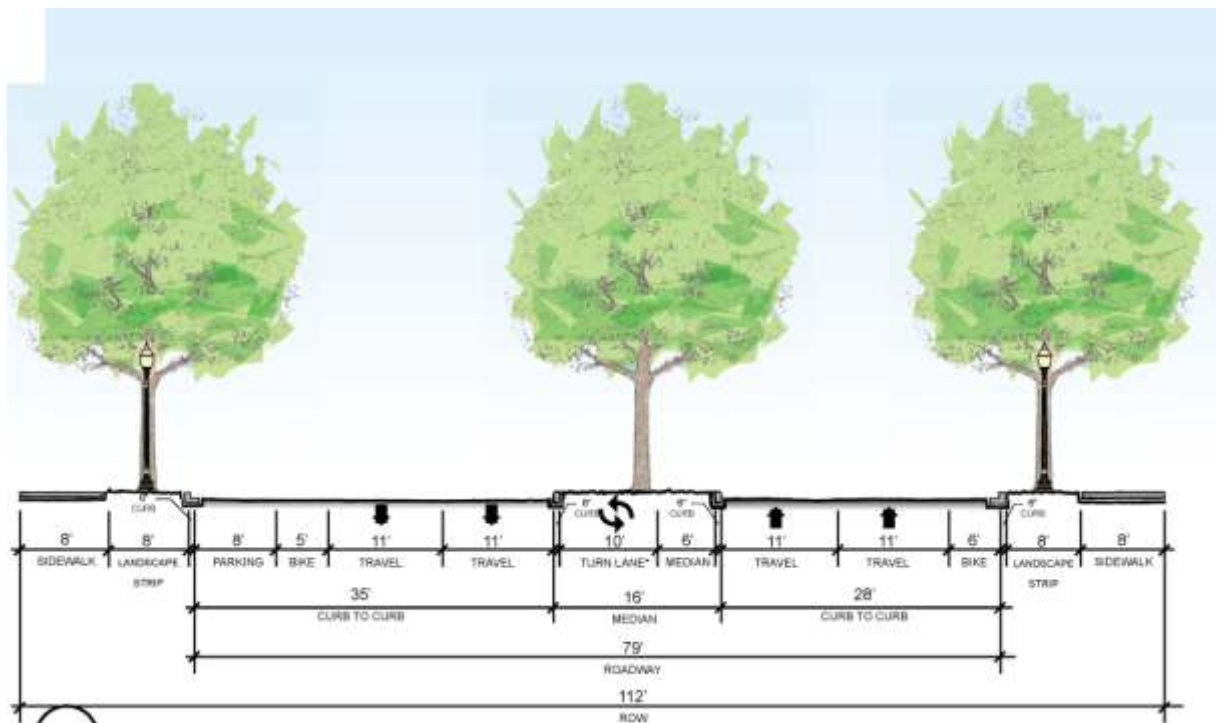
**1A.** Rio Road East – East of Northfield Road.



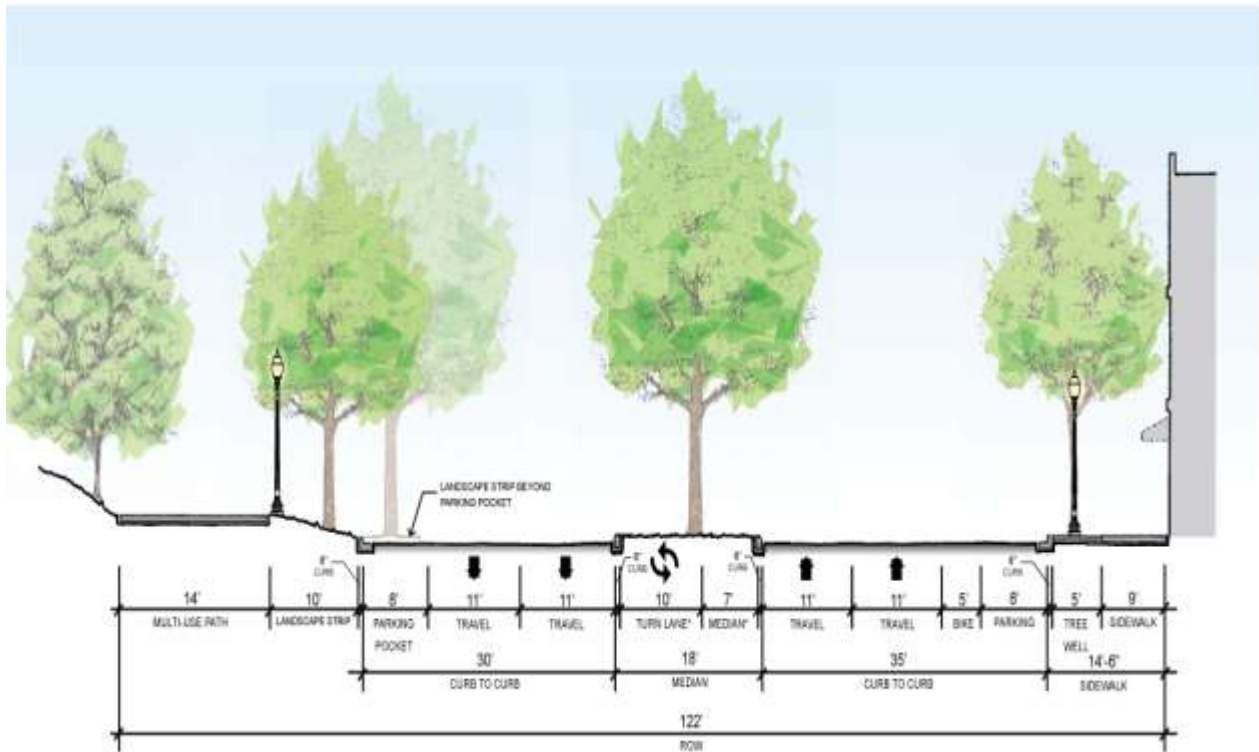
**5B.** Rio Road West of Berkmar along mixed-use frontage.



**7A.** Berkmar Drive North of Rio Road in locations without onstreet parking.

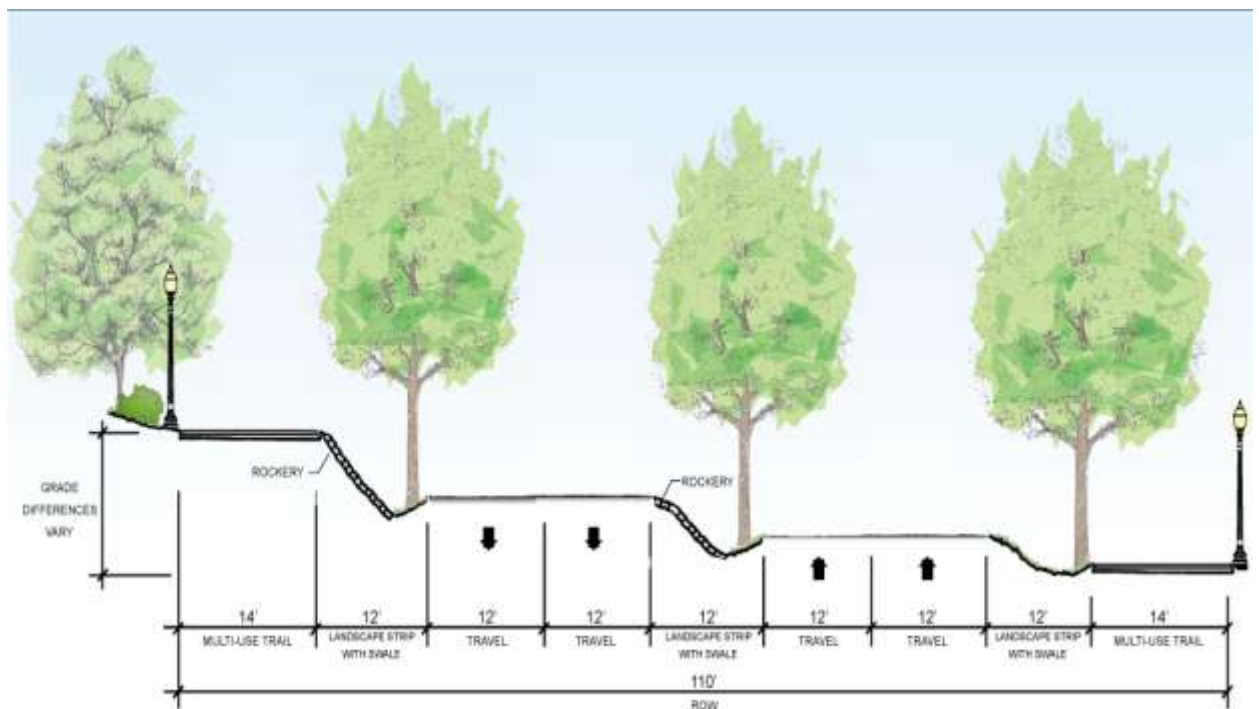


**7B.** Berkmar Drive North of Rio Road in locations with onstreet parking.



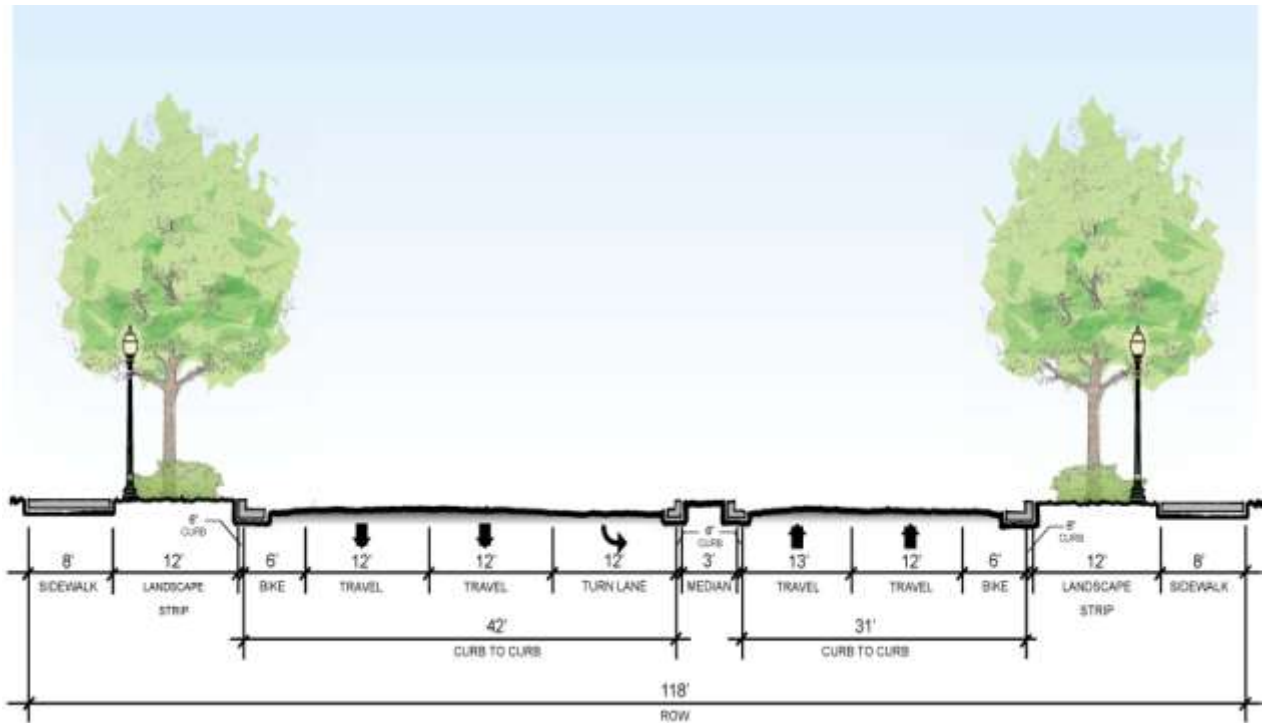
**8. Berkmar Drive along potential infill development near Sam’s Club.**

(Note: Loss of parking in Sam’s Club parking lot can be minimized by implementing parking and sidewalks on the east side of the new street when redevelopment occurs.)



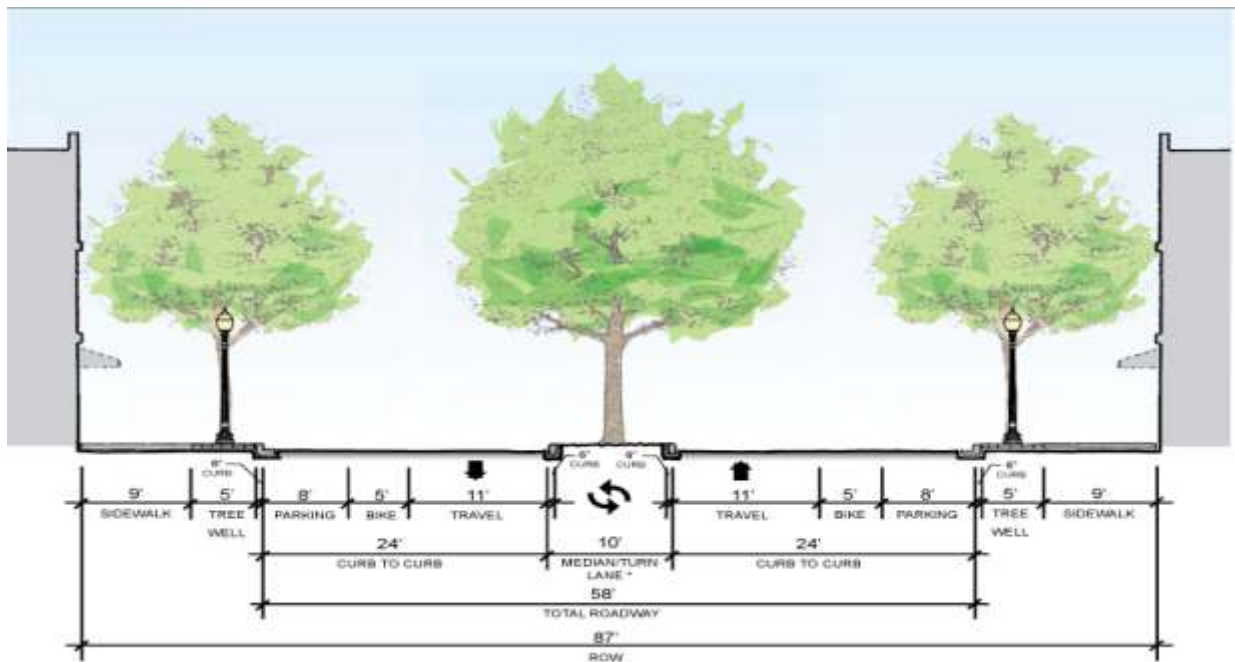
**10. Berkmar Drive Extended north of Rio Mills Road.**



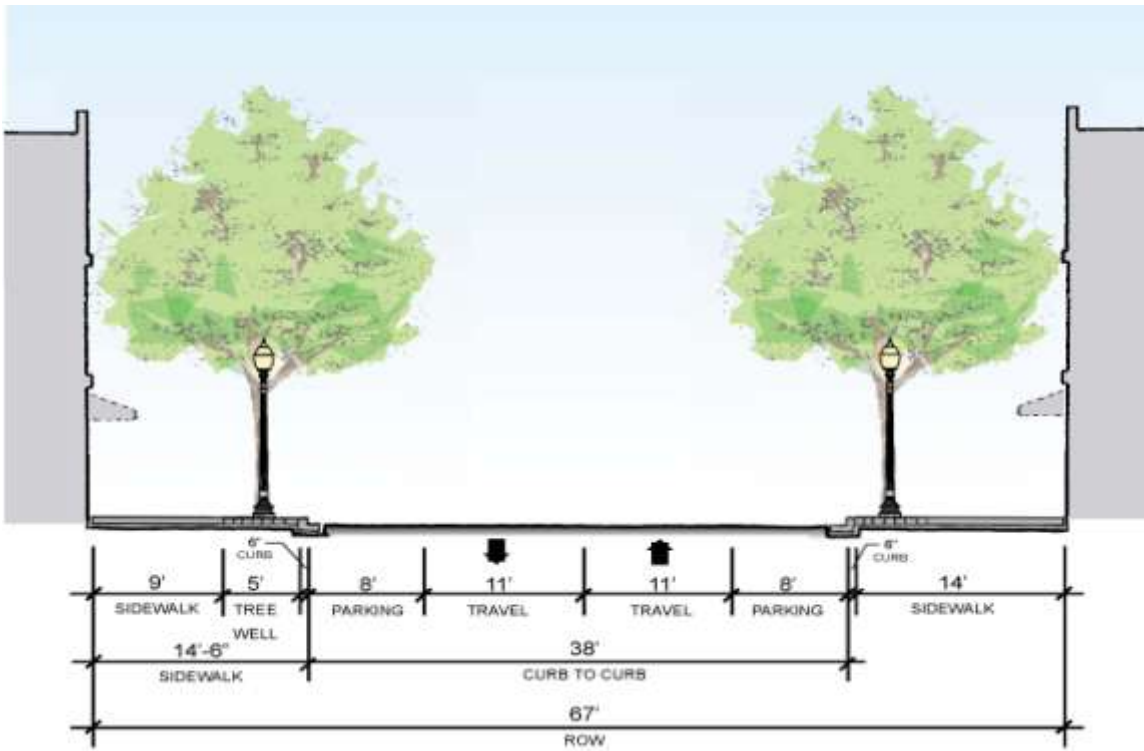


**18. Airport Road.**

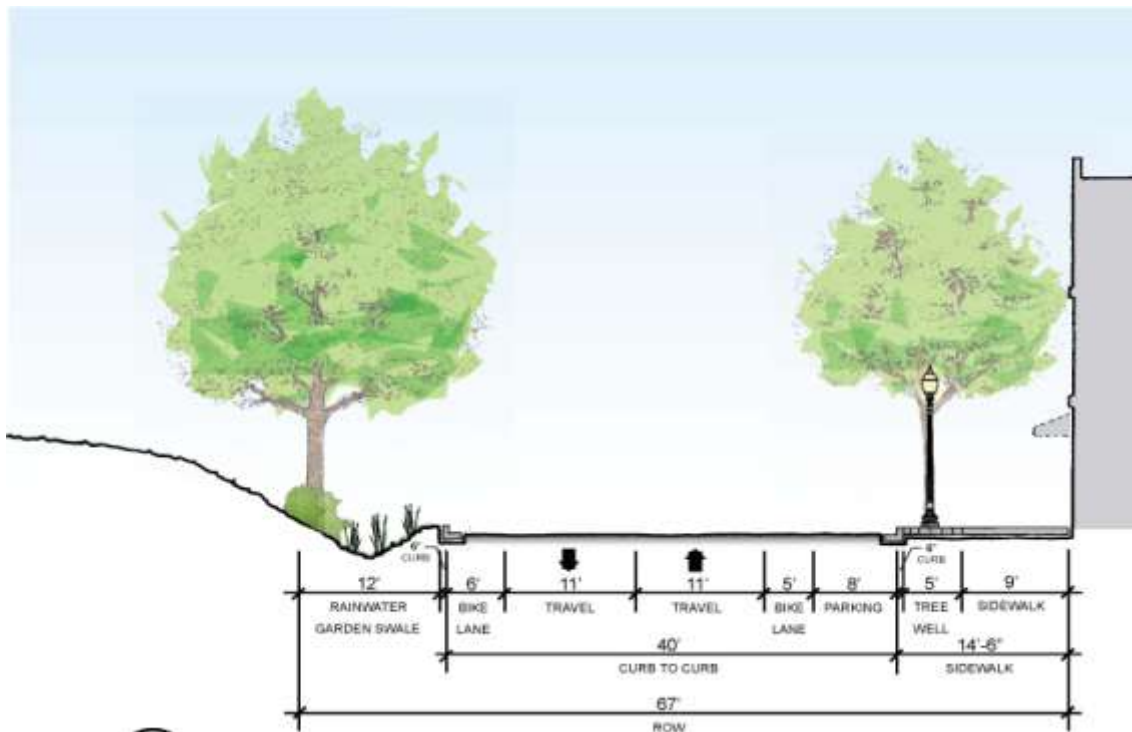
**Two-Lane Roadway Cross Sections**



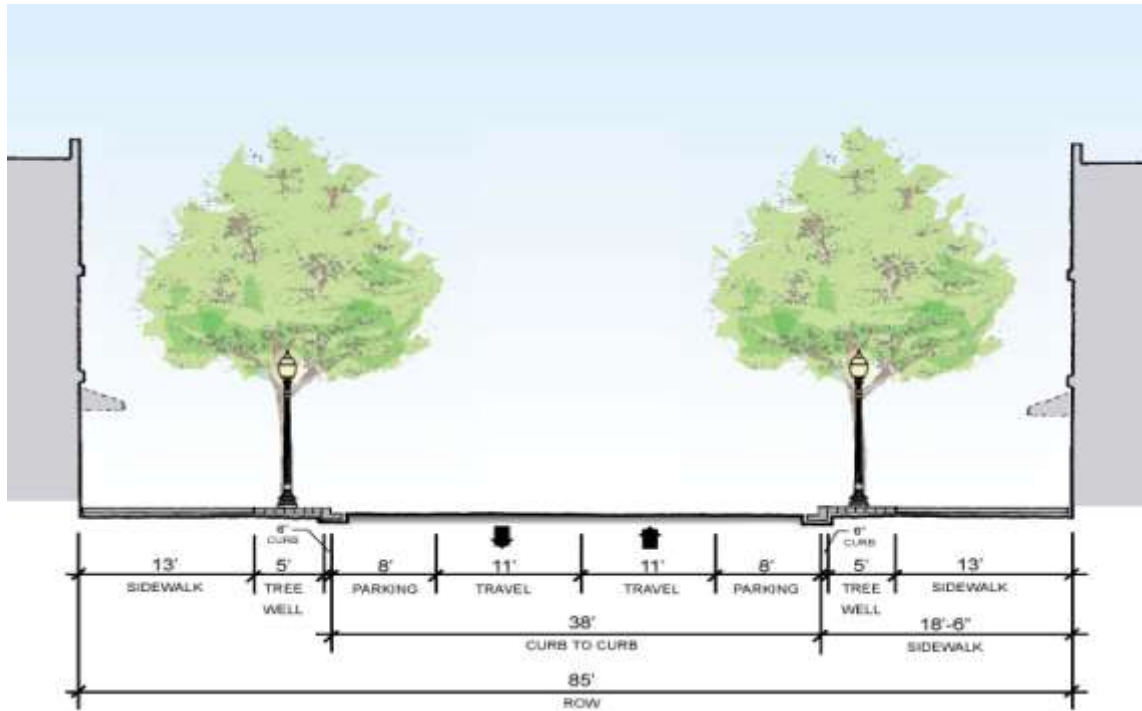
**3. Hillsdale Drive/ Berkmar Drive Extended (Meeting Street) in Hollymead Town Center/ Berkmar Drive south of Rio Road/ Perpendicular Roads through mixed-use west of US 29/ Parallel Route west of Fashion Square Mall.**



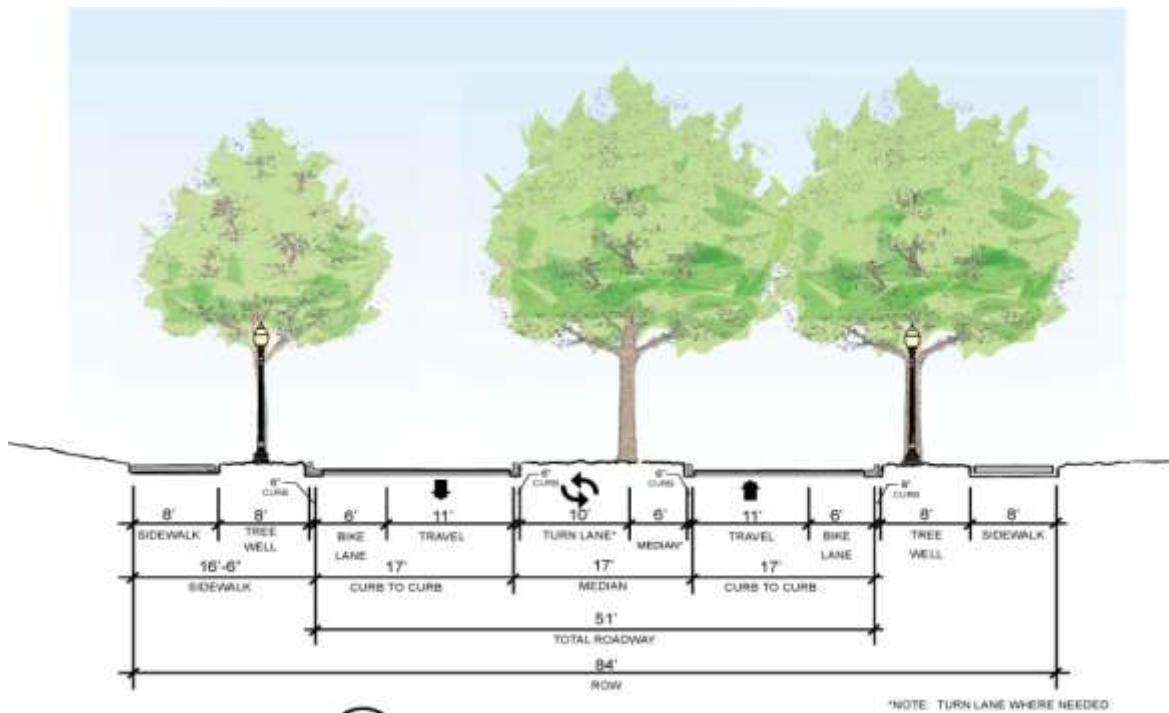
**4A.** Ring Road along mixed-use areas/ Towncenter Drive along mixed-use east of Dickerson Road.



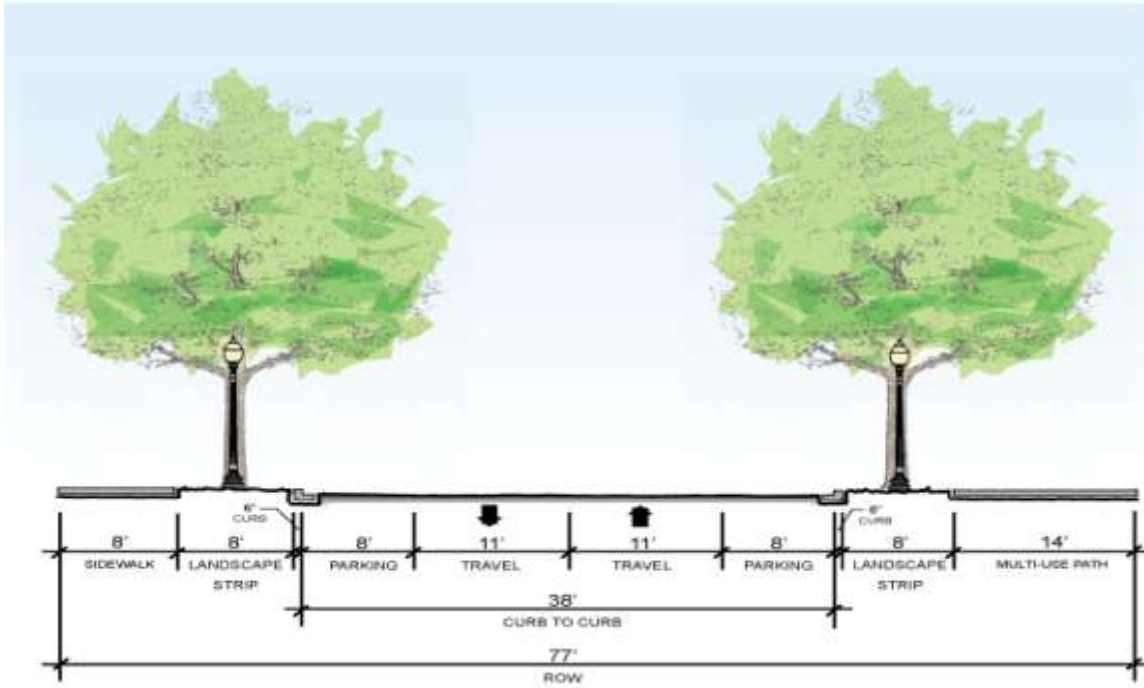
**6.** Potential section for Cedar Hill Extended between Greenbrier and Shopper's World along private yards on the west side of the street.



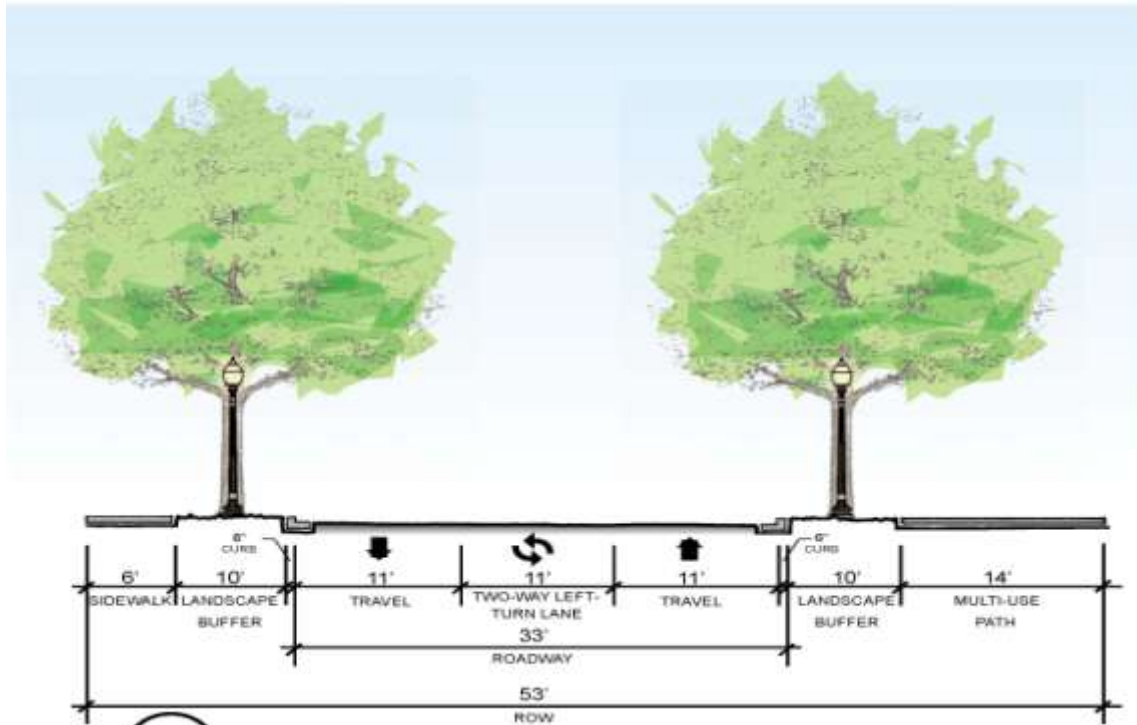
**12. Main Street through the Uptown.**



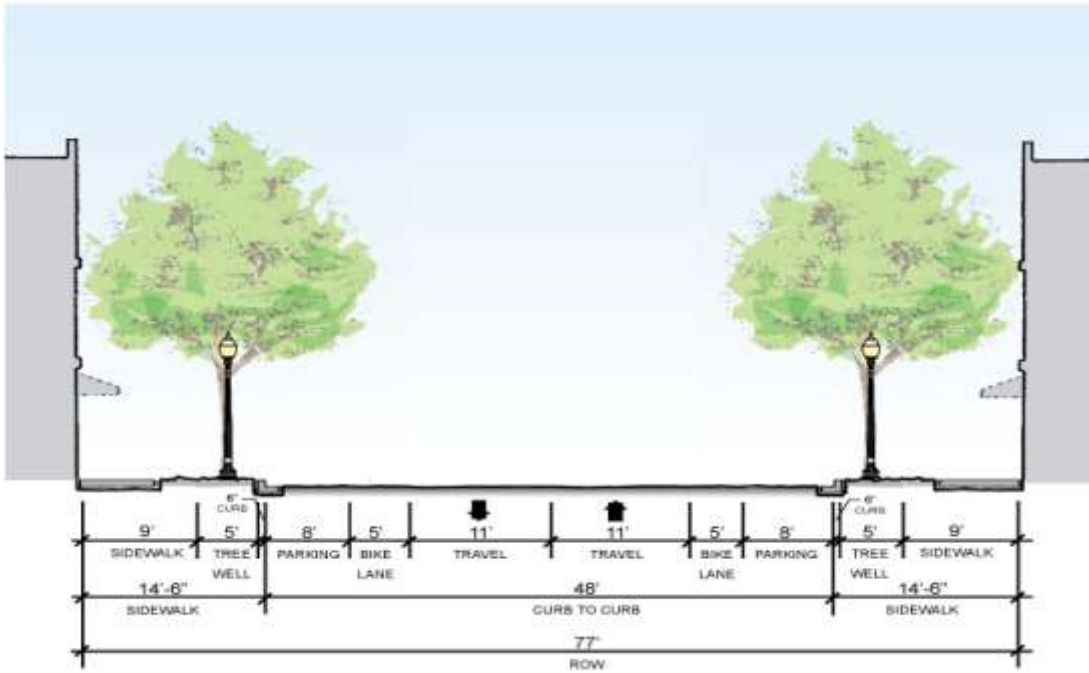
**13. North Pointe Boulevard.**



**14B.** Northside Drive/ Hollymead Drive Extended beyond mixed-use (with parking).



**15.** Proffit Road from Worth Crossing to Pritchett Lane.



- 19A.** Cedar Hill Extended between Greenbrier Drive and Shopper's World with mixed-use frontage on both sides/ Berkmar Drive south of Rio Road West/ New Parallel Route east of US 29 north of Greenbrier Drive/ Albemarle Square/ Piney Mountain Loop with mixed-use frontage.



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