

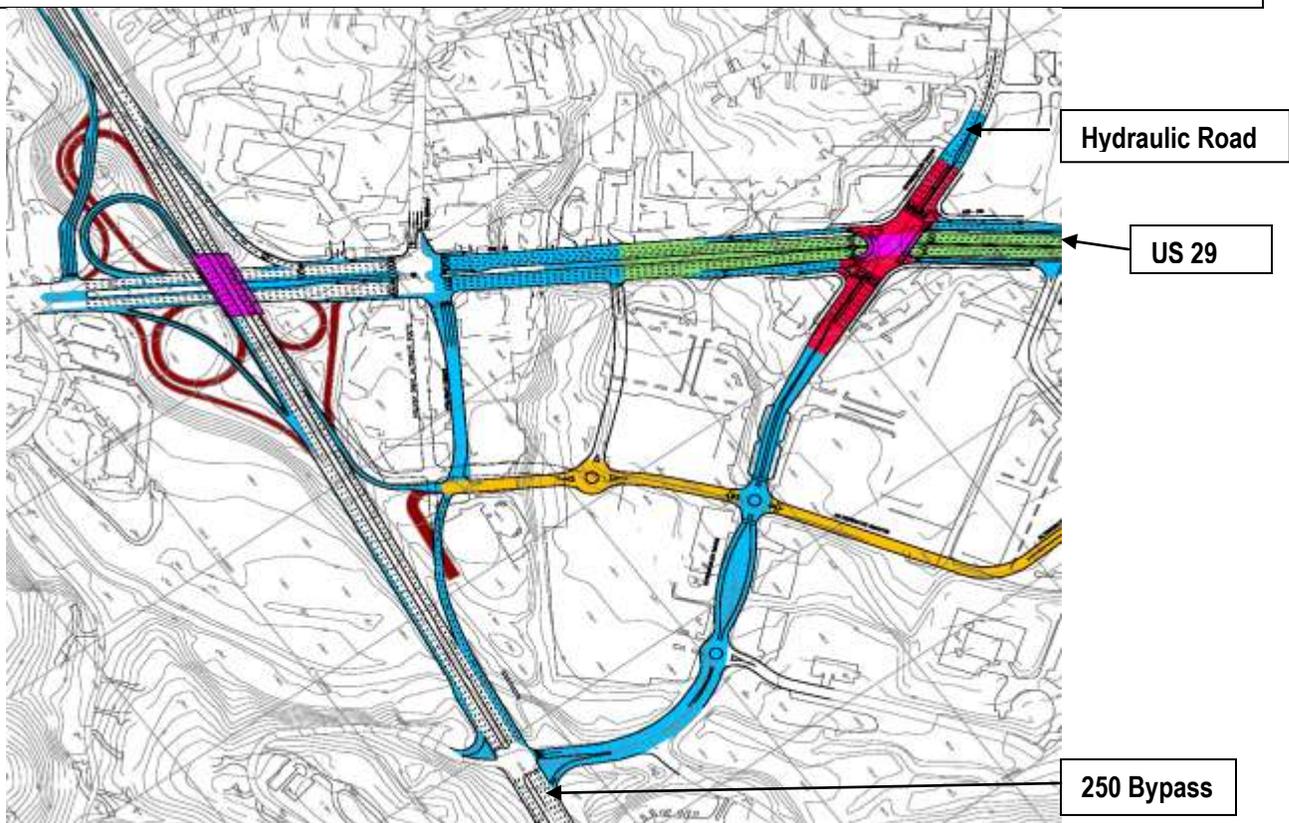
- actually used for the grade separation will be determined during the final design of the improvement
- A partial design has been completed
- Facilitates redirection of more local trips to Hillsdale Drive Extended and connector roads to the west of US 29

Milestones:

- Funding has been identified for the first two items (a & b).
- Determine which of these improvements needs to be done within the first 10 years.
- Begin planning & design of remaining projects within first 10 years, with construction not expected until the second ten years (projects c-f).
- Grade separation (i) is not anticipated within the 20-year Master Plan timeframe.

Comments/Notes: Reconfiguring the US 29/250 Bypass interchange reduces the amount of land occupied by on/offramps and creates new developable land in the triangle area. It provides better access to nearby businesses and creates the potential to expand the sites of some of these businesses. It requires pedestrian and bicycle access improvements through the interchange with particularly improved access potential on the east side of US 29.

Included in Planning/Budget Document: Projects a and b are in the TIP



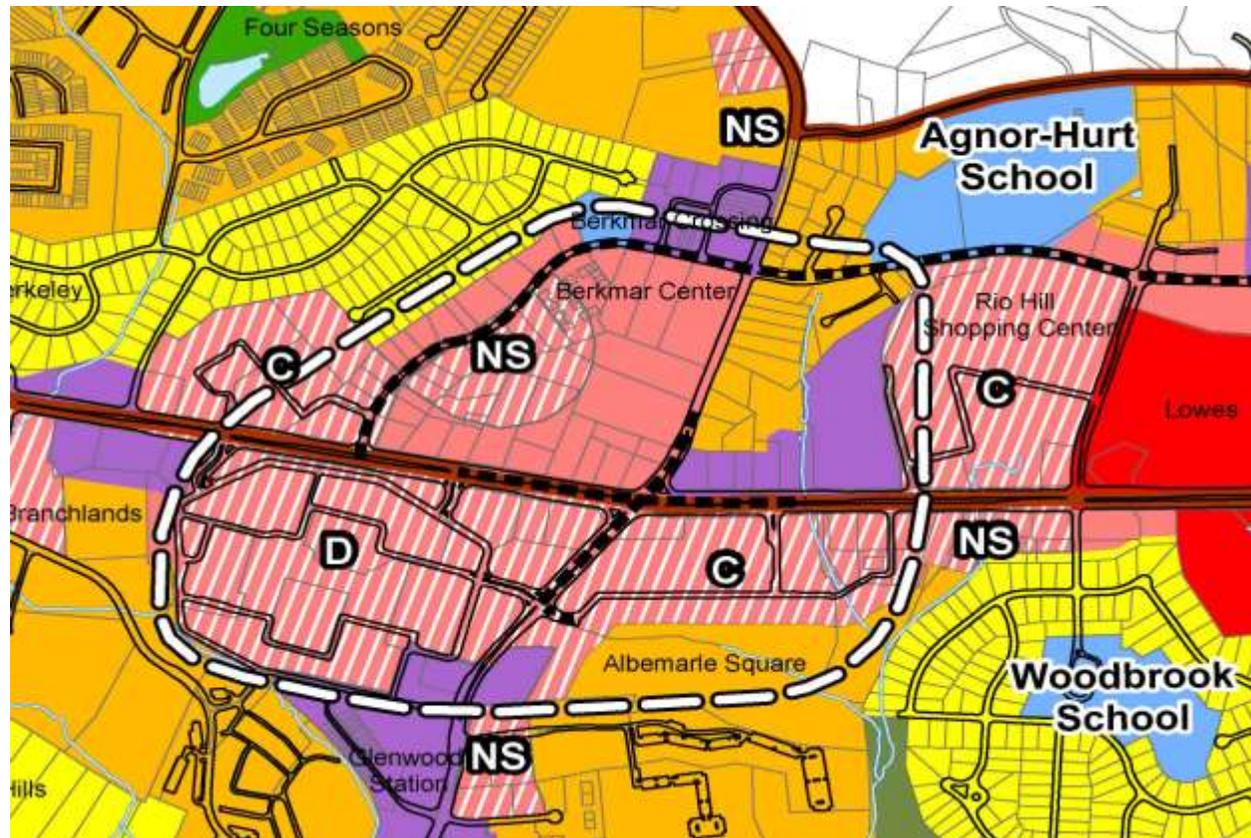
41. This schematic diagram from the US 29 North Corridor Transportation Study shows the various road improvements recommended by the 29H250 study and incorporated in the Places29 Master Plan. The intersection of Hydraulic Road and US 29 shows the Single Point Urban Interchange (SPUI) that is the recommended form of grade separation. The SPUI is shown in red crossing over US 29, which is shown in green to reflect that US 29 will probably be depressed slightly. The actual design of the improvements will be chosen during the design process. North is to the right, US 29 runs horizontally through the center of the diagram, and the 250 Bypass slants to the left.

Project Reference No. <p style="text-align: center;">42</p>	Project Title: <p style="text-align: center;">Intersection Improvements at Rio Road & US 29 Small Area Plan</p>
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Project Description:

This Master Plan recognizes the ultimate need for a grade-separated intersection at US 29 and Rio Road due to the significant level of traffic moving through this intersection. No specific design for the grade separation has been assumed or established in the Plan, although possible concepts are identified. Concepts/designs for the grade separations will be established through a Small Area Plan preparation process in which adjacent and nearby property owners and key stakeholders are expected to participate.

The general concept for improvements in this area relies on the construction of a parallel local road network, access management improvements, and interparcel connections to prolong the life of the existing at-grade intersection and to provide part of the ultimate long-term solution to travel and access needs in this area. This includes the concept of Ring Roads to provide connections to US 29 and adjacent properties. The Ring Roads would serve the local uses and redevelopment of the four quadrants better.



42. This portion of the Future Land Use Map shows the intersection of Rio Road and US 29. The area inside the white dashed line will be included in the Small Area Plan. US 29 runs from left to right in the center of the map (north is to the right).

Establish the next steps for implementing the Small Area Plan once it is completed. The following projects will be considered as part of the improvements at this intersection (items b – h outline the concept identified by the Places29 transportation consultants). This Implementation Project, #42, is intended to recognize the results of the Small Area Plan described in Project #15.

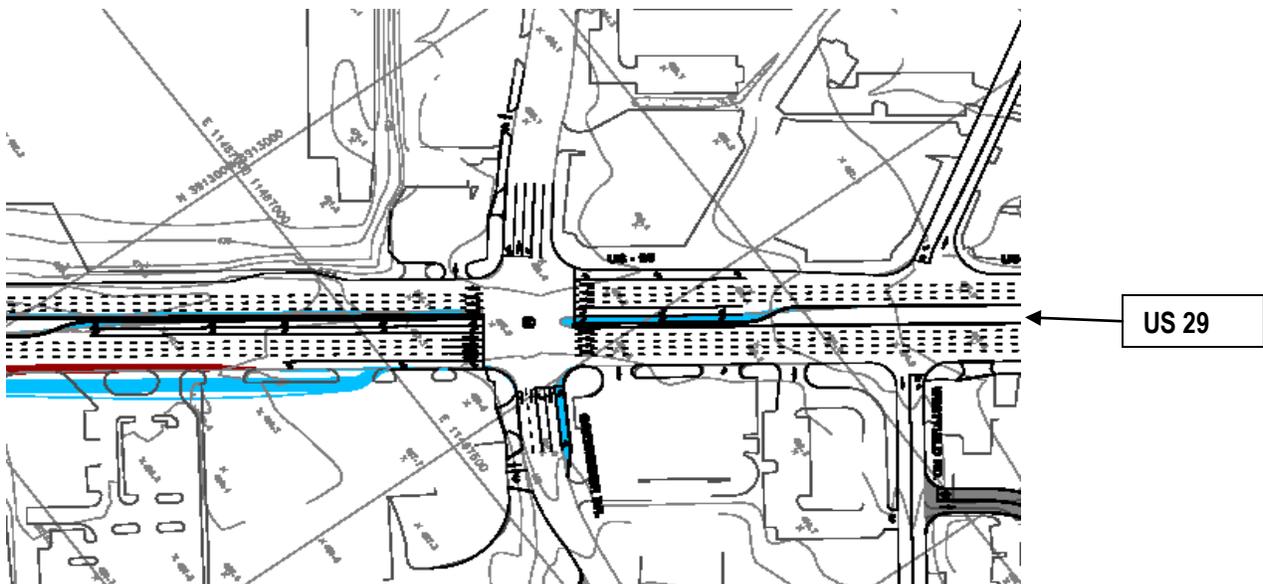
A possible future scenario for the improvements provided by the transportation consultant is:

- b. Construct northbound auxiliary lanes for Rio Road intersection to create a parallel roadway adjacent to the part of US 29 that will be most disrupted by construction of the grade separation at Rio Road. Must be completed prior to the grade separation at Rio Road.
- c. Construct southbound auxiliary lane at Berkmar Drive. Construct in conjunction with interchange redesign at US 29 and Rio Road.
- d. Construct Northwest Rio Ring Road—all four ring roads will serve as an at-grade connection between US 29 and the grade separation at Rio Road. The Ring Road concept will support redevelopment of the Midtown area and allow the intersection of US 29 at Albemarle Square to remain full access
- e. Construct Southeast Rio Ring Road
- f. US 29 at Rio Road: replace at-grade intersection with grade separation. **NOTE:** construction of the grade separation is not expected until the second ten years of Plan implementation.
- g. Construct southwest Rio Ring Road as a three-lane cross section from Berkmar Drive to Rio Road. Provides opportunities for redevelopment of adjacent parcels in Midtown area.
- h. Construct northeast Rio Ring Road; use existing Albemarle Square Drive and Garden Drive. Will need to address existing connections internal to the existing shopping center.

Timing:	Estimated Cost:		Responsible Parties:	
	Places29 Consultant	UnJAM Plan	Primary	Secondary
<p>To begin during the first ten years, after completion of planning for the six-lane widening of US 29 and location and design of Berkmar Drive Bridge and extension .</p> <p>Construction not expected until the second ten years of Plan implementation or later;</p>	<p>Plan (a): \$100,000</p> <p>Implement the Plan's access management recommendations</p> <p>Ring/parallel Roads (d, e, g, & h): \$17,138,400 (\$10,711,500 Const + \$6,426,000 utilities & ROW:)</p> <p>Grade Separation or ultimate</p>	<p>Plan (a): UnJAM does not include Small Area Plan</p> <p>Consistent with intent of UnJAM</p> <p>Grade Separation or ultimate improvement (b, c, & f): \$50,620,000</p>	<p>Plan (a): County; Preliminary Design- VDOT</p> <p>County in development plan review; VDOT funding for construction</p> <p>VDOT participation in Small Area Planning process and funding of construction of improvements</p> <p>Grade Separation or ultimate improvement (b, c, & f): VDOT</p>	<p>Plan (a): None</p> <p>Ring Roads (d, e, g, & h): Local—private sources, including developer land donation, construction and cash proffers, and/or County sources, including property taxes and other tax sources that may in the future be enabled (such as gas sales tax) or created (such as special tax districts)</p>

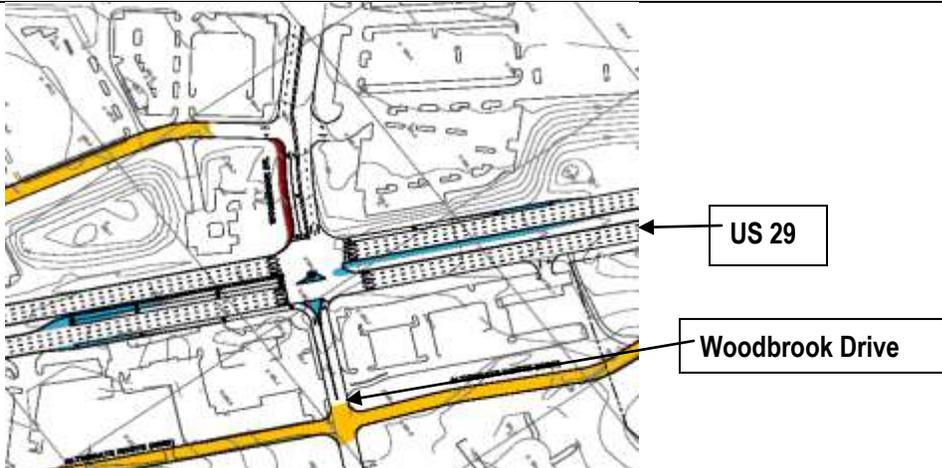
	<p>improvement (b, c, & f): \$40,520,000 (Does not include ROW as existing ROW may be sufficient)</p>	<p>(2025 \$s)</p>		<p>Grade Separation or ultimate improvement (b, c, & f): Local—private sources, including cash proffers, and/or County sources, including property taxes and other tax sources that may in the future be enabled (such as gas sales tax) or created (such as special tax districts)</p>
<p>Issues to Be Addressed:</p> <ul style="list-style-type: none"> ▪ Coordinate preparation of Small Area Plan with VDOT’s design & engineering study for grade separation at Rio & US 29; develop Memorandum of Agreement between VDOT and County to conduct joint public planning process. Design of the grade separation and location of ring roads will be determined during the Small Area Plan process. ▪ The potential impact of the construction of the Meadow Creek Parkway. ▪ The design/alignment of the needed parallel roads and Ring Roads will be determined during preparation of the Small Area Plan and will have an impact on and provide access to adjacent property. These two Ring Roads (d & e) should be complete prior to construction of the grade separation because they are needed to provide for construction of the grade separation. ▪ The County may have to construct some or all of the Ring Roads if property does not redevelop prior to construction of grade separation at Rio Road and US 29. ▪ The construction of the SW and NE Ring Roads (g & h) is not essential prior to construction of the grade separation at Rio Road and US 29. 				
<p>Milestones:</p> <ul style="list-style-type: none"> ▪ Begin preparation of the Small Area Plan as soon as funding is identified. ▪ Auxiliary northbound lanes must be completed prior to construction of the grade separation. ▪ Construct southbound auxiliary lane in conjunction with intersection redesign. 				
<p>Comments/Notes: ROW costs could be significantly less for two reasons: 1) the Rio/US 29 intersection is so wide that ROW needs may be less, and 2) property owners may donate ROW, especially for the Ring Roads.</p>				
<p>Included in Planning/Budget Document: UnJAM 2035 Constrained Long Range Plan, I-8.</p>				

Project Reference No. 43	Project Title: Intersection improvements at Greenbrier Drive and US 29	
Project Description: Add southbound left turn lane and westbound right turn lane at Greenbrier Drive and US 29.		
Timing: Begin during second ten years	Estimated Cost: \$313,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> Improvements will address intersection LOS and traffic management. 		
Milestones: <ul style="list-style-type: none"> This project is the first major 4-way intersection north of the high priority project at Hydraulic Road and US 29. Once the Hydraulic Road/US 29 intersection functions more effectively, the next capacity issue will be at the intersection of Greenbrier and US 29. In order to address the capacity issue at Greenbrier and keep traffic moving on US 29, these intersection improvements will be necessary. If funding becomes available, these improvements should be done as soon as possible after the improvements at Hydraulic Road are completed. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		



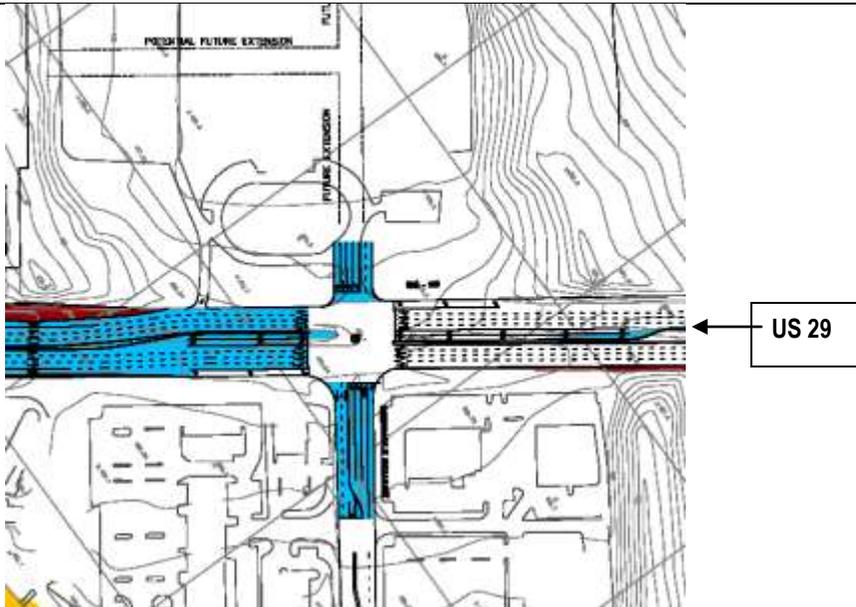
43. This schematic diagram from the US 29 North Corridor Transportation Study shows the intersection improvements at Greenbrier Drive and US 29, which include an additional southbound left turn lane and a westbound right turn lane. North is to the right and US 29 runs horizontally through the center. Greenbrier runs from bottom to top in the diagram.

Project Reference No. 44	Project Title: Intersection improvements at Woodbrook Drive and US 29	
Project Description: Several improvements are necessary at this intersection to address the Level of Service (LOS) and to manage traffic. The improvements will ultimately result in a partial access intersection configuration and will allow the intersection to remain open; the congestion that would result from a full access intersection would create a bottleneck. The improvements, which will be done at different times during the 20-year plan implementation timeframe, are:		
<ul style="list-style-type: none"> a. Extend northbound left turn and right turn storage lanes (first ten years). b. Remove the southbound left turn lane (first ten years). c. Channelize the westbound approach to right-out only (second ten years). d. Channelize the eastbound approach to right-out/left-out only (second ten years). 		
Timing: Begin during the second ten years	Estimated Cost: \$1,089,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Address intersection LOS and traffic management. 		
Milestones: <ul style="list-style-type: none"> ▪ At peak periods, such as Saturday morning, traffic now warrants these improvements. ▪ As higher priority projects south of this intersection are completed and the knot of congestion shifts north along the US 29 corridor, the County should be is ready for the improvements to be made at Woodbrook Drive and US 29. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		



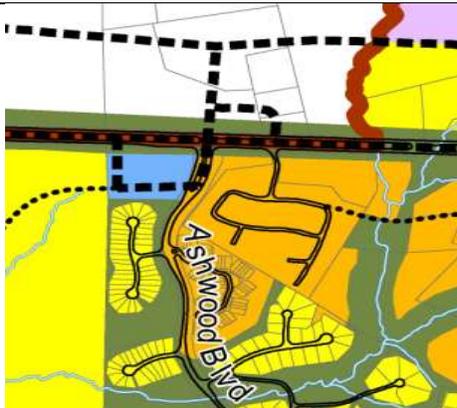
44. This schematic diagram from the US 29 Transportation Study shows the intersection improvements at Woodbrook Drive and US 29. North is to the right and US 29 runs from left to right, with Woodbrook Drive going from top to bottom.

Project Reference No. 45	Project Title: US 29 at Seminole Square	
Project Description: Add a second northbound left turn lane to US 29, extend the southbound US 29 left turn storage, reconfigure the Sperry driveway and Seminole Square to add dual left turn lanes. The need for reconfiguration of the Sperry entrance and northbound US 29 should be tracked to determine if traffic volumes increase sufficiently over time to warrant the recommended improvements.		
Timing: Second ten years	Estimated Cost: \$336,000 ROW (est.): \$201,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ The need for the reconfiguration at the Sperry driveway and northbound US 29 should be tracked to determine if volumes increase sufficiently over time to warrant the recommended improvements. 		
Milestones: <ul style="list-style-type: none"> ▪ Traffic volumes should be tracked to determine if the reconfiguration and northbound US 29 turn lanes will be needed. 		
Comments/Notes: Sufficient ROW may already be available.		
Included in Planning/Budget Document: No.		



45. The schematic diagram from the US 29 North Transportation Study shows the intersection of US 29 at the entrance to Seminole Square. US 29 runs horizontally through the center of this diagram (north is to the right). The recommended improvements are shown in blue.

Project Reference No. 46	Project Title: Construct a Grade-Separated Intersection at Ashwood Blvd. and US 29	
Project Description: Grade-separate the intersection, with Ashwood Blvd. routed over US 29 and with jug-handle access roads, including accel/decel lanes to the jug handles. Ashwood Blvd. is the sole intersection in this rolling terrain section of the US 29 corridor; eliminating the at-grade median break and signal improves operations and safety on US 29. Grade separation provides an unencumbered crossing for bicycles and pedestrians, as well as access across US 29 for vehicular traffic. Jug-handle roadways provide opportunities to consolidate access driveways along US 29. This grade separation, along with the extension of Ashwood Blvd. to Berkmar Drive Extended, will provide a major connection for residents on the east side of US 29 to reach Berkmar Drive Extended.		
Timing: Second ten years	Estimated Cost: \$11,927,000 ROW (est.): \$2,982,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ All major transportation improvements, including grade separations will be reevaluated during the five-year Plan update. ▪ This grade separation should be designed at the same time the US 29 widening from Polo Grounds Road to Towncenter Drive is designed. ▪ The most appropriate location for the jug handle connecting roads will be determined during design, based on development status of relevant parcels. 		
Milestones: <ul style="list-style-type: none"> ▪ Construction of Ashwood grade separation is expected to precede construction of grade separations at Airport Road and Timberwood Blvd 		
Comments/Notes: If the design of this grade separation is determined with the widening of US 29, the cost may be less and the ROW may be purchased as part of the widening from Polo Grounds Road to Town Center Drive.		
Included in Planning/Budget Document: No.		



46. This schematic diagram from the Future Land Use Map shows the recommended grade separation at Ashwood Blvd. and US 29, along with the connection of Ashwood Blvd. to Berkmar Drive Extended.

Project Reference No. 47	Project Title: Plan, design, and construct grade separated intersection at Airport Road/Proffit Road and US 29
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Project Description:

The project will grade separate Airport/Proffit roads and US 29 and serve the new intersection with jug-handle roadway connections shared with Timberwood Blvd. Signal operation of this intersection will be unacceptable in the future; partial access would meet traffic demands, but connectivity across US 29 would be lost and would divert traffic to adjacent crossings. Grade separation with jug handles meets traffic demands and provides an unencumbered crossing of US 29 for bicycles and pedestrians, as well as for vehicular traffic. Jug-handle roadways provide opportunities to consolidate access driveways along US 29. Project will begin with the preparation of a Small Area Plan for the Airport Road Corridor area. It will be coordinated with the grade separation at Timberwood Blvd. because both grade separations must be constructed at the same time.

Timing: Second ten years	Estimated Cost: \$100,000 (study, minimum) \$17,949,000 ROW (est.): \$10,796,000	Responsible Parties: County, VDOT, property owners/developers, business owners
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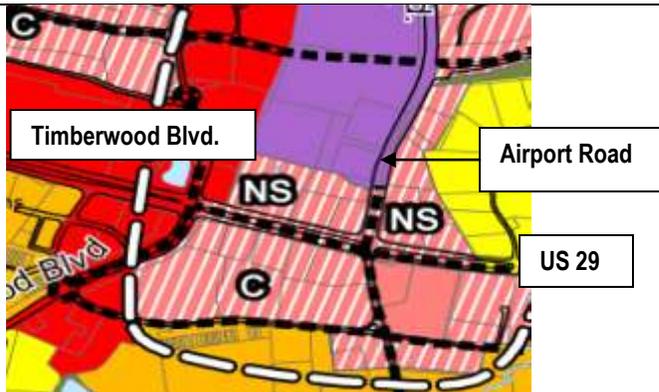
Issues to Be Addressed:

Milestones:

- All major transportation improvements, including grade separations will be reevaluated during the five-year Plan update.
- Design, layout of jug handle roads, and timing of construction will be determined during preparation of Small Area Plan for the Airport Road Corridor
- Construction will begin after funding is identified and after grade separation at Ashwood Blvd. is completed

Comments/Notes: Grade separation at Airport/Proffit must be constructed at the same time as the grade separation at Timberwood Blvd (Project 51).

Included in Planning/Budget Document: No.



47. This portion of the Future Land Use Map shows the recommended grade separations with US 29 at Timberwood Blvd. and Airport Road. This entire area will be part of a Small Area Plan (dashed white lines). US 29 runs horizontally through the center of the diagram and north is to the right.

Project Reference No. 48	Project Title: Construct jug handle road and consolidate access on the east side of US 29 between Timberwood Blvd. and Airport Road	
Project Description: The jug-handle roads will be two-lane cross sections with a local connection to Worth Crossing. The jug handles and consolidated access on the east side of US 29 will provide alternate routes and left turn/right turn opportunities for traffic in this area. Constructing these improvements will delay the need for the grade separations at Timberwood Blvd. and Airport Road for several years. The design for these improvements may be part of the design of the widening of US 29 north of Hollymead Town Center.		
Timing: Second ten years	Estimated Cost: \$2,895,000 ROW (est.): \$1,448,000	Responsible Parties: VDOT, property owners
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Design should be part of US 29 north of Hollymead Town Center and will be part of the Small Area Plan for the Airport Road Corridor. ▪ Property owners will be asked to dedicate ROW. ▪ If property redevelops, owners/developers may be asked to construct part of these roads. 		
Milestones: <ul style="list-style-type: none"> ▪ Design and ROW acquisition should begin during the second ten years. ▪ Construction may not take place until after the 20-year implementation timeframe due to funding constraints. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		

48. The design and layout of the jug handles and consolidated access points will be determined during preparation of the Airport Road Corridor Small Area Plan. So, there is no illustration at this time.

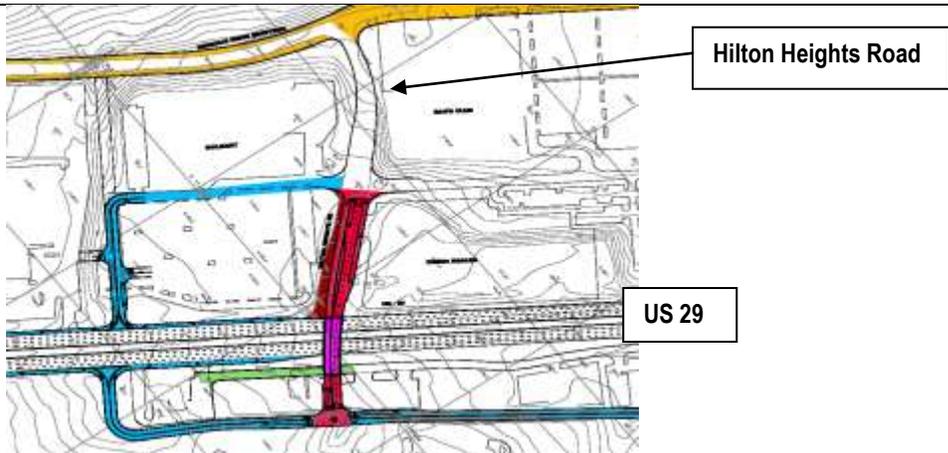
Project Reference No. 49	Project Title: Construct jug handles and parallel road and consolidate access on the west side of US 29 between Timberwood Blvd. and Airport Road	
Project Description: The parallel road will be a three-lane cross section between Airport Acres Road South and Timberwood Blvd. The jug handles, parallel road, and consolidated access on the west side of US 29 will provide alternate routes and left turn/right turn opportunities for traffic in this area. Constructing these improvements will delay the need for the grade separations at Timberwood Blvd. and Airport Road for several years. The design for these improvements may be part of the design of the widening of US 29 north of Hollymead Town Center.		
Timing: Second ten years	Estimated Cost: \$3,127,000 ROW (est.): \$1,563,000	Responsible Parties: VDOT, property owners
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Design should be part of US 29 north of Hollymead Town Center and will be part of the Small Area Plan for the Airport Road Corridor. ▪ Design of jug handles and related improvements will respect the need for clear and direct access to the Charlottesville-Albemarle Airport. ▪ Property owners will be asked to dedicate ROW. ▪ If property redevelops, owners/developers may be asked to construct some of these roads. 		
Milestones: <ul style="list-style-type: none"> ▪ Design and ROW acquisition should begin during the second ten years. ▪ Construction may not take place until after the 20-year implementation timeframe due to funding constraints. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		

49. The design and layout of the jug handles, parallel road, and consolidated access points will be determined during preparation of the Airport Road Corridor Small Area Plan. So, there is no illustration at this time.

Project Reference No. 50	Project Title: Construct grade-separated intersection at Timberwood Blvd. and US 29	
Project Description: The project will grade separate Timberwood Blvd. and US 29 and serve the new intersection with jug-handle roadway connections shared with the Airport/Proffit Road grade separation. This grade separation will be necessary because, in 10 – 15 years, partial access would meet traffic demands, but connectivity across US 29 would be lost and would divert traffic to adjacent crossings. Grade separation with jug handles meets traffic demands and provides an unencumbered crossing for bicycles and pedestrians, as well as access across US 29 for vehicular traffic. Jug handle roadways provide opportunities to consolidate access driveways along US 29.		
Timing: Second ten years	Estimated Cost: \$17,949,000 ROW (est.): \$10,769,000	Responsible Parties: VDOT
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ▪ All major transportation improvements, including grade separations will be reevaluated during the five-year Plan update. ▪ Design, layout of jug handle roads, and timing of construction will be determined during preparation of Small Area Plan for the Airport Road Corridor. ▪ Design of jug handles and related improvements will respect the need for clear and direct access to the Charlottesville-Albemarle Airport and the University of Virginia Research Park. ▪ Construction will begin after funding is identified and after the grade separation at Ashwood Blvd. is completed. 		
Comments/Notes: The grade separation at Timberwood Blvd. must be constructed at the same time as the grade separation at Airport Road/Proffit Road (Project 48).		
Included in Planning/Budget Document: No.		

50. The design and layout of the jug handles, parallel road, and consolidated access points will be determined during preparation of the Airport Road Corridor Small Area Plan. So, there is no illustration at this time.

Project Reference No. 51	Project Title: Construct grade-separated intersection at Hilton Heights Road and US 29	
Project Description: Construct a grade separation between the parallel local road on the east side of US 29 and Wal-Mart/Doubletree Lane on the west side of US 29. Grade separation will be necessary for long-term operation of this intersection at acceptable LOS, although the grade separation may not be necessary until after the 20-year plan implementation timeframe.		
Timing: Second ten years	Estimated Cost: \$17,949,000 ROW (est.): \$10,760,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ All major transportation improvements, including grade separations will be reevaluated during the five-year Plan update. ▪ May not be necessary during the 20-year plan implementation timeframe. ▪ Design will be difficult due to topography and potential impact to adjacent residential areas. Alternative design concepts should be thoroughly evaluated. ▪ Would provide another connection between areas to the east of US 29 and Berkmar Drive Extended. 		
Milestones: <ul style="list-style-type: none"> ▪ Evaluate need for grade separation during each 5-year Master Plan review and update. ▪ Identify funding and schedule construction if traffic warrants a grade separation at this intersection. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		



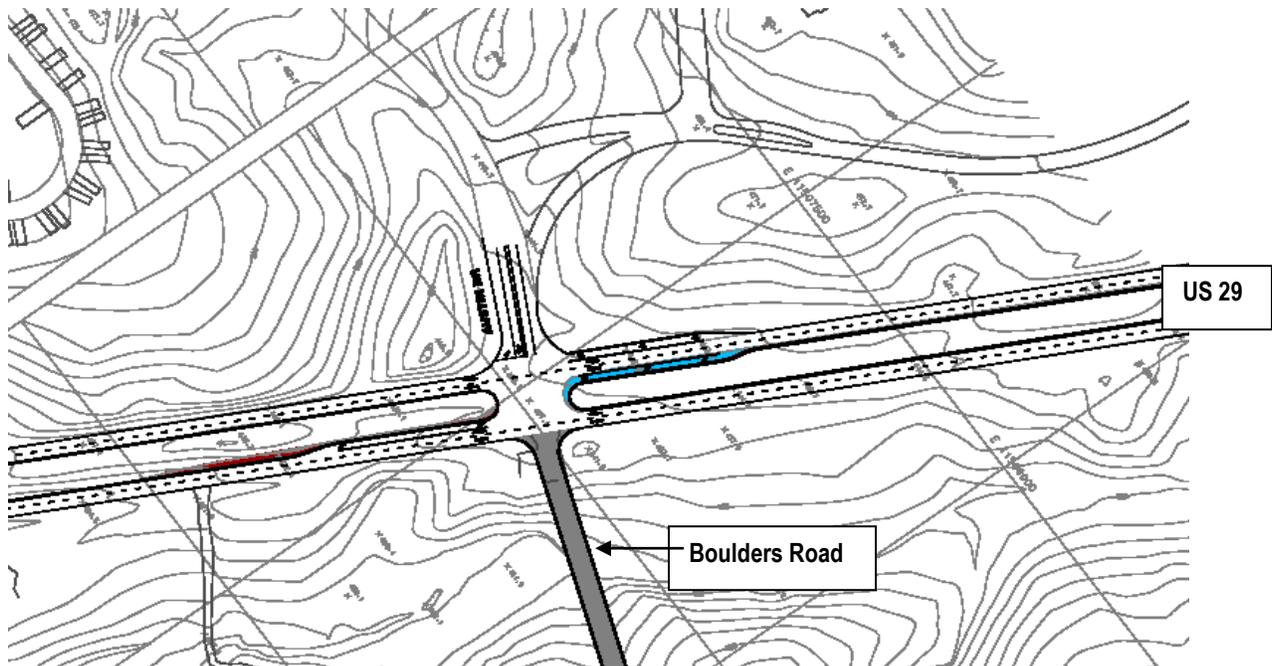
51. This schematic diagram from the US 29 North Transportation Study shows the recommended grade separation at Hilton Heights Road and US 29, along with the jug handle connections. Berkmar Drive is shown in yellow at the top of the illustration.

Project Reference No. 52	Project Title: Widen US 29 to six lanes from Airport Road to bridge over the North Fork of the Rivanna River	
Project Description: Widen US 29 to a six-lane rural cross section with full shoulders and center median. There will also be a multi-purpose path on at least one side of US 29 in this segment. Future volumes will require widening of this section of US 29. North Pointe proffer includes portions of the northbound lane to be added.		
Timing: Second ten years	Estimated Cost: \$12,738,000	Responsible Parties: Property owner/developer
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ The northbound lane is part of the North Pointe proffers. ▪ The southbound lane is part of the University of Virginia Research Park proffers. 		
Milestones: <ul style="list-style-type: none"> ▪ The northbound lane will be constructed as part of the North Pointe Development. ▪ The southbound lane will be constructed when square footage of buildings constructed in the Research Park reaches the threshold specified in the proffers. 		
Comments/Notes: Right-of-way costs are not included because the proffers include donation of the right of way for the lane on each side of US 29.		
Included in Planning/Budget Document: No.		



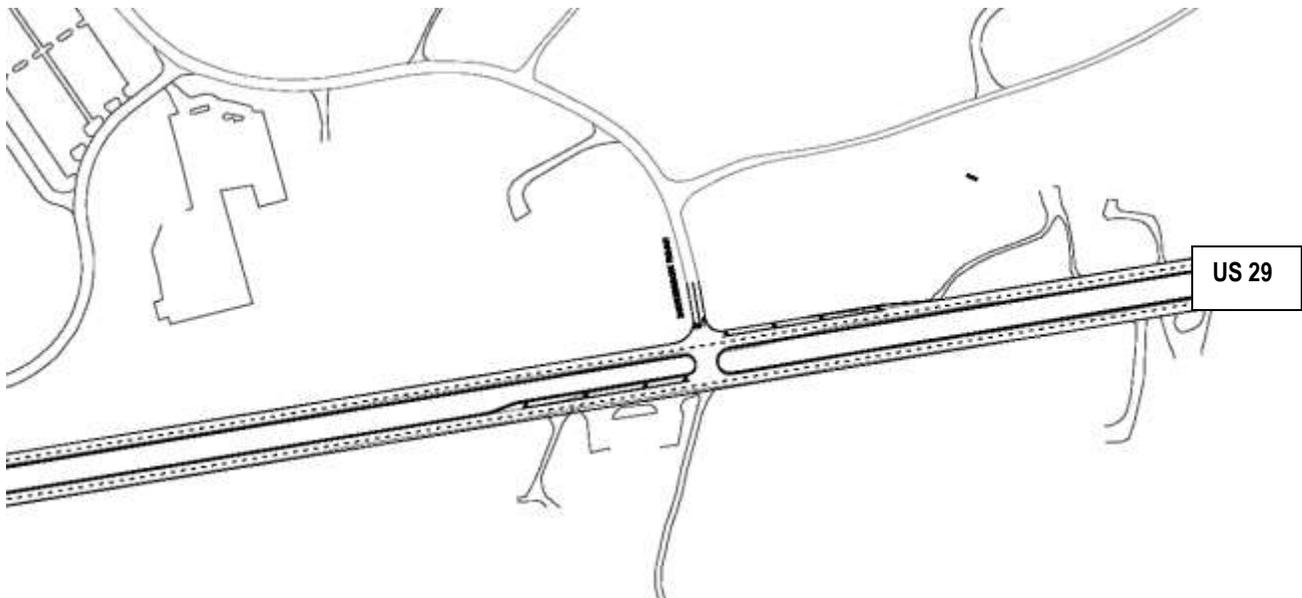
52. This portion of the Future Land Use Map shows the segment of US 29 from Airport Road (to the left) to the North Fork of the Rivanna River (the red line on the right) that will be widened to six lanes. The dashed lines on US 29 reflect the segment that will be widened.

Project Reference No. 53	Project Title: Intersection improvements at US 29 and Austin Drive	
Project Description: Add Austin Drive Extended (westbound approach) and add southbound left turn lane. These improvements are required to accommodate development expected in the area (new development on the east side of US 29).		
Timing: Second ten years	Estimated Cost: Improvements: \$7,238,000 ROW (est.): \$1,809,000	Responsible Parties: VDOT
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ▪ Make improvements when traffic warrants. 		
Comments/Notes: Intersection is now signalized.		
Included in Planning/Budget Document: No.		



53. US 29 runs horizontally through the center of this schematic diagram from the US 29 North Transportation Study (north is to the right). On the west side of US 29, Austin Drive is the entrance to the GE facility. The proposed northern intersection of Boulders Road and US 29 will form the other side of the intersection of US 29 and Austin Drive.

Project Reference No. 54	Project Title: Signalize US 29 at Dickerson Road	
Project Description: Signalize intersection.		
Timing: Second ten years	Estimated Cost: \$324,000	Responsible Parties: VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Required to serve development. 		
Milestones: <ul style="list-style-type: none"> ▪ Install signal when traffic warrants. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		



54. The intersection of US 29 and Dickerson Road is in the center of this schematic diagram from the US 29 North Transportation Study.

Project Reference No. <p style="text-align: center;">55</p>	Project Title: <p style="text-align: center;">Berkmar Drive Extended A HIGH PRIORITY IMPLEMENTATION PROJECT</p>	
<p>Project Description:</p> <p>This road will be a four-lane divided cross section from a new bridge crossing of the South Fork of the Rivanna River to its connection to Hollymead Drive/Meeting Street. This road is intended to serve as a neighborhood street with a top speed of 35 miles per hour. Berkmar Drive Extended will extend parallel connectivity on the west side of US 29, offering drivers an alternate route to US 29, especially for local trips. Berkmar Drive Extended, if constructed before US 29 is widened between Polo Grounds Road and Towncenter Drive, will provide an alternate route for traffic diversion during construction on US 29. This project is expected to be completed in three phases:</p> <ol style="list-style-type: none"> 1. Initiate an alignment study for the Berkmar Drive Extended bridge over the South Fork of the Rivanna River to help determine the full cost of the bridge based on the chosen crossing location and profile. Study will include environmental reviews. 2. Extend existing roadway from northern terminus of Hilton Heights Road to Meeting Street in Hollymead Town Center, including the bridge over the South Fork of the Rivanna River. 3. Widen Berkmar Drive from Rio Road to Hilton Heights Road to a 4-lane, undivided section. 		
<p>Timing: Begin during the first five years and continue until completed.</p>	<p>Estimated Cost:</p> <p>Bridge alignment study: \$155,000 Bridge & Road: \$25,273,000 ROW (est.): 12,637,000 (MPO-TIP: see Budget section below) Widen Berkmar Drive: \$15,054,000 ROW (est.): 7,527,000</p>	<p>Responsible Parties: VDOT, TJPDC, County, Property Owners / Developers</p>
<p>Issues to Be Addressed:</p> <ul style="list-style-type: none"> ▪ Funding for the alignment study needs to be identified. ▪ The study should begin as soon as the Master Plan is adopted in order to determine what the best bridge profile is and the resulting cost of the bridge (expected in the first three years). The full cost of the bridge will be known once the preliminary design of the bridge is complete. ▪ The alignment of Berkmar Drive Extended north of the bridge should also be determined at this time, with the right-of-way (ROW) platted to protect the alignment. ▪ Property Owners/ Developers may be asked to dedicate ROW and/or construct a portion of Berkmar Drive Extended as part of development of parcels the road crosses. If the parcels do not develop in time, other funding sources for all/part of the costs will be necessary. ▪ Widening the section of Berkmar Drive between US 29 and Rio Road may be shifted to the second ten years of Plan implementation, after Berkmar Drive Extended is completed. The widening will be needed after the bridge over the South Fork of the Rivanna is constructed and Berkmar Drive is extended to Hollymead Town Center. 		

Milestones:

- If Berkmar Drive Extended, including the bridge, is in place before US 29 is widened to six lanes between Polo Grounds Road and Towncenter Drive, Berkmar Drive Extended could serve as an alternate route, especially for local traffic.
- Bridge design should begin as soon as the Master Plan is adopted so the alignment and cost of both the extension and the bridge can be determined.

Comments/Notes:

Included in Planning/Budget Document: Project N-1 in TIP. Remarks/Comments reads: “Assume Developers to build, donate ROW, and/or donate cash for approximately half of the project (2018 estimate \$44,100,000 use \$21,835,000 for plan.”



55. This portion of the Future Land Use Map shows the recommended extension of Berkmar Drive over the South Fork of the Rivanna River and north to Hollymead. The extension would run from the current southern end of Berkmar Drive at Hilton Heights Road (visible at the left edge of the diagram) to a planned connection with Meeting Street in the Hollymead Town Center, shown on the right side of the map. North is to the right.

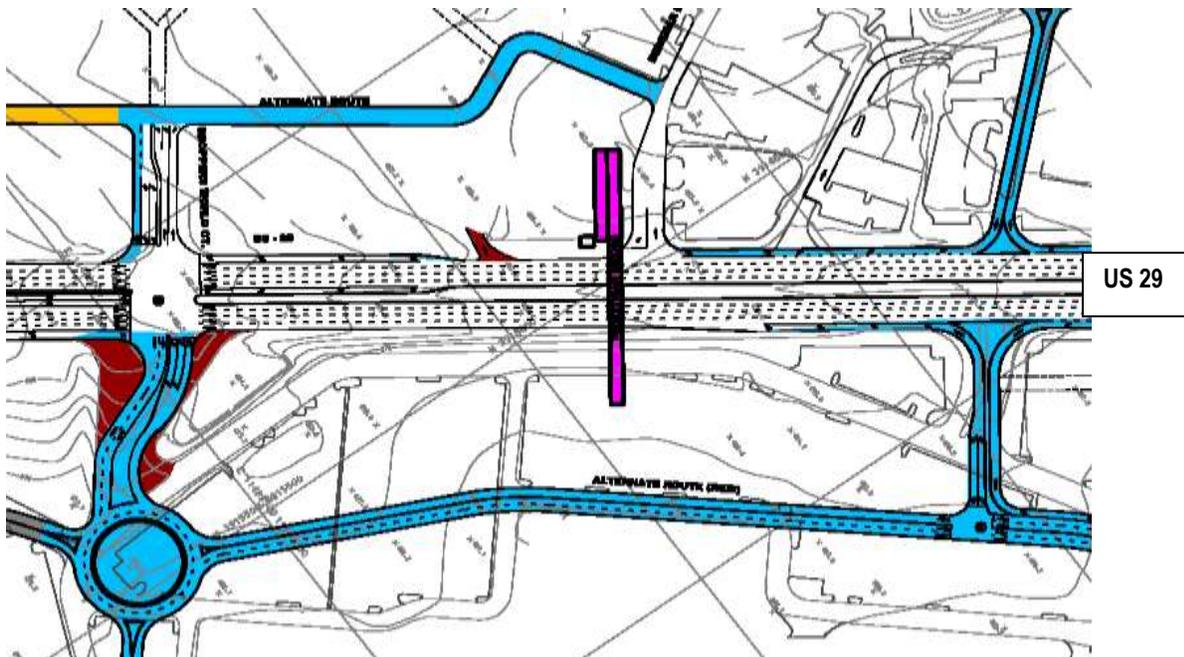
Project Reference No. 56	Project Title: Proffit Road Improvements	
Project Description: From US 29 east 1.6 miles, address capacity and safety issues by improving the road alignment and constructing an urban section road with sidewalks and bicycle lanes.		
Timing: Begin during the second ten years	Estimated Cost: NA	Responsible Parties: VDOT
Issues to Be Addressed: ■		
Milestones: ■ Funding is available only for preliminary engineering of these improvements.		
Comments/Notes:		
Included in Planning/Budget Document: Yes, County's Priority List of Secondary Road Improvements		

56. No illustration of these improvements is available.

Project Reference No. 57	Project Title: Dickerson Road Improvements	
Project Description: To improve safety and address public requests, repave the gravel portions of Dickerson Road and replace two bridges.		
Timing: First ten years	Estimated Cost: \$11,608,000	Responsible Parties: VDOT
Issues to Be Addressed: ■		
Milestones: ■		
Comments/Notes:		
Included in Planning/Budget Document: Yes, County's Priority List of Secondary Road Improvements		

57. No illustration of these improvements is available.

Project Reference No. 58	Project Title: Construct pedestrian overcrossing (of US 29) at Berkmar Drive	
Project Description: This elevated crossing will integrate pedestrian and bicycle crossings into a future transit stop and facilitate redevelopment opportunities. The overcrossing is intended to serve pedestrians and bicyclists crossing to/from Fashion Square Mall and the corner of Berkmar Drive and US 29. The design would take advantage of the grade difference between the west side of US 29 (lower) and the increase in elevation on the east side.		
Timing: Second ten years	Estimated Cost: \$2,200,000	Responsible Parties: County, VDOT, Property owner/developer
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ May require developer participation; coordinate with development of surrounding area. 		
Milestones: <ul style="list-style-type: none"> ▪ Construct as soon as funding has been identified and the location/design established. 		
Comments/Notes:		
Included in Planning/Budget Document:		



58. This Master Plan recommends a grade separated pedestrian crossing (shown in purple) of US 29 from the corner of Berkmar Drive across US 29 to the corner of the Fashion Square Mall property, as shown in this schematic diagram from the US 29 North Transportation Study. A photosimulation of this crossing is shown on page 4-16 of the Master Plan.

Project Reference No. 59	Project Title: Construct connector road between US 29 and Berkmar Drive Extended	
Project Description: This road will be a three-lane cross section connecting US 29 to Berkmar Drive. It provides another means for traffic to access Berkmar Drive without traveling on US 29. Construction of this road is development-dependent. Both the original US 29 North Corridor Transportation Study and more recent transportation modeling done by the TJPDC show that a third connector road midway between the existing connections, Woodbrook Drive and Hilton Heights Road, will be necessary to permit traffic to flow smoothly to/from US 29 and Berkmar Drive Extended. Such a connector road also creates large “blocks” bounded by US 29 on one side and Berkmar Drive Extended on the other. This road should connect to the existing signalized crossover at the Northtown Center development. The final alignment will be determined as redevelopment takes place and properties are designed.		
Timing: Second ten years	Estimated Cost: \$1,841, 000 ROW (est.): \$921,000	Responsible Parties: Property owners/Developers
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Requires participation of property owners. ▪ The alignment originally proposed connected the Schewel Furniture Drive to Berkmar Drive Extended. The western end of the road traveled along the property line to minimize right-of-way needed from any one property owner and to allow several adjacent properties to have access to the new connector road. This alignment was chosen because it is approximately halfway between existing connections at Woodbrook Drive and Hilton Heights Road. 		
Milestones: <ul style="list-style-type: none"> ▪ Construction is development-dependent. 		
Comments/Notes: <ul style="list-style-type: none"> ▪ Property owners/ developers may donate ROW. ▪ A two-lane road with dedicated left turn lanes may be an acceptable alternative design. 		
Included in Planning/Budget Document: No.		

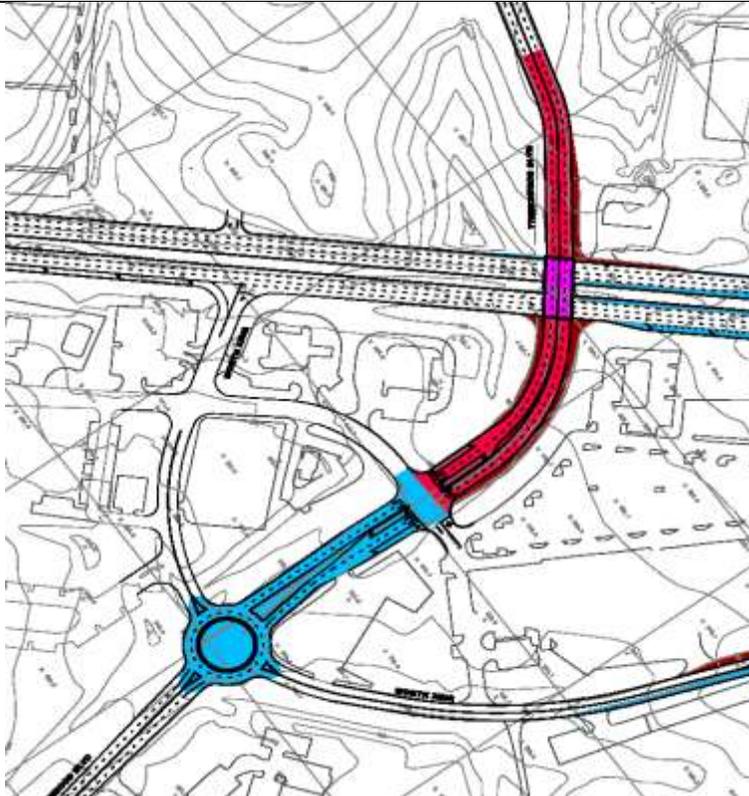
59. Since the precise location of this improvement has not been determined, no illustration is available.

Project Reference No. 60	Project Title: Extend Ashwood Blvd. to Berkmar Drive Extended	
Project Description: This extension provides a connection that will allow users of Ashwood Blvd. to access Berkmar Drive Extended without using US 29.		
Timing: Second ten years	Estimated Cost: NA	Responsible Parties: Property Owner/developer, VDOT
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ The segment of Ashwood Blvd. from the western end of the grade separation to Berkmar Drive Extended ▪ Construction will need to be coordinated with the construction of both Berkmar Drive Extended and the Ashwood Blvd. grade separation 		
Milestones: <ul style="list-style-type: none"> ▪ Should be constructed as part of the Ashwood Blvd. grade separation, provided Berkmar Drive has already been constructed. May need to be built at the time Berkmar Drive Extended is constructed. 		
Comments/Notes: No estimate of ROW or construction costs is available. Cost may be included in grade separation, and/or construction of Berkmar Drive Extended.		
Included in Planning/Budget Document: No.		



60. This portion of the Future Land Use Map shows the connection of Ashwood Blvd. over US 29 to Berkmar Drive Extended at the top of the map.

Project Reference No. 61	Project Title: Reconfigure cross section of Timberwood Blvd. between US 29 and Worth Crossing. Construct roundabout at Worth Crossing.	
Project Description: The new cross section for Timberwood and the roundabout will support the grade separations and jug-handle roadway operations at Timberwood Blvd. and US 29.		
Timing: Second ten years	Estimated Cost: NA	Responsible Parties: VDOT
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ■ May be completed after grade separations at Airport Road and Timberwood Blvd. are constructed 		
Comments/Notes: May be included in grade separation of Timberwood/US 29.		
Included in Planning/Budget Document: No.		



61. This schematic diagram from the US 29 North Transportation Study shows the intersection of Timberwood Blvd. and US 29, with the proposed roundabout at Worth Crossing. US 29 runs horizontally through the center of the diagram and north is to the right.

Project Reference No. 62	Project Title: Northtown Trail	
Project Description: Create a trail system that extends from the Hollymead Development Area to Downtown Charlottesville, approximately six miles of trail and a bridge over the Rivanna. This trail, and possible associated spurs, will provide commuter and recreational opportunities. The linear park and trail system connected with the Meadow Creek Parkway project provides a key segment of this trail. Thomas Jefferson Planning District Commission staff are developing a conceptual trail, beginning with a possible route in the City and continuing into the County. The proposed route is described and illustrated in the “Conceptual Trail” publication prepared by the TJPDC. Ultimately, the proposed route would extend from the UVA Research Park off US 29 in the Hollymead area to Downtown Charlottesville, and to UVA. This commuter “trail” is intended to promote multimodal transportation options along the often congested US 29 corridor. TJPDC staff is researching what facilities exist, what will be constructed in the near future, and what is planned for the long term. The Downtown Trail Steering Committee, which is made up of representatives from the City of Charlottesville, Albemarle County and VDOT, will guide work on this project, whose overall goal is to create a non-vehicular transportation link between the residential and employment centers of the City and County.		
Timing: Begin during the first five years and continue until completed	Estimated Cost: \$4,972,000	Responsible Parties: City, County, VDOT, other agencies, Property owners, developers
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ Identify specific route for trail. ▪ Design and consider with development proposals. ▪ Property owners/Developers may be asked to donate ROW and/or construct segments of the trail. 		
Milestones: <ul style="list-style-type: none"> ▪ Design/alignment needs to be complete as soon as possible after adoption of the Master Plan in order to obtain dedications of ROW and construction of portions of the trail during development review. 		
Comments/Notes:		
Included in Planning/Budget Document: TIP: N-10.		

62. See the TJPDC publication “Conceptual Trail” for a diagram of the proposed route.

Project Reference No. 63	Project Title: Transit System Expansion & Improvements A HIGH PRIORITY IMPLEMENTATION PROJECT
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Project Description:

This project is a continuation of the transit system work begun during the first five years of Plan implementation. It includes extending local bus service as Centers develop. It will also involve coordinating the initial Bus Rapid Transit (BRT) system (or Priority Transit/Express Transit Service) with road improvements and development of Centers throughout US 29 North Corridor. Specifically, BRT would be extended to the Uptown and the airport once the density/intensity of development in the Airport Road Corridor area would support transit. The County would also, ultimately, extend the BRT to Greene County, if ridership warranted.

Timing: Project began during the first five years and will continue throughout the 20-year Plan implementation timeframe

Estimated Cost:
\$16,500,000 (to extend service from Midtown to Uptown)

Responsible Parties: City, County, CTS, RTA, other agencies

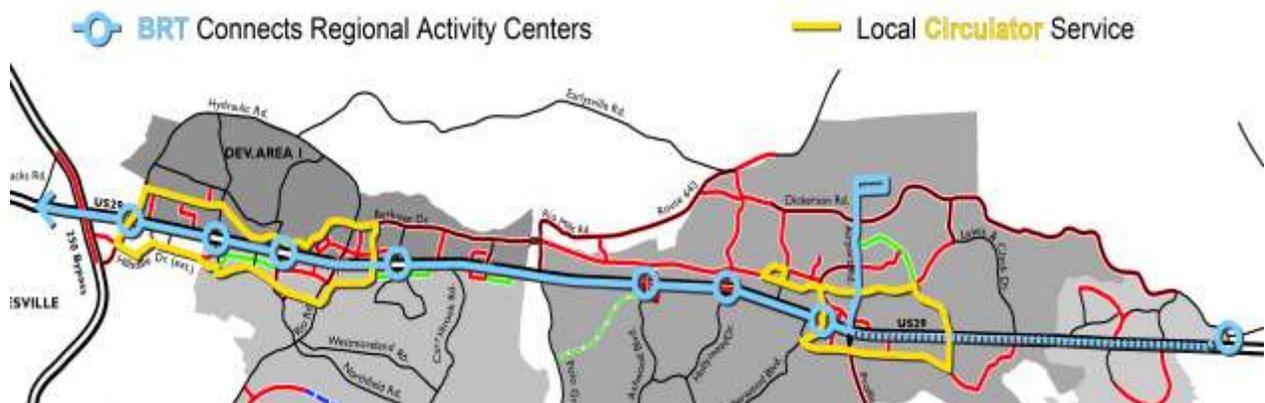
Issues to Be Addressed:

Milestones:

- Extend BRT to the Rio Road/US 29 intersection area as density/ intensity increases to support transit use, if not done during first ten years.
- Extend BRT to Uptown and Airport once density/ intensity increases to support transit in Airport Road Corridor Area, possibly further north to Rivanna Station Military Base/ GE area.
- Extend local bus service as neighborhoods/Centers develop; provides localized service and provides connections to BRT/Express service.
- Extend BRT to Greene County when potential ridership warrants or provide connection with Green County Transit).

Comments/Notes:

Included in Planning/Budget Document: No.



63. An example of a recommended long-range Places29 transit network, with both Bus Rapid Transit (BRT) and local circulator service.

Project Reference No. 64	Project Title: Recreational Space in the Piney Mountain Area	
Project Description: To provide new community level park facilities needed to serve anticipated growth in the Piney Mountain Development Area east of US 29.		
Timing: Begin during the second ten years	Estimated Cost: \$3,250,000	Responsible Parties: Property owners/Developers, County
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ▪ Identify types and amount of space needed ▪ Identify possible locations. ▪ Request proffers with new development 		
Comments/Notes: the cost estimate is based on the development of necessary sports fields, shelters, and restrooms. (See Project 37 for more details). It is anticipated that developers will provide all or most of these facilities.		
Included in Planning/Budget Document:		

64. Since no specific site has been chosen, no illustration is available.

Project Reference No. 65	Project Title: New Elementary School #17	
Project Description: A new 600-student facility would be constructed in one of the Development Areas, with an 8,000 square foot gym, auxiliary spaces, and a cafeteria and library. The school would be 84,360 square feet. The school is programmed to open in 2017. The project to acquire the land necessary for an elementary school in one of the Development Areas is separate from the construction cost. The site should be purchased in FY2013-2014. To be located in one of three locations in the County, based on need/demand: Crozet, southern urban area, the Northern Development Areas (North Pointe proffered site).		
Timing: Second ten years	Estimated Cost: \$7,199,000	Responsible Parties: Albemarle County Schools Division
Issues to Be Addressed:		
Milestones: <ul style="list-style-type: none"> ▪ Identify need ▪ Design and construct new school 		
Comments/Notes: Enrollment projections indicate the need for one new elementary school in the Development Areas over the next ten years (2017). The school will be located in one of three areas depending on the location of the growth in student population and the capacities of the existing elementary schools. Monitor the School Long Range Planning process to determine whether the school will need to be located in the Places29 area within the next ten years.		
Included in Planning/Budget Document: The school construction project start date was moved back to FY 2017-2018 due to the new capacity formula and new enrollment projections.		

Project Reference No. 66	Project Title: Trail connections from adjacent and nearby neighborhoods to Greenway network	
Project Description:		
Timing: throughout the 20-year Plan implementation timeframe	Estimated Cost: Variable, to be determined	Responsible Parties: County, Homeowners Associations, Property Owners
Issues to Be Addressed: <ul style="list-style-type: none"> ■ Provide for these connections with private development/proffer, neighborhood association effort, or Parks & Recreation Dept. funding 		
Milestones:		
Comments/Notes: Strong efforts are being made by County Parks & Recreation Dept. staff to facilitate donations of easements/ROW/dedications of lands and volunteer efforts to construct these types of connections. The Greenway Program is funded at \$50,000 in the CIP. These funds are used as necessary to support development of the greenway system and strategic neighborhood connections.		
Included in Planning/Budget Document: CIP		