

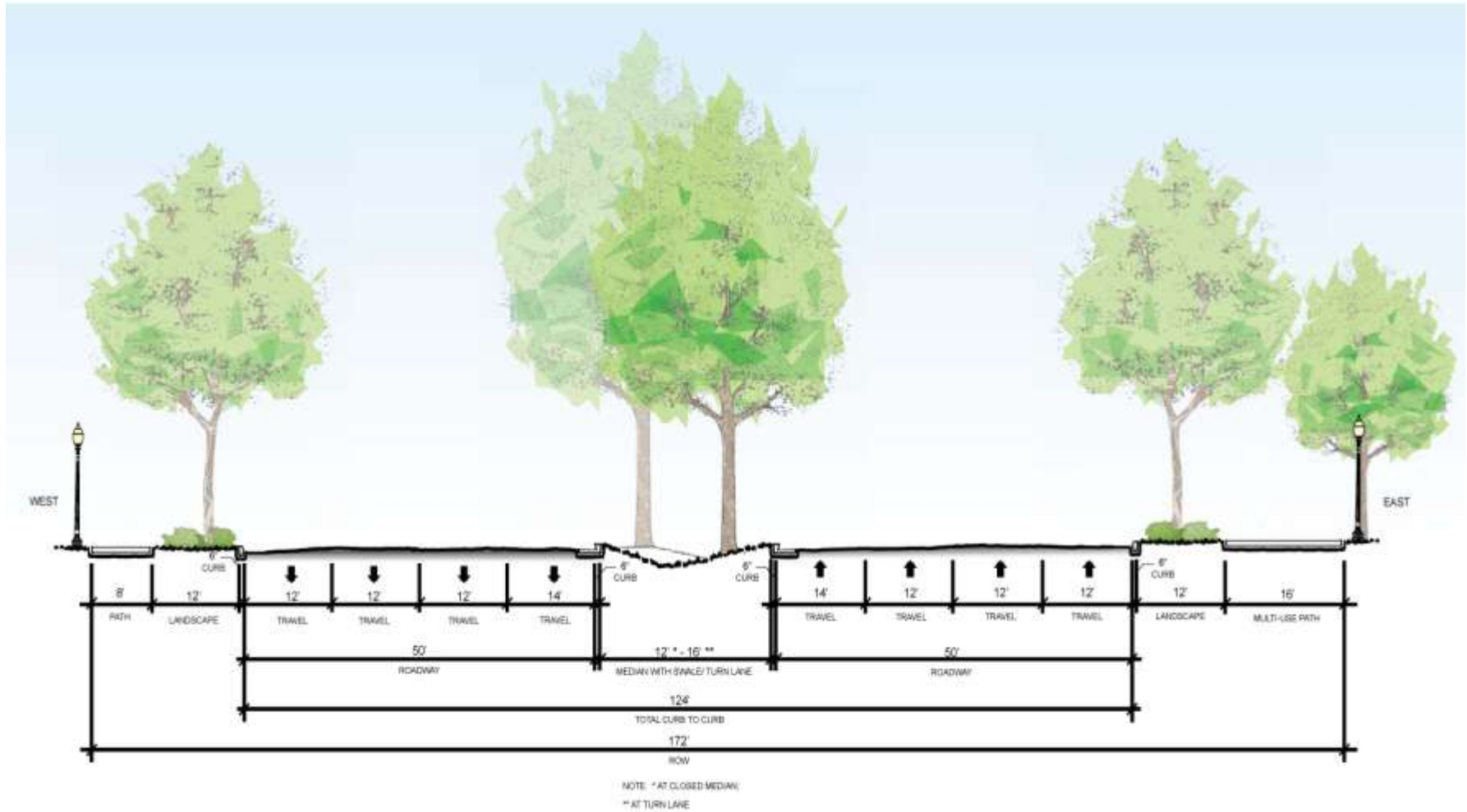
Appendix 3. Roadway Cross Sections

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 roadway and another for a two-lane roadway are also included in Chapter 4.

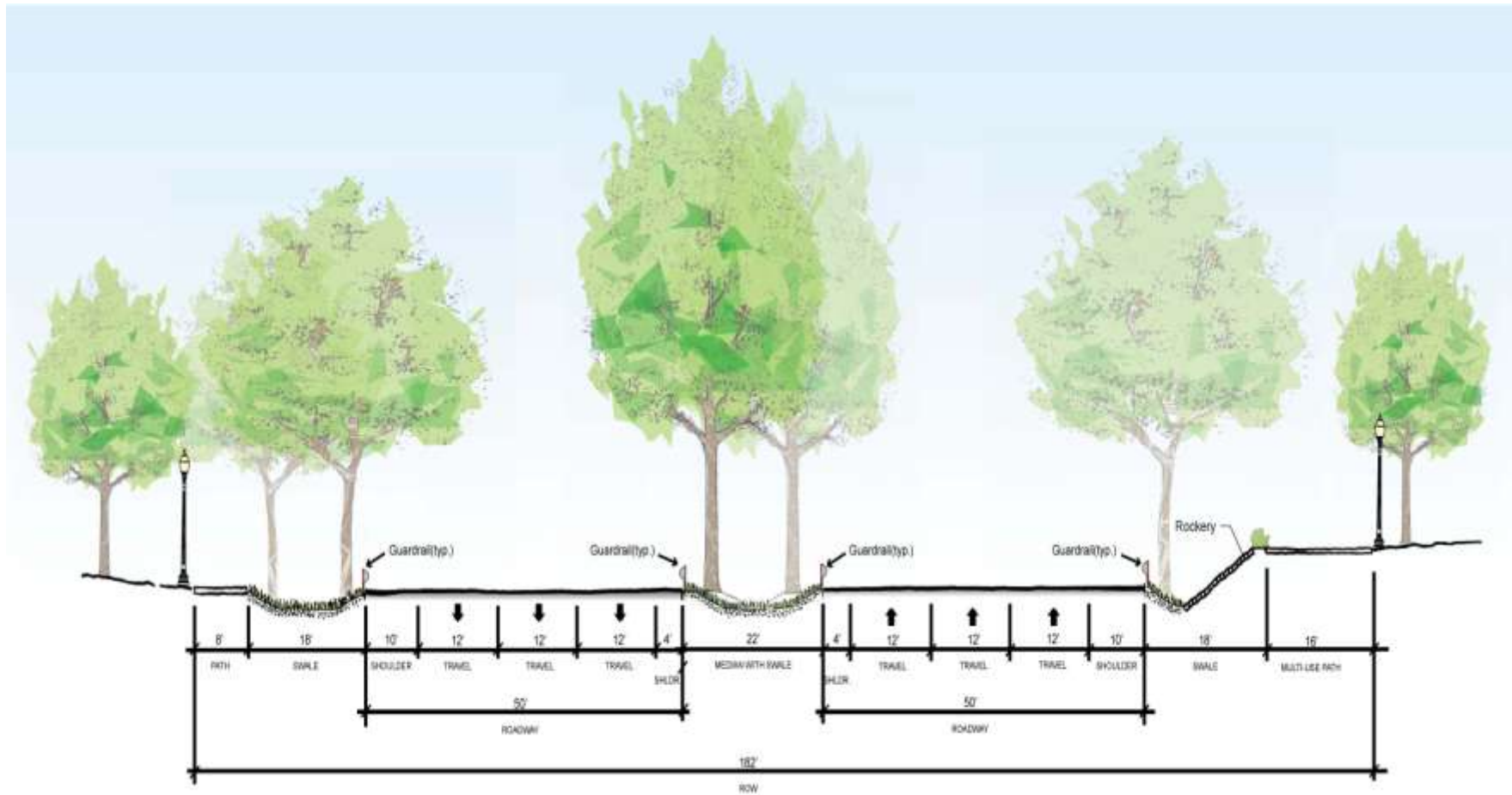
The caption for each of the cross sections includes either a letter in a box or a number in parentheses. These letters and numbers correspond to those on the map at the end of this appendix, which shows approximately where each of the cross sections is recommended to be applied.

US 29 Cross Sections



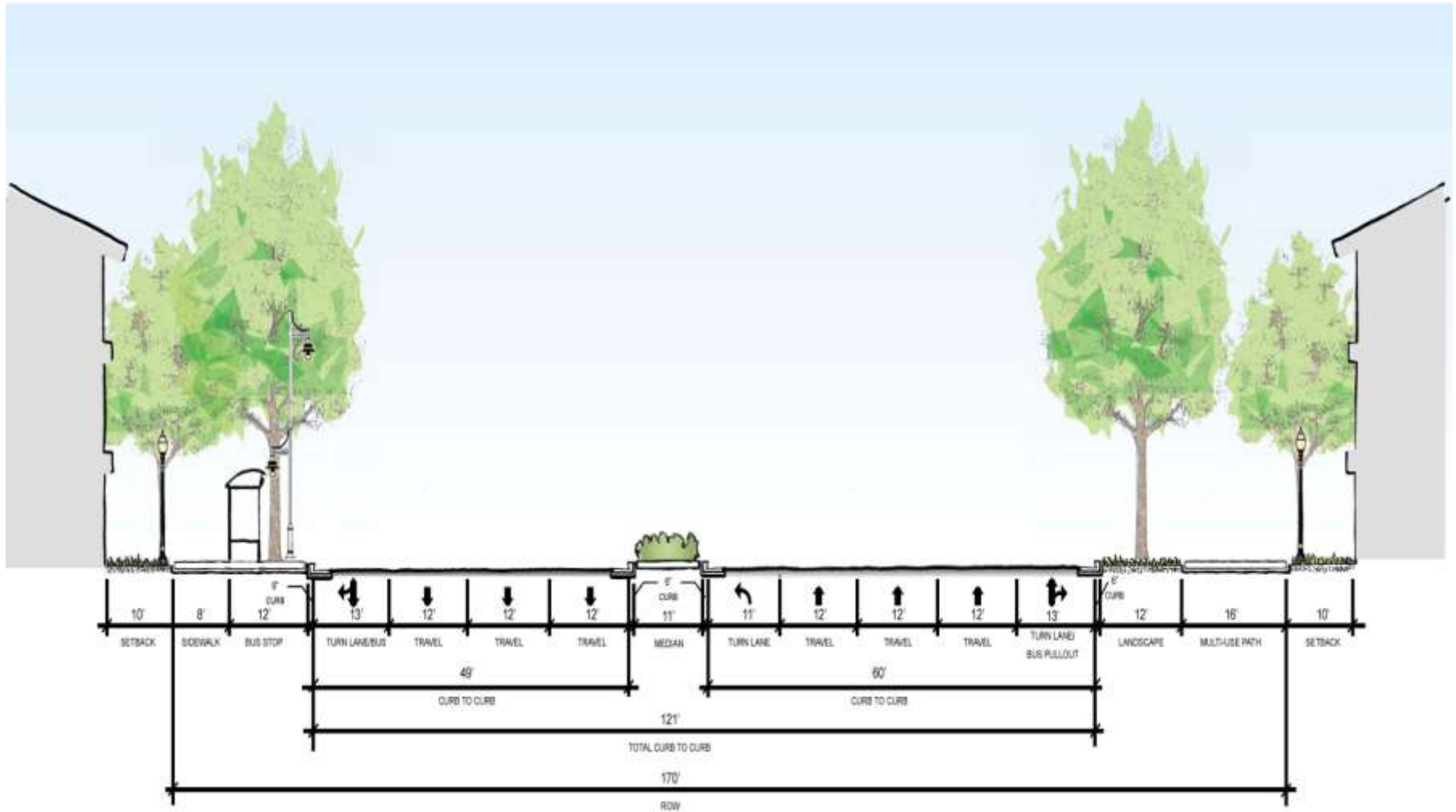
A

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.



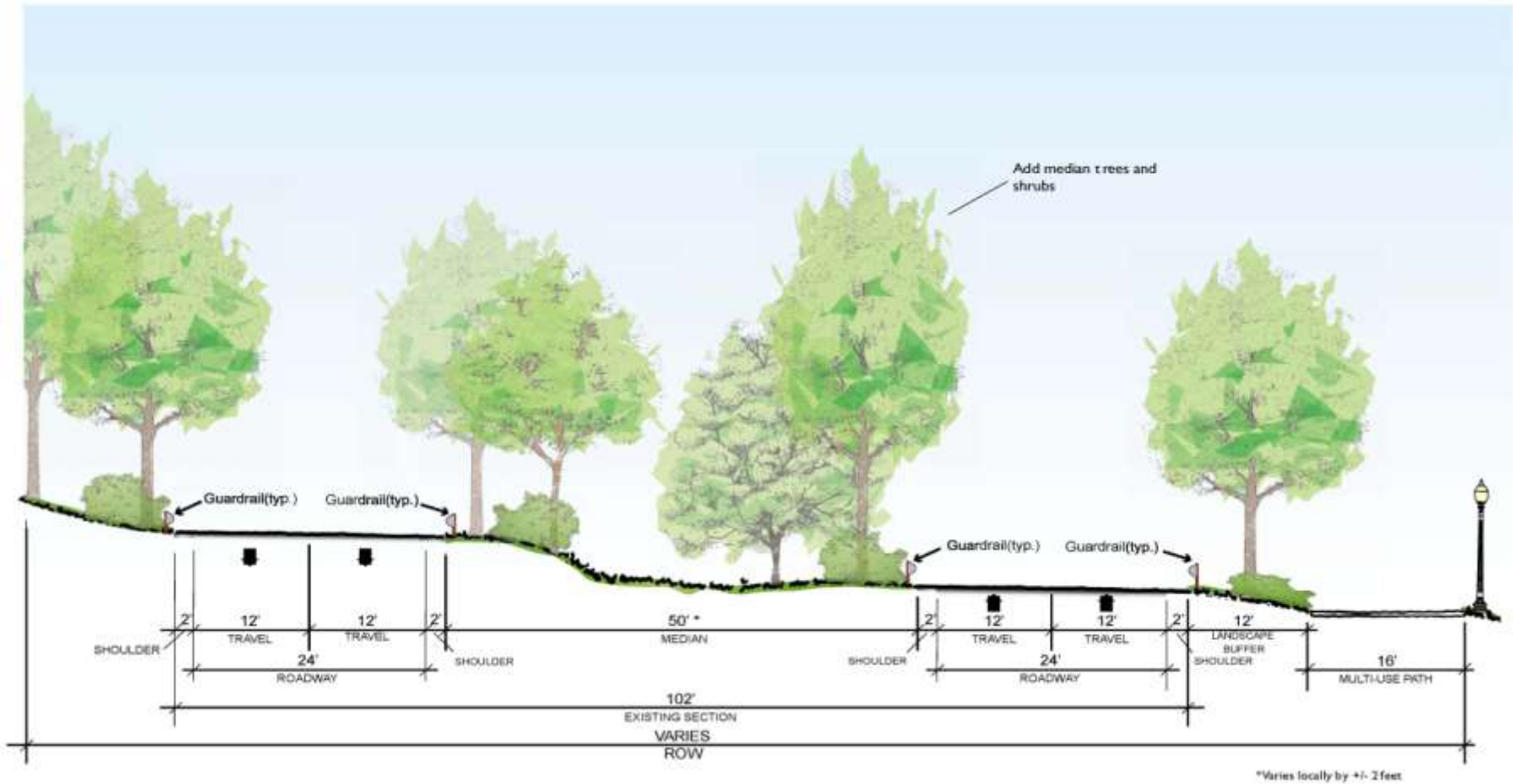
B

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.



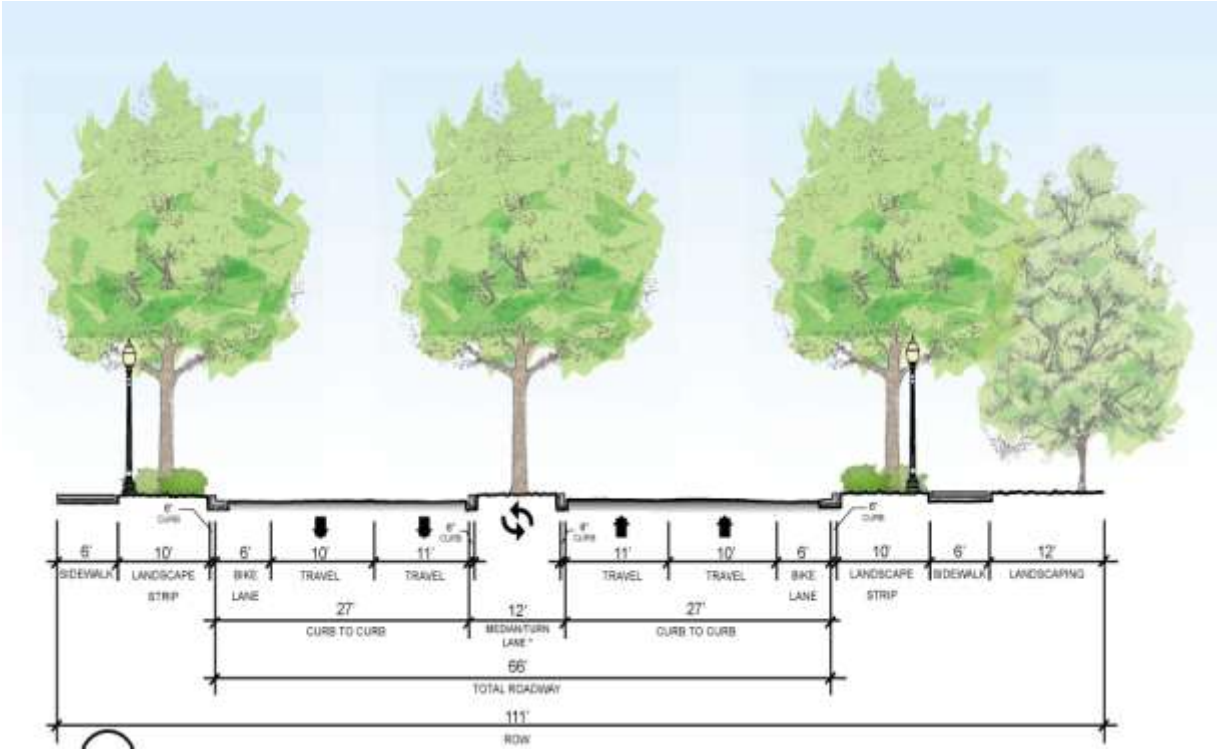
C

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.

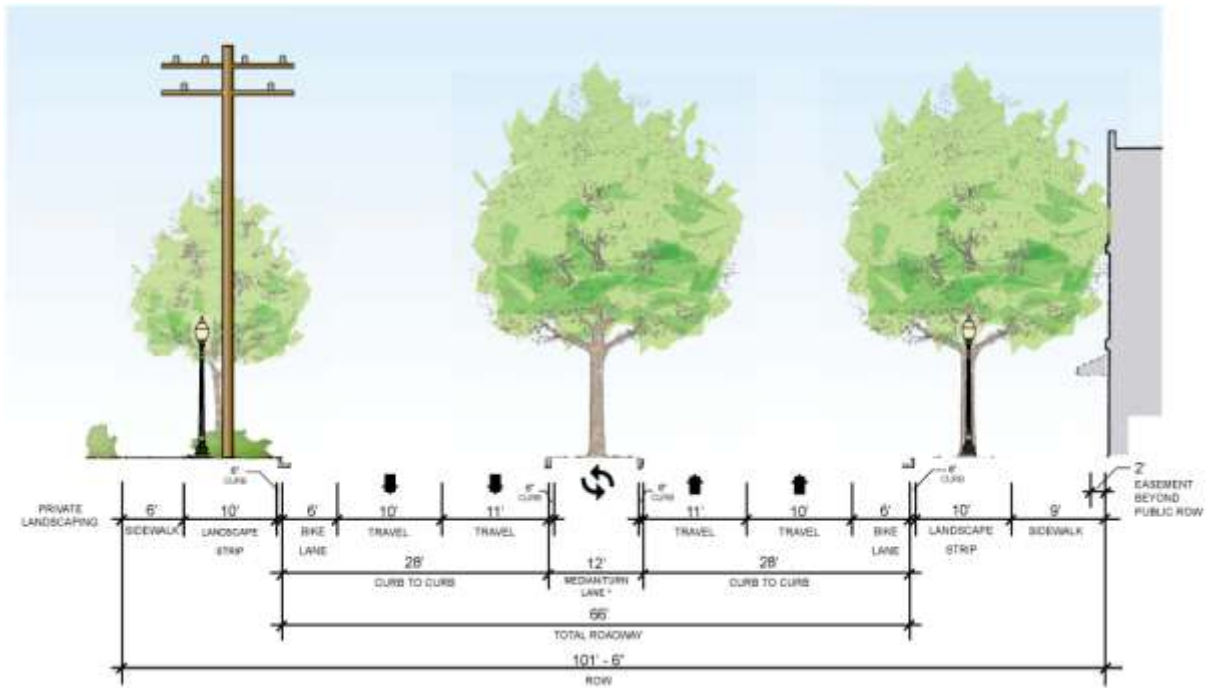


D US 29 Existing Conditions with Added Multi-use Path and Median Landscaping, north of the North Fork of the Rivanna River to the Greene County line. This section of US 29 passes primarily through the Rural Areas.

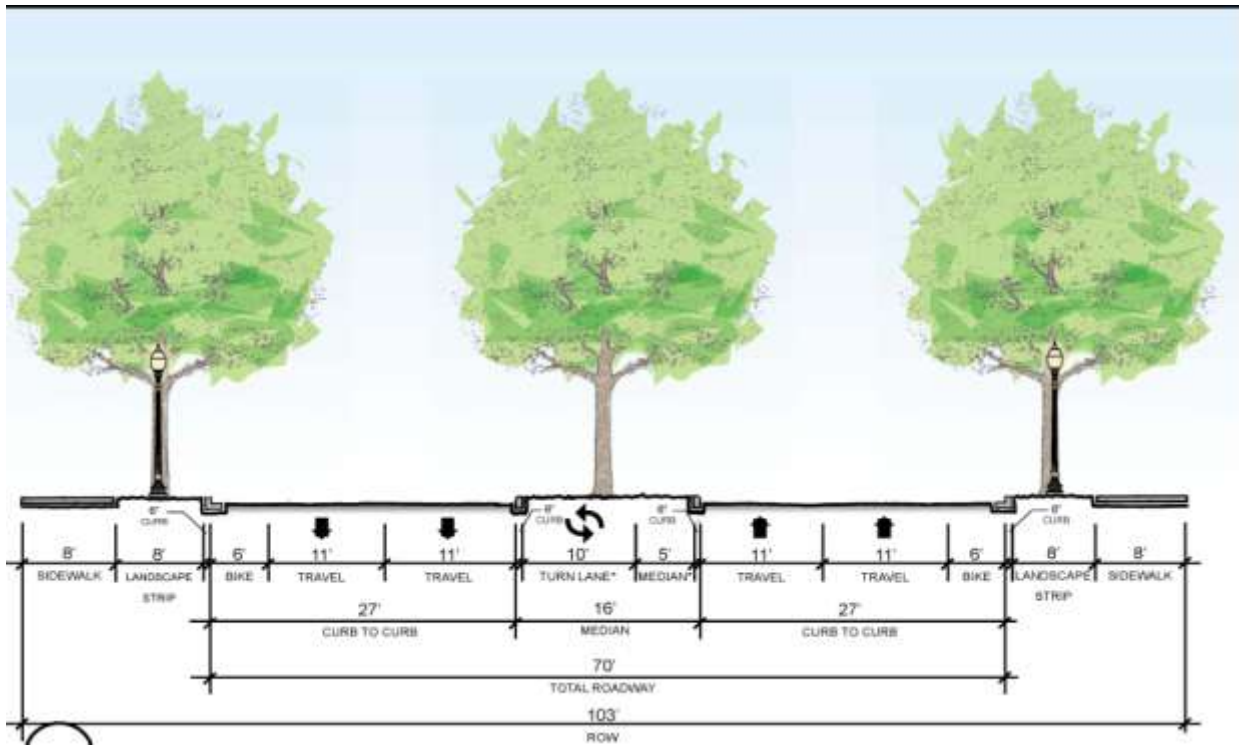
Four-Lane Roadway Cross Sections



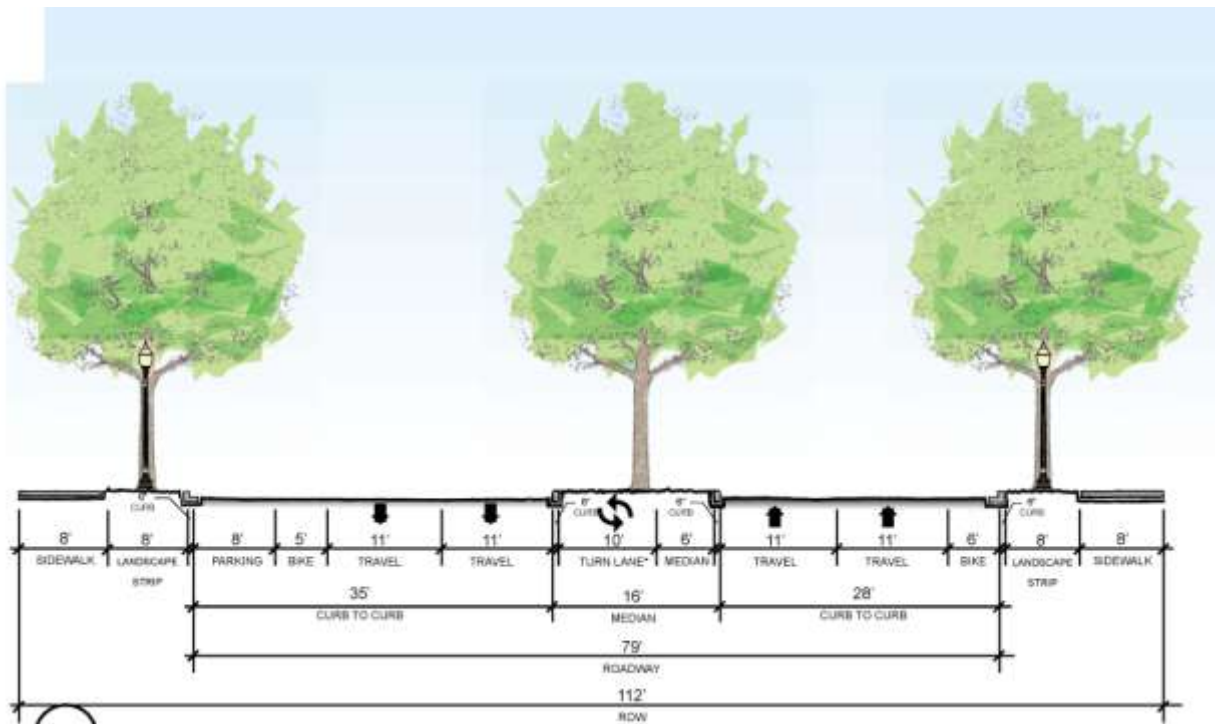
10. Rio Road East – East of Northfield Road.



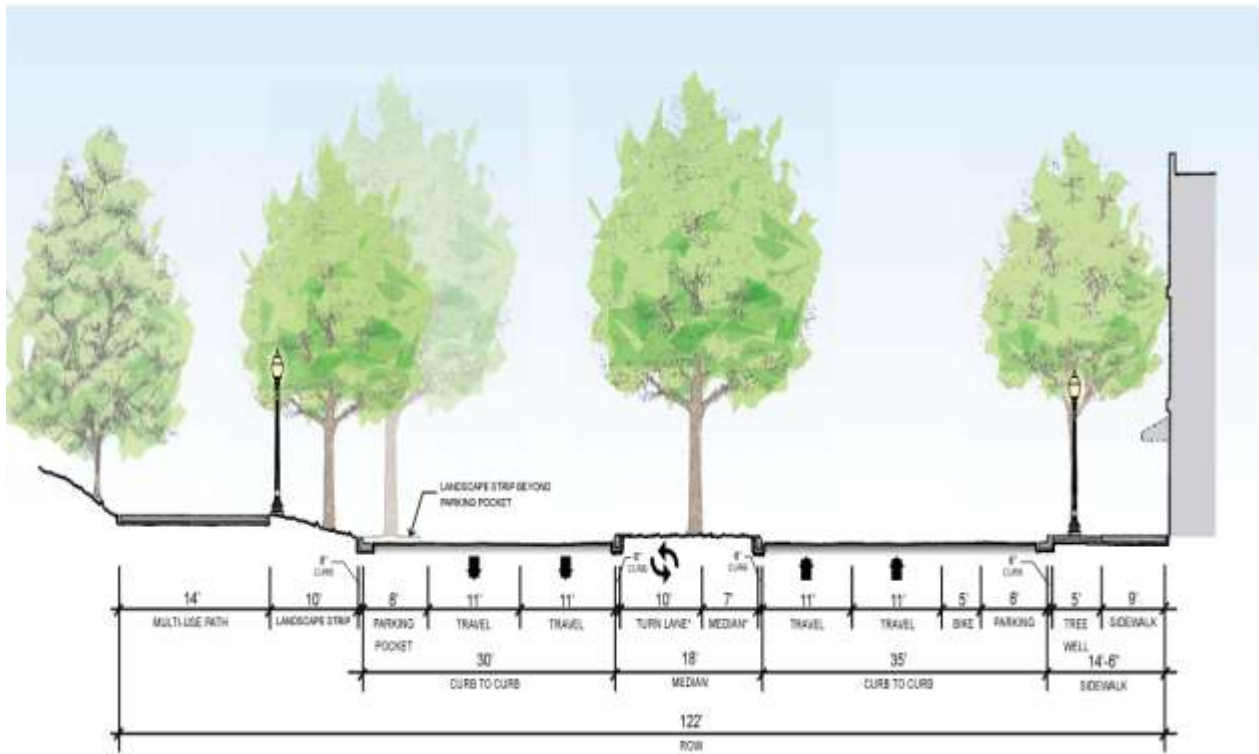
11. Hydraulic Road/Rio Road West from Berkmar to the Development Area boundary (adjacent to City).



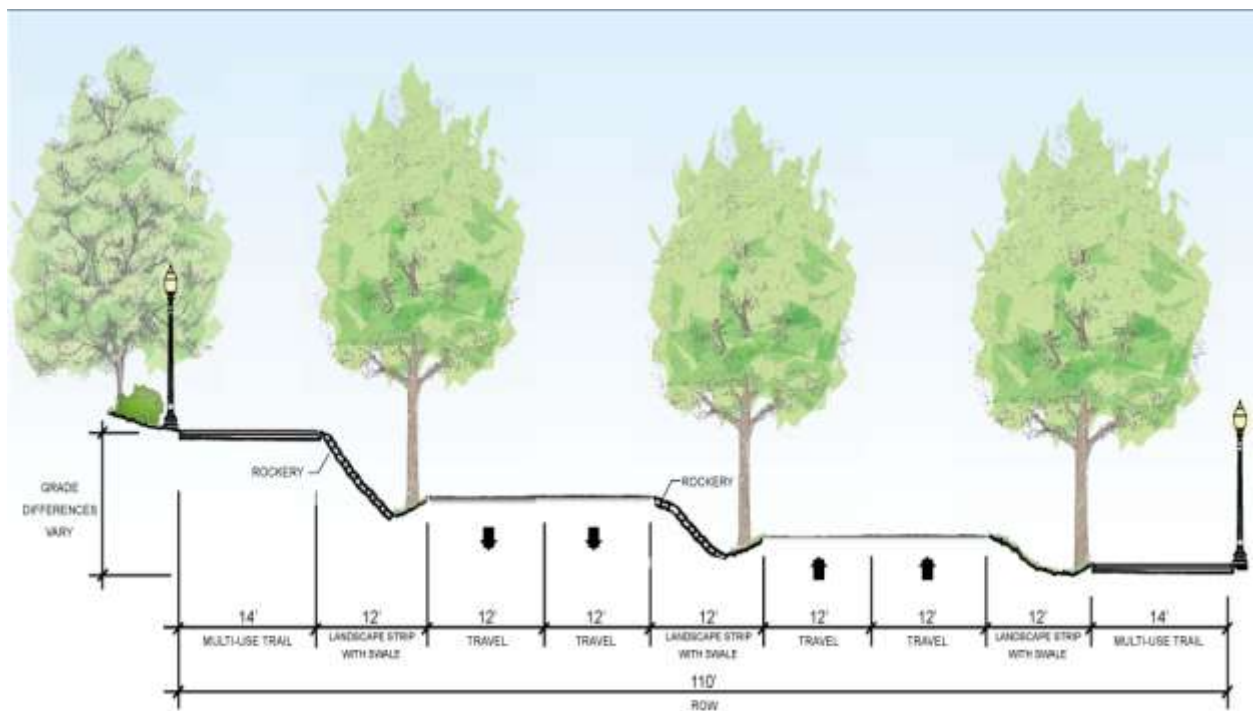
12. Berkmar Drive from Rio Road north to Cross Section 14 in locations without onstreet parking, and Lewis and Clark Drive.



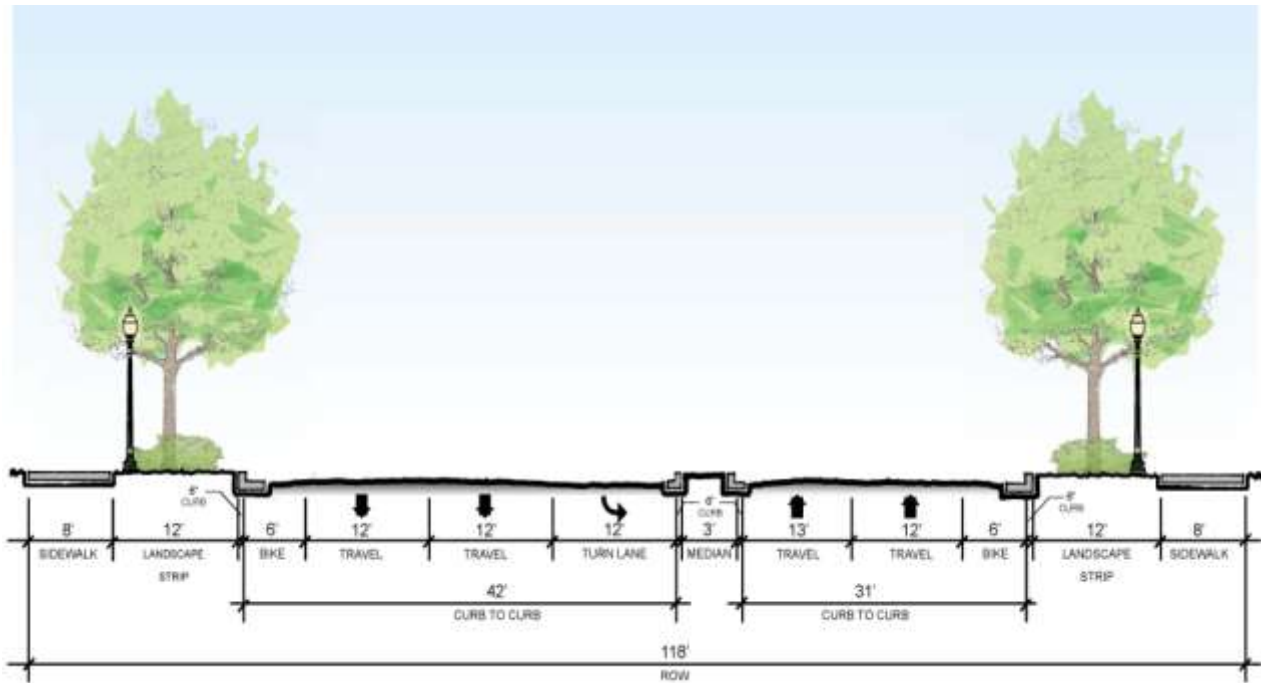
13. Berkmar Drive from Rio road north to Cross Section 14 in locations with onstreet parking.



14. Berkmar Drive from Hilton Heights Road to the bridge (along potential infill development north of Hilton Heights Road).

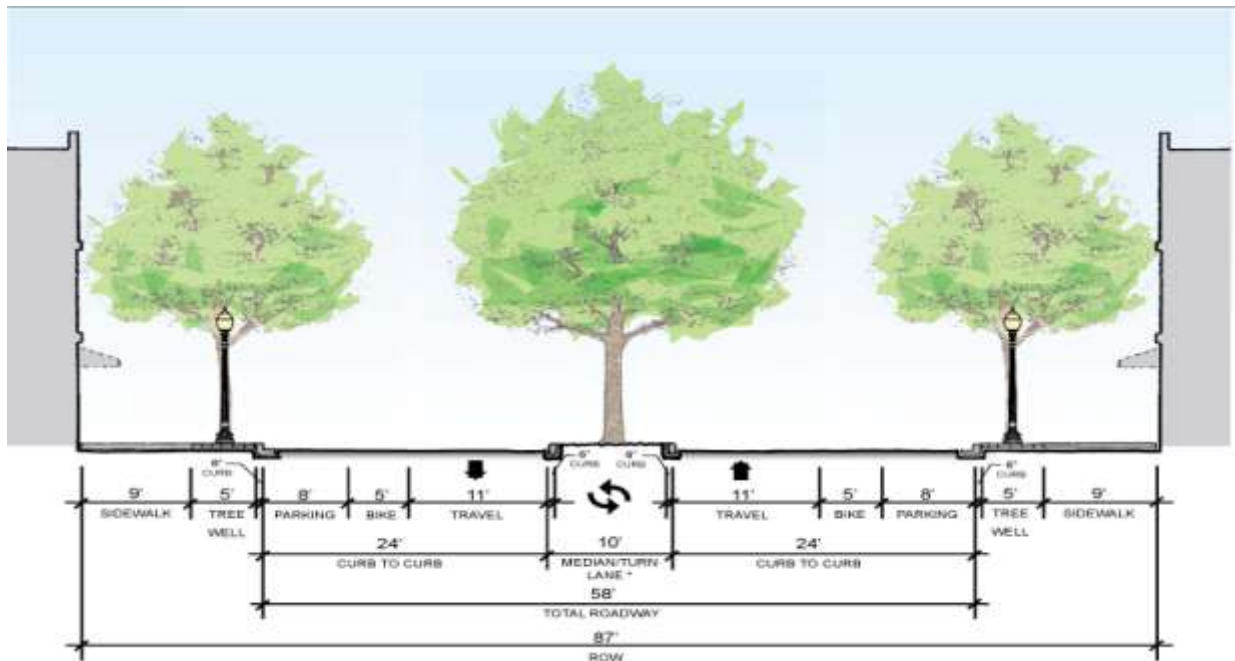


15. Berkmar Drive Extended from Rio Mills Road to Towncenter Drive.

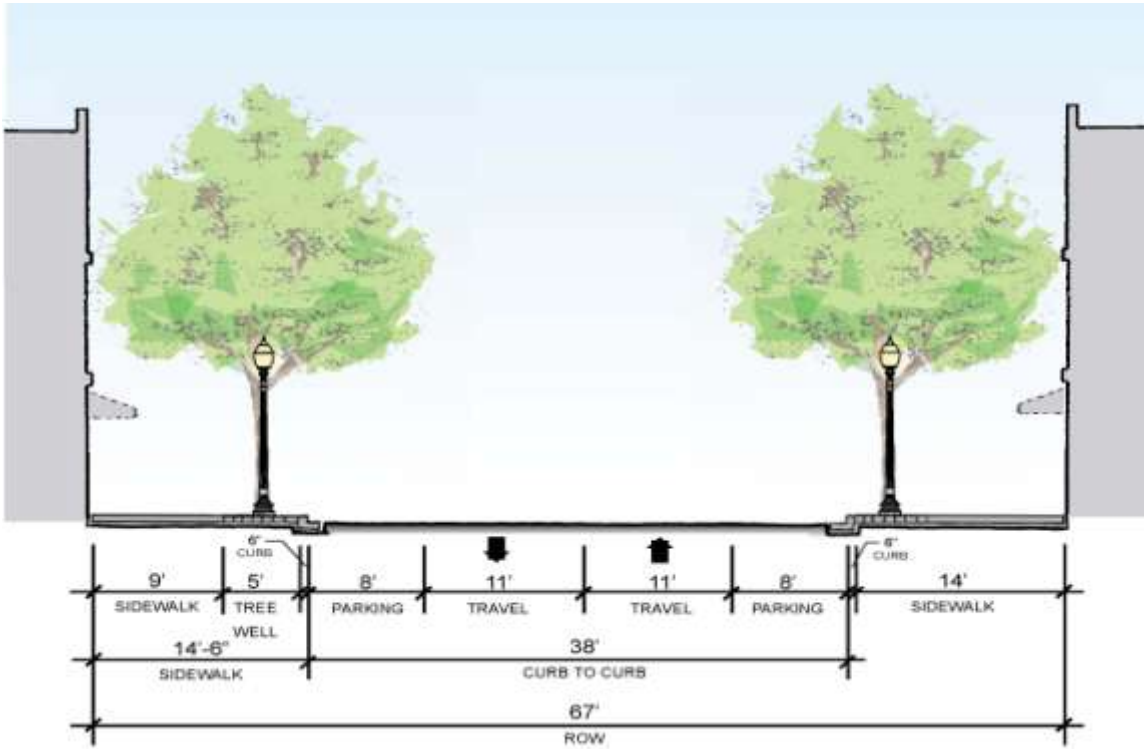


16. Airport Road from Dickerson Road to US 29.

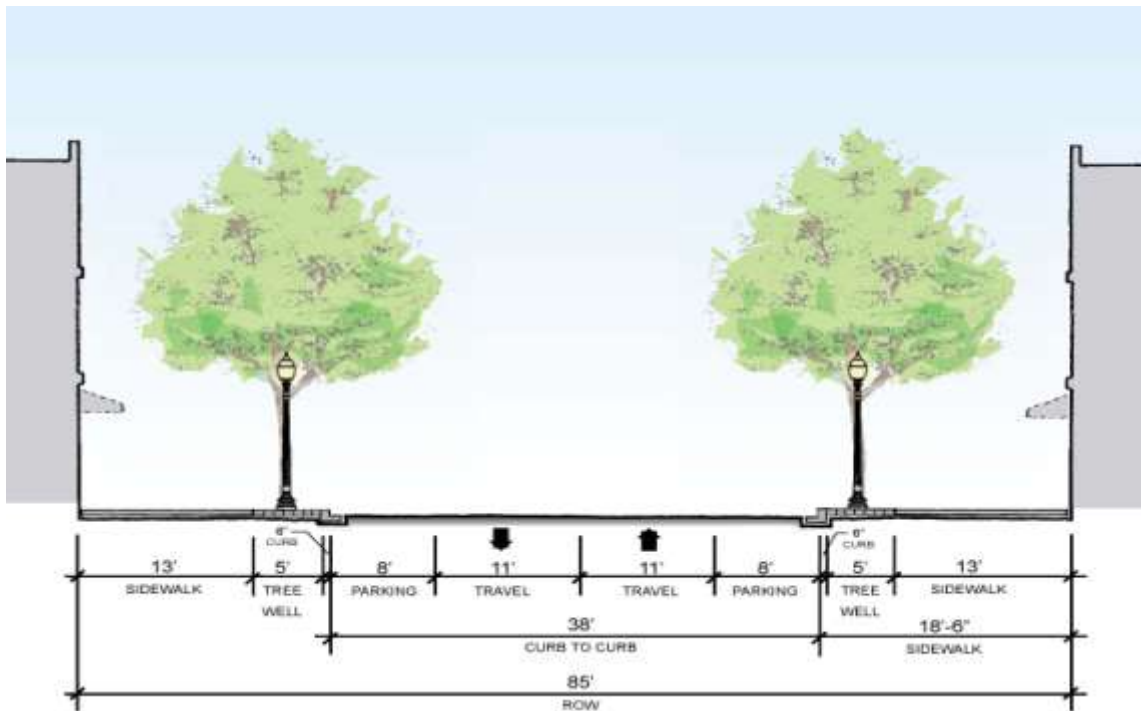
Two-Lane Roadway Cross Sections



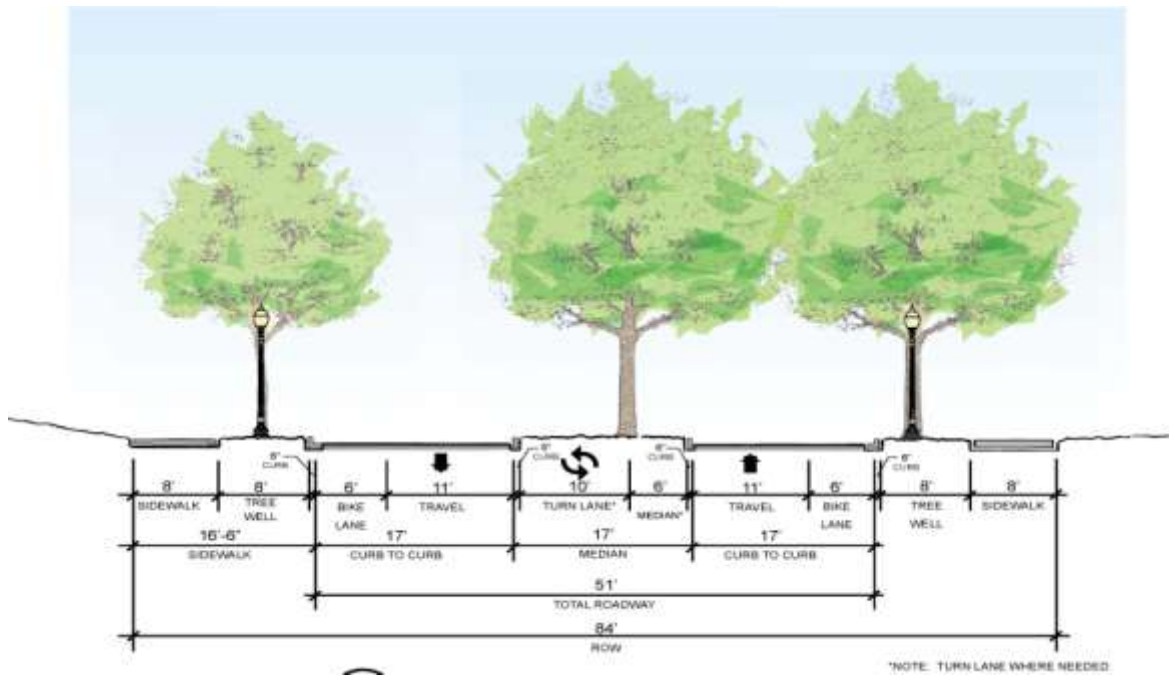
1. Hillsdale Drive from the 250 Bypass to Rio Road, Meeting Street from Towncenter Drive to Airport Road, Berkmar Drive from Rio Road to US 29, Towncenter Drive from US 29 to Meeting Street, and other locations.



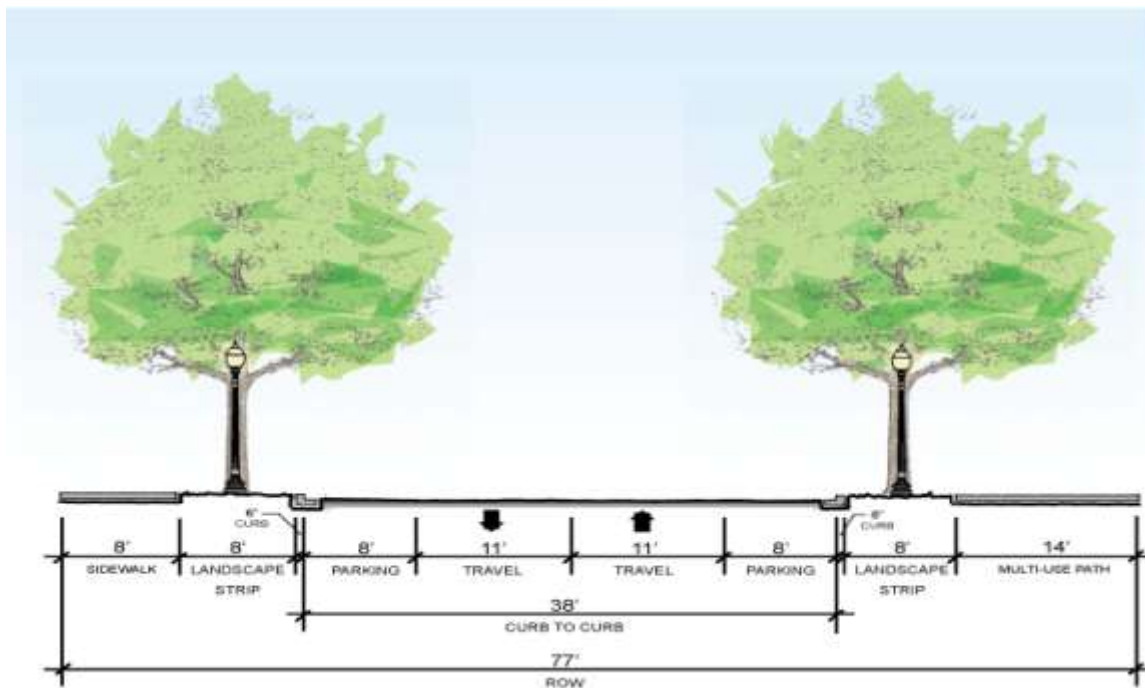
2. Towncenter Drive in mixed-use areas east of Dickerson Road and unnamed road around Fashion Square Mall.



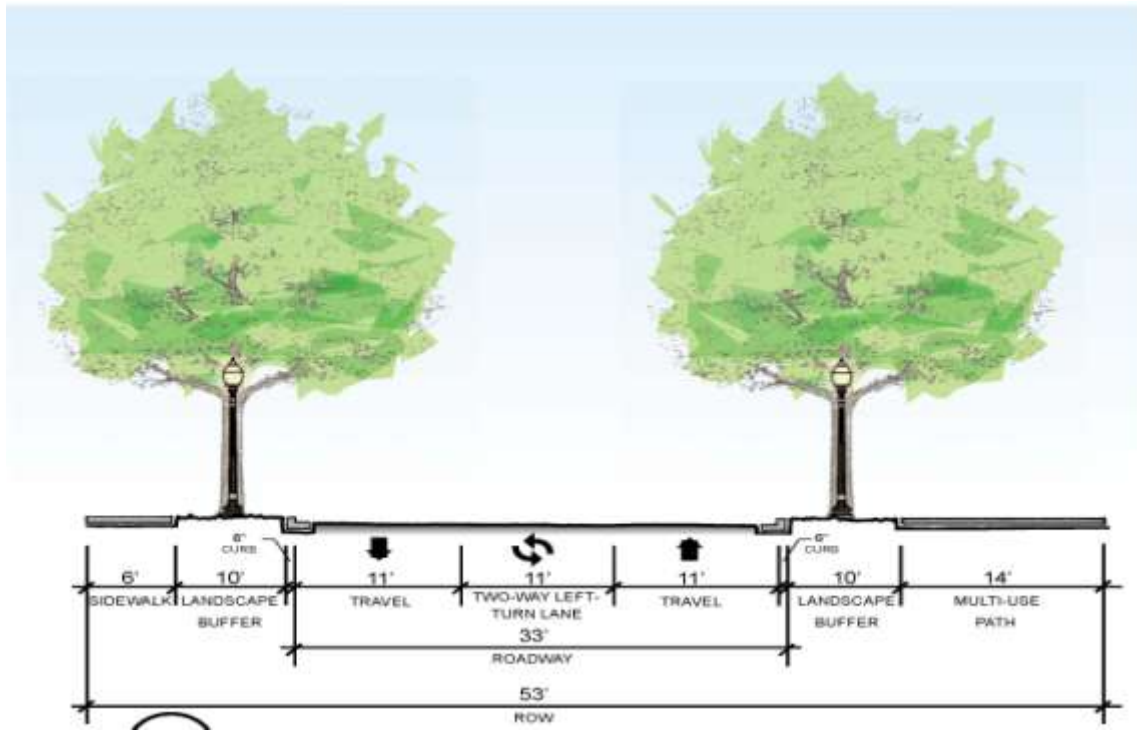
3. Main Street through the Uptown.



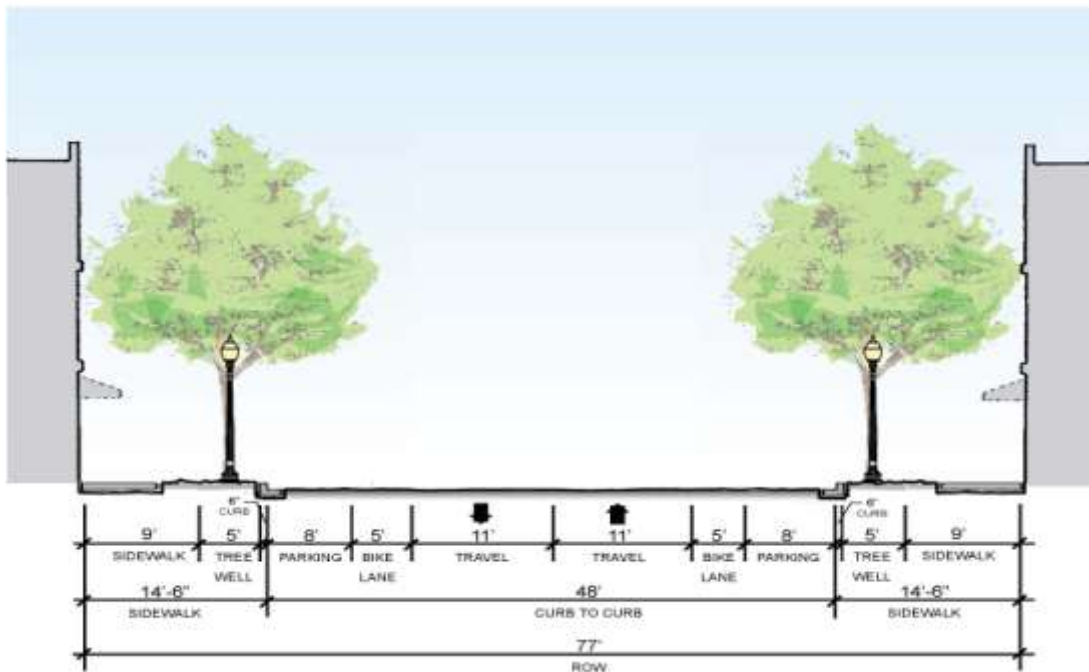
4. North Pointe Boulevard.



5. Northside Drive from US 29 to Lewis and Clark and from US 29 to North Pointe Blvd., Towncenter Drive from Meeting Street to Dickerson Road in areas without mixed use, and the unnamed road from Meeting Street to Dickerson Road.



6. Proffit Road from Worth Crossing to Development Area boundary.



7. Hillsdale Drive (portions), unnamed road from Polo Grounds Road to Ashwood Blvd., Piney Mountain Loop (except portion near US 29).