

Project Reference No. 36	Project Title: 29H250 Study Recommended Improvements A HIGH PRIORITY IMPLEMENTATION PROJECT																			
Project Description: Project includes the following improvements, most located in the City: <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; vertical-align: top;"> a. A HIGH PRIORITY IMPLEMENTATION PROJECT: Expand the southbound-to-westbound onramp at US 29/250 Bypass (near Best Buy) with an auxiliary lane to the Barracks Road offramp; and construct a fourth southbound lane on US 29 between Hydraulic Road and the US 250 interchange; two lanes would drop at the offramp to westbound US 250. </td> <td style="width: 30%; vertical-align: top; text-align: right;"> \$2,432,000(a & b) </td> </tr> <tr> <td style="vertical-align: top;"> b. A HIGH PRIORITY IMPLEMENTATION PROJECT: construct westbound merge lane on 250 Bypass at Barracks Road interchange </td> <td></td> </tr> <tr> <td style="vertical-align: top;"> c. Construct eastbound to northbound/southbound offramp at US 29/250 Bypass and construct new offramp at Holiday Drive </td> <td style="vertical-align: top; text-align: right;"> \$23,160,000 (c - f) </td> </tr> <tr> <td style="vertical-align: top;"> d. Close eastbound to northbound/ southbound offloop at US 29/250 Bypass and reconstruct northbound to eastbound onramp </td> <td></td> </tr> <tr> <td style="vertical-align: top;"> e. Reconstruct southbound to eastbound onloop at US 29/250 Bypass </td> <td></td> </tr> <tr> <td style="vertical-align: top;"> f. Expand US 29 from Morton Drive to Seminole Square </td> <td style="vertical-align: top; text-align: right;"> \$9,565,000 (g) </td> </tr> <tr> <td style="vertical-align: top;"> g. Reconstruct 250 Bypass/Hydraulic Road intersection </td> <td style="vertical-align: top; text-align: right;"> \$9,554,000 (h) </td> </tr> <tr> <td style="vertical-align: top;"> h. Reconstruct Hydraulic Road from US 29 to 250 Bypass </td> <td></td> </tr> <tr> <td style="vertical-align: top;"> i. Design and construct improvements to the US 29/Hydraulic intersection. Final design for the intersection improvement would be subject to City/County input and public hearing processes. The cost estimate given here is based on a single-point urban interchange (SPUI). The type of improvements will be subject to further evaluation based on updated traffic information during the five-year update of the Master Plan. </td> <td style="vertical-align: top; text-align: right;"> \$39,372,000 (i) </td> </tr> </table>			a. A HIGH PRIORITY IMPLEMENTATION PROJECT: Expand the southbound-to-westbound onramp at US 29/250 Bypass (near Best Buy) with an auxiliary lane to the Barracks Road offramp; and construct a fourth southbound lane on US 29 between Hydraulic Road and the US 250 interchange; two lanes would drop at the offramp to westbound US 250.	\$2,432,000(a & b)	b. A HIGH PRIORITY IMPLEMENTATION PROJECT: construct westbound merge lane on 250 Bypass at Barracks Road interchange		c. Construct eastbound to northbound/southbound offramp at US 29/250 Bypass and construct new offramp at Holiday Drive	\$23,160,000 (c - f)	d. Close eastbound to northbound/ southbound offloop at US 29/250 Bypass and reconstruct northbound to eastbound onramp		e. Reconstruct southbound to eastbound onloop at US 29/250 Bypass		f. Expand US 29 from Morton Drive to Seminole Square	\$9,565,000 (g)	g. Reconstruct 250 Bypass/Hydraulic Road intersection	\$9,554,000 (h)	h. Reconstruct Hydraulic Road from US 29 to 250 Bypass		i. Design and construct improvements to the US 29/Hydraulic intersection. Final design for the intersection improvement would be subject to City/County input and public hearing processes. The cost estimate given here is based on a single-point urban interchange (SPUI). The type of improvements will be subject to further evaluation based on updated traffic information during the five-year update of the Master Plan.	\$39,372,000 (i)
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Timing: Begin with a & b during the first five years; further improvements (c - h) are not anticipated to begin until the second five years of Plan implementation NOTE: Construction of the grade separation (i), if still deemed necessary based on updated traffic information during future updates of the Master Plan, is a long-term project not anticipated to be needed within the 20-year timeframe. Emphasis will be placed on completing projects a – h (or their equivalent)	Estimated Cost: \$84,083,000	Responsible Parties: City of Charlottesville, 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. ■ Improves the flow of traffic from US 29 to the US29/250 Bypass ■ Most of these projects are in the City, but they are included in the Master Plan because they are essential to the overall transportation plan for the US 29 North Corridor ■ A grade-separated intersection at Hydraulic and US 29 would protect pedestrians and bicyclists from 																				

exposure to heavy traffic on US 29 and provide a safe connection between areas east and west of US 29. (Pedestrian and bicycle facilities are included in the project.)

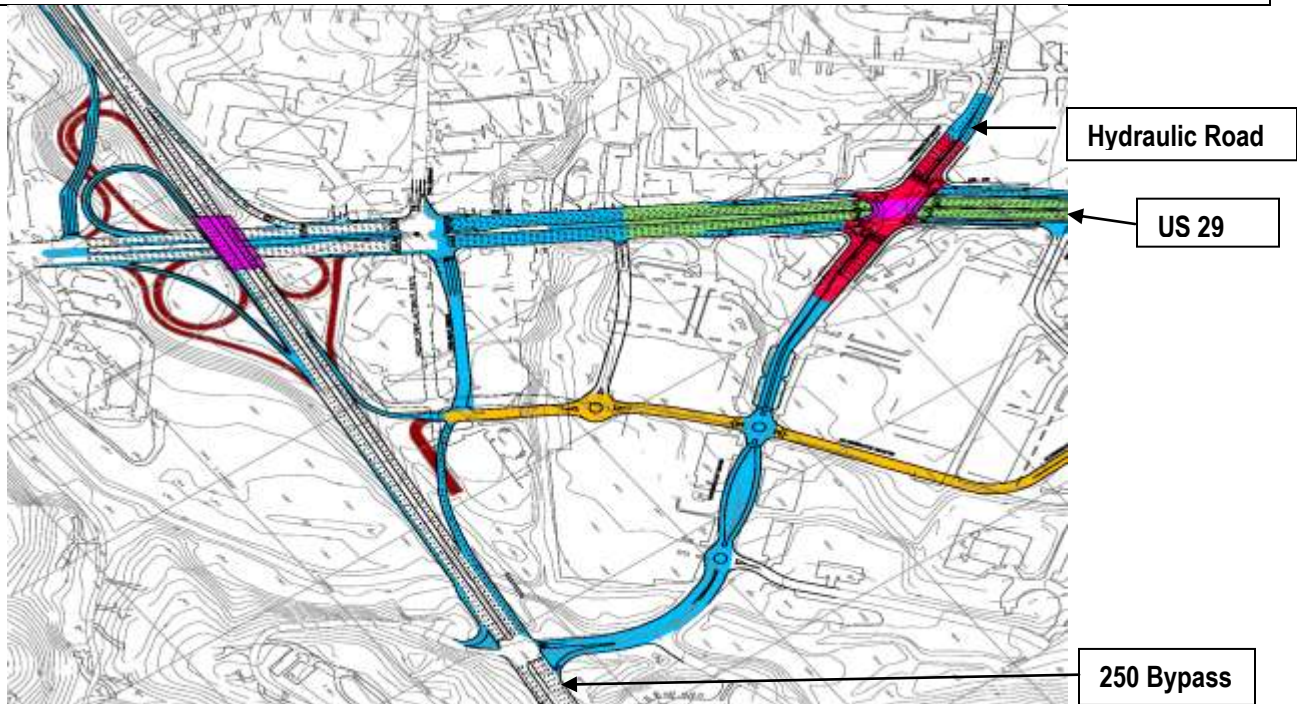
- Based on preliminary designs prepared during the 29H250 study, a single-point urban interchange (SPUI) works most efficiently with the existing topography in the area and would potentially cause less long-term disruption to adjacent businesses. However, the design actually used for the grade separation will be determined during the final design of the improvement
- A partial design has been prepared as part of the 29H250 Study
- 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), if necessary, 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

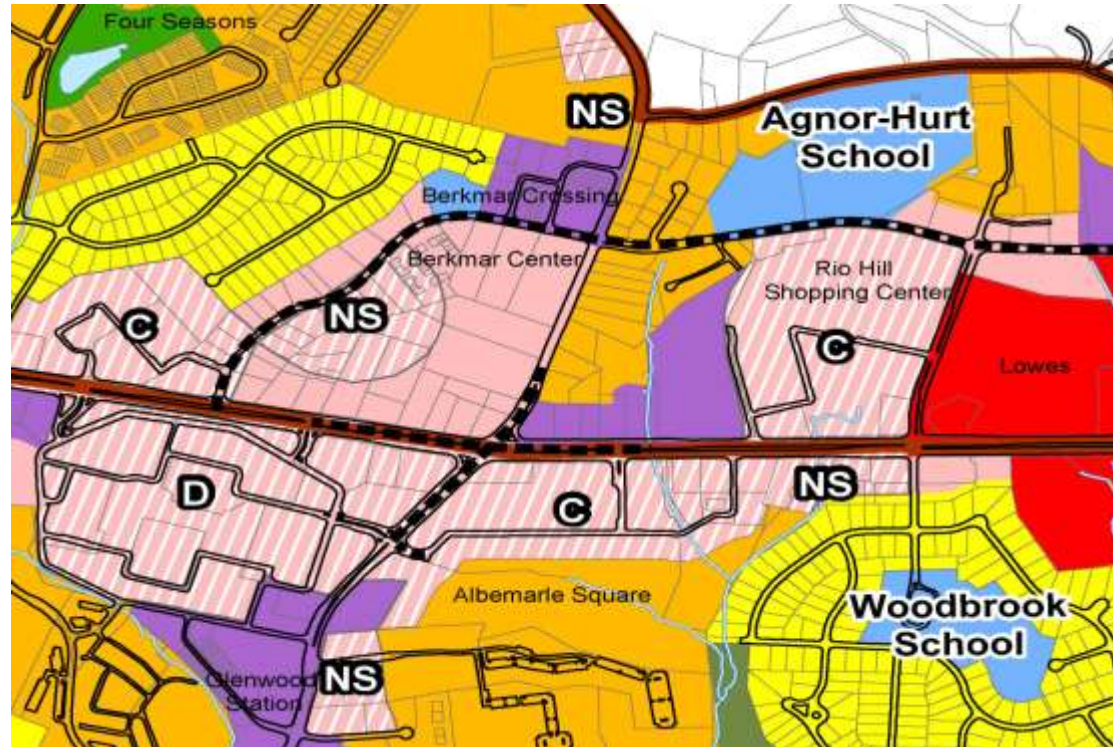


36. This schematic diagram from the US 29 North Corridor Transportation Study shows the various road improvements recommended by the 29H250 study and incorporated in the Places29 Master Plan. The actual design of the improvements will be chosen during the design process. North is to the right, US 29 runs horizontally through the center of the diagram, and the 250 Bypass slants to the left.

Project Reference No.	Project Title:
37	Intersection Improvements at Rio Road & US 29

Project Description:

This project is the second phase of intersection improvements at this intersection; during this phase the design and construction of the improvements recommended in the Small Area Plan (see Project 18 for the description) will begin.



37. This portion of the Future Land Use Map shows the intersection of Rio Road and US 29. US 29 runs from left to right in the center of the map (north is to the right).

Timing:	Estimated Cost:	Responsible Parties:	
		Primary	Secondary
Construction not expected until the second ten years of Plan implementation or later	(Costs will be determined during project design and engineering)	VDOT	

Issues to Be Addressed:

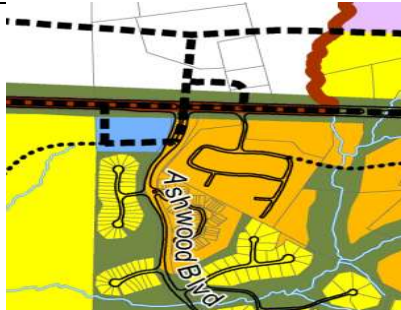
- Coordinate preparation of Small Area Plan with VDOT’s design & engineering study for intersection improvements at Rio & US 29; develop a Memorandum of Agreement between

<p>VDOT and County to conduct joint public planning process. Design of the intersection improvements will be determined during the Small Area Plan process.</p> <ul style="list-style-type: none">▪ The potential impact of the construction of the Meadow Creek Parkway.▪ The design/alignment of the needed connecting and parallel roads will be determined during preparation of the Small Area Plan and will have an impact on and provide access to adjacent property.▪ The design and alignment of all intersection improvements.
<p>Milestones:</p> <ul style="list-style-type: none">▪ Begin preparation of the Small Area Plan as soon as funding is identified.▪ Implement the Small Area Plan once it is complete and adopted as part of the Comprehensive Plan.
<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.</p>
<p>Included in Planning/Budget Document: UnJAM 2035 Constrained Long Range Plan, I-8.</p>

Project Reference No. 38	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.		

Project Reference No. 39	Project Title: Intersection improvements at Woodbrook Drive and US 29	
<p>Project Description:</p> <p>Several improvements are necessary at this intersection to address the Level of Service (LOS) and to manage traffic. The improvements would ultimately result in a partial access intersection configuration and would allow the intersection to remain open; the congestion that would result from a full access intersection would create a bottleneck. The improvements, which would be done at different times during the 20-year plan implementation timeframe, are:</p> <p>a. Extend northbound left turn and right turn storage lanes (first ten years).</p> <p>The following potential improvements will be reevaluated based on updated traffic information with the five year update of the Master Plan; they would be constructed as part of a system of parallel and connecting roads in the area:</p> <p>b. Remove the southbound left turn lane (second ten years).</p> <p>c. Channelize the westbound approach to right-out only (second ten years).</p> <p>d. Channelize the eastbound approach to right-out/left-out only (second ten years).</p>		
Timing: Begin during the second ten years	Estimated Cost: \$1,089,000	Responsible Parties: VDOT
<p>Issues to Be Addressed:</p> <ul style="list-style-type: none"> ▪ Address intersection LOS and traffic management. 		
<p>Milestones:</p> <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. 		
<p>Comments/Notes:</p>		
<p>Included in Planning/Budget Document: No.</p>		

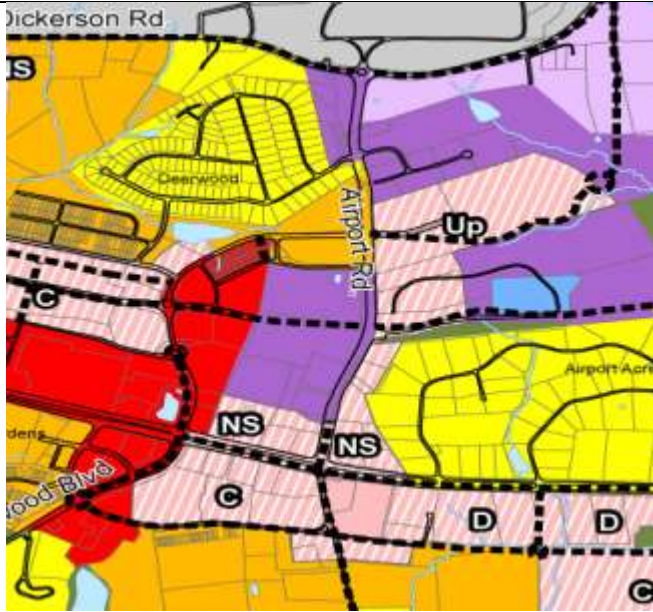
Project Reference No. 40	Project Title: Construct Intersection Improvements at Ashwood Blvd. and US 29	
Project Description: Current transportation modeling has identified the long-term need for grade separation at the intersection of Ashwood Blvd. and US 29. Needed improvements at this intersection, as with all major transportation improvements, will be reevaluated during five-year Master Plan updates based on updated traffic information. Ashwood Blvd. is the sole intersection in this section of the US 29 corridor; eliminating the at-grade median break and signal would improve operations and safety on US 29. If grade separation is necessary, it would provide an unencumbered crossing for bicycles and pedestrians, as well as access across US 29 for vehicular traffic. Connecting roadways would provide opportunities to consolidate access driveways along US 29. This grade separation, along with the extension of Ashwood Blvd. to Berkmar Drive Extended, would provide a major connection for residents on the east side of US 29 to reach Berkmar Drive Extended. See also Project 7 for information about the coordination of these intersection improvements with the recommended widening of US 29 north of Polo Grounds Road.		
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. ▪ VDOT may decide to design a potential grade separation at the same time the US 29 widening from Polo Grounds Road to Towncenter Drive is designed. ▪ The most appropriate location for the connecting roads would be determined during design, based on development status of relevant parcels. 		
Milestones: <ul style="list-style-type: none"> ▪ Construction of Ashwood grade separation may 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.		



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

<p>Project Reference No.</p> <p style="text-align: center;">41</p>	<p>Project Title:</p> <p style="text-align: center;">Intersection Improvements at Airport Road/Proffit Road/US 29 and Timberwood Blvd./US 29</p> <p style="text-align: center;">Preparation of a Small Area Plan for the Airport Road Corridor</p>
<p>Project Description:</p> <p>Current transportation modeling has identified the need for intersection improvements at Airport Road/Proffit Road/US 29 and Timberwood Blvd./US 29 in order to prolong the useful life of the current at-grade intersections and the long-term need for grade separations at both of these intersections to address future traffic conditions due to the significant amount of traffic moving through the intersections. Further, because of the proximity of these two intersections, planning and design of both sets of intersection improvements must be done at the same time.</p> <p>This project is the preparation of a Small Area Plan for the Airport Road Corridor, which includes both of these intersections, the full length of Airport Road to the Airport, and the surrounding area. Concepts/designs for the intersection improvements will be established through the Small Area Plan process in which adjacent and nearby property owners and key stakeholders are expected to participate. The following principles will guide the evaluation process for the ultimate improvements to these two intersections:</p> <ul style="list-style-type: none"> • The type of intersection improvements recommended should be based on updated current and projected traffic information. • Coordinate land uses with transportation improvements during development of the Small Area Plan. • Improvements should provide adequate levels of service on the roads and access to adjacent properties. • Improvements to the road network should be phased in a manner that prolongs the life of the existing at-grade intersections. • All options fir variety of concepts/forms of intersection improvements/grade separations shall will be considered <u>during preparation of the Small Area Plan</u>based on updated traffic information. • Pursue design concepts that provide, to the extent feasible and practical, at-grade relationships of roads to businesses to facilitate visibility and access. • Design of connector roads and related improvements will respect the need for clear and direct access to the Charlottesville-Albemarle Airport and the University of Virginia Research Park. • In developing design concepts, minimize the need for additional right-of-way acquisition. • Short-term issues related to the construction of intersection improvements should be addressed through strategic construction phasing, development of the parallel local road network to provide alternate access prior to construction of intersection improvements, and other strategies. • Preparation of a Business Impact Plan should be considered during the Small Area Plan process. • Pedestrian, bicycle, and transit users shall be accommodated in all road improvements to the greatest extent possible. <p>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 long-term solution to travel and access needs in this area.</p>	

<p>Timing: Plan will be prepared beginning during the second ten years. Construction of improvements will continue after the Plan is complete and as funding is available</p>	<p>Estimated Cost: \$100,000 (study, minimum)</p>	<p>Responsible Parties: County, VDOT, property owners/developers, business owners</p>
<p>Issues to Be Addressed:</p>		
<p>Milestones:</p> <ul style="list-style-type: none"> ▪ All major transportation improvement recommendations will be reevaluated during five-year Plan updates based on updated traffic information. ▪ Design, layout of transportation/road improvements, and the timing of construction will be determined during preparation of Small Area Plan for the Airport Road Corridor ▪ Construction will begin after funding is identified. ▪ Construction of the improvements recommended in the Small Area Plan will begin once the Plan has been completed and adopted as part of the Comprehensive Plan. Some of the recommended improvements may not be necessary during the 20-year life of this Master Plan. 		
<p>Comments/Notes:</p>		
<p>Included in Planning/Budget Document: No.</p>		



41. This illustration from the Future Land Use Map shows the approximate area to be included in the Airport Road Corridor Small Area Plan. US 29 runs from right to left near the bottom. North is to the right.

Project Reference No. <p style="text-align: center;">42</p>	Project Title: <p style="text-align: center;">Major Improvements to the intersection at Hilton Heights Road and US 29</p>	
Project Description: <p>Current transportation modeling has identified the need for intersection improvements at the intersection of Hilton Heights Road and US 29 in order to prolong the useful life of the current at-grade intersection and the potential long-term need for grade separation to address future traffic conditions due to the significant amount of traffic moving through the intersection. Needed improvements at this intersection, as with all major transportation improvements, will be reevaluated during five-year Master Plan updates based on updated traffic information.</p>		
Timing: Second ten years or later	Estimated Cost: <p style="text-align: center;">\$17,949,000 ROW (est.): \$10,760,000</p>	Responsible Parties: <p style="text-align: center;">VDOT</p>
Issues to Be Addressed: <ul style="list-style-type: none"> ▪ All major transportation improvements, including potential grade separations, will be reevaluated during five-year Plan updates. ▪ 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 the need for and extend of improvements in this location, including potential grade separation, during each five-year Master Plan review and update. ▪ Identify funding and schedule construction. 		
Comments/Notes:		
Included in Planning/Budget Document: No.		

Project Reference No. 43	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 of the road. Future volumes are expected to require widening of this section of US 29. North Pointe proffers include 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.		



43. 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. 44	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.		

Project Reference No. 45	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.		

Project Reference No. 46	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		

Project Reference No. 47	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		

Project Reference No. 48	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: A photosimulation of this crossing is shown on page 4-16 of the Master Plan.		
Included in Planning/Budget Document:		

Project Reference No. 49	Project Title: Construct connector road between US 29 and Berkmar Drive Extended	
Project Description: Both the original US 29 North Corridor Transportation Study and more recent transportation modeling done by the TJPDC show that a third connector road between US 29 and Berkmar Drive located midway between the existing connections at Woodbrook Drive and Hilton Heights Road will be necessary to permit traffic to flow smoothly to/from US 29 and Berkmar Drive. Such a connector road also creates large “blocks” bounded by US 29 on one side and Berkmar Drive 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. This road will be a two-lane cross section (with center turn lanes if necessary, depending on the extent of development adjacent to the road). It provides another means for traffic to access Berkmar Drive without traveling on US 29. Construction of this road is development-dependent.		
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. ▪ One alignment that has been proposed for this road would connect the Schewel Furniture Drive to Berkmar Drive Extended. The western end of the proposed road would travel along property lines to minimize right-of-way needed from any one property owner and to allow several adjacent properties to have access to/from the proposed new connector road. This alignment would be approximately halfway between existing connections at Woodbrook Drive and Hilton Heights Road. However, other alignments that meet the need for a connector between Woodbrook and Hilton Heights Road would be considered based on benefits to traffic and availability. 		
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.		

Project Reference No. 50	Project Title: Extend Ashwood Blvd. to Berkmar Drive Extended	
Project Description: This extension provides a connection that would 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"> ▪ Ashwood Blvd. would be extended from the western end of the potential grade separation to Berkmar Drive Extended; if no grade separation is constructed, then the extension would be at-grade. ▪ 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"> ▪ May 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.		



50. 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. 51	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 would support the grade separations, if needed, and connector road 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 the potential grade separations, if necessary, 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.		

Project Reference No. 52	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 would 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
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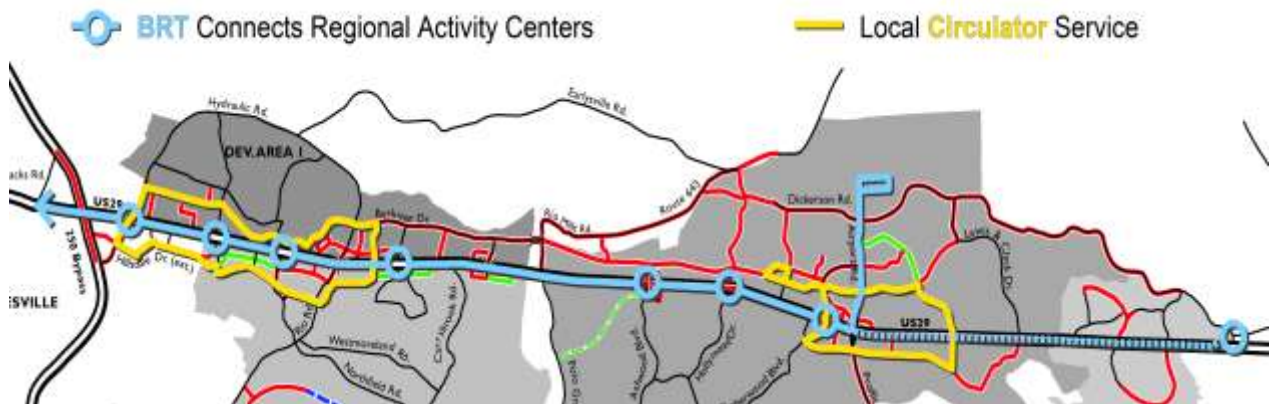
Issues to Be Addressed:

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.



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

Project Reference No. 53	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 would provide all or most of these facilities.		
Included in Planning/Budget Document:		

Project Reference No. 54	Project Title: New Elementary School #17	
<p>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).</p>		
<p>Timing: Second ten years</p>	<p>Estimated Cost: \$7,199,000</p>	<p>Responsible Parties: Albemarle County Schools Division</p>
<p>Issues to Be Addressed:</p>		
<p>Milestones:</p> <ul style="list-style-type: none"> ▪ Identify need ▪ Design and construct new school 		
<p>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.</p>		
<p>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.</p>		