



Albemarle County

Legislation Details (With Text)

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Title: Ivy Road Sidewalk Project

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Attachments: 1. 16-114 Attachment-A.pdf, 2. 16-114 Attachment-B.pdf, 3. 16-114 Attachment-C.pdf

Date	Ver.	Action By	Action	Result
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AGENDA DATE: 1/6/2016

TITLE:

Ivy Road Sidewalk Project

SUBJECT/PROPOSAL/REQUEST: Request Board concurrence with the design option and phasing recommended by staff

ITEM TYPE: Consent Action Item

STAFF CONTACT(S): Foley, Letteri, Davis, Henry and Kelsey

PRESENTER (S): N/A

LEGAL REVIEW: Yes

REVIEWED BY: Thomas C. Foley

BACKGROUND: The Ivy Road sidewalk project is a Virginia Department of Transportation (VDOT) Revenue Sharing funded and locally managed project to extend approximately 3,000 feet of sidewalk from the City of Charlottesville sidewalk at the Ivy Road/Old Ivy Road intersection westward to the Route 29/250 Bypass, and to provide crosswalks, pedestrian signals, bike lanes and/or paved shoulders, curb, and storm drainage improvements, and possibly street trees and pedestrian lighting. An overview map of the project is provided as Attachment A. This portion of Ivy Road is functionally classified as an Urban Principal Arterial with a posted/design speed limit of 35 mph. It is generally characterized as a 3-lane roadway, with 11 foot long wide through and shared turn lanes, and right-turn lanes at Stillfried Lane, Colonnade Drive, and a few of the commercial entrances. There are drainage issues along the north side of the road (westbound) and there is a history of drainage issues with the storm water system on the south side (eastbound).

STRATEGIC PLAN: Prioritize, plan and invest in critical infrastructure that responds to past and future changes and improves the capacity to serve community needs.

DISCUSSION: The County's consultant on the project, Kimley-Horn and Associates, has completed the topographic and utility survey, collected detailed field data for analysis and design, and generated initial design

options for the road typical cross section. Several agency stakeholder meetings were conducted with County staff and representatives from the City of Charlottesville, the University of Virginia, and VDOT. Through these meetings, the design concepts were refined into 3 design options. The project scope, cost and impact to the adjacent properties and the railroad right-of-way along the north side of Ivy Road vary with each option. The option descriptions, benefits and disadvantages are summarized in Attachment B and illustrated in Attachment C. After staff and the consultant evaluated the options based on input from the stakeholder meetings, the reports and/or studies completed in the past, and data collected for this study, staff recommends proceeding with Option 2.

The survey and scoping cost analysis for the design, right-of-way and easement acquisition, utility relocations, and construction indicates that Option 2 has the lowest cost; however, the cost for the entire project will be beyond the available budget. Utility relocations identified by the survey and right-of-way acquisitions are significant cost factors. Phasing of the design and construction is necessary and is both supported and preferred by VDOT. The University of Virginia has not yet made plans for its property west of Stillfried Lane, so other options and opportunities for exploration still remain. Therefore, staff recommends proceeding with final sidewalk design from the City of Charlottesville limits to Stillfried Lane and phasing the construction to maximize the amount of sidewalk that may be built within the budget. The proposed phasing is identified on Attachment A as "Proposed Phase" and "Future Phase". A separate Revenue Sharing application could be made for any remaining portion of the sidewalk, and because the design would already be complete, the project would rank higher.

BUDGET IMPACT: This request has no effect on the currently approved budget.

RECOMMENDATION:

Staff recommends that the Board direct staff to proceed with the project from the City of Charlottesville limits to Stillfried Lane based on Option 2, and to phase the construction as shown on Attachment A to maximize the amount of sidewalk that may be built within the budget.

Attachment A: Project Overview Map

Attachment B: Summary of Typical Cross Section Options

Attachment C: Exhibits of Typical Cross Section Options