

Attachment C: Albemarle County Transportation Project List by Project ID

Project ID	Project Name	Project Description	Stage	Source of Project	Land Use Score	Safety Score	Congestion Score	Economic Development Score	Equitable Accessibility Score	Environmental Score	Total Project Score	Overall Project Rank
CZ001	Eastern Avenue Construction	Extend Eastern Avenue to cross over Lickinghole Creek and connect with Cory Farm Road, completing the connection between Route 240 and Route 250. Continue bike lanes along this extension of Eastern Avenue.	Stage 3	Crozet Master Plan (2021), pg. 49,	7.0	2.5	4.0	4.0	4.0	7.0	28.5	70
CZ002	Crozet Connector Trail Upgrade and Extension	Extend and upgrade the Crozet Connector Trail to a shared use path standard from Downtown Crozet to Westhall, creating a multimodal route with a natural aesthetic.	Stage 2	Crozet Master Plan (2021), pg. 49	8.5	1.0	3.0	4.0	4.0	3.0	23.5	99
CZ003	Three Notch'D Road Shared Use Path: Phase 1 (Park Ridge Dr to Highland Dr)	Construct a shared use path along the south side of Three Notch'D Road. First phase connecting the Wickham Pond and Highland neighborhoods to Park Ridge Drive. The eastern portion of this segment from Wickham Pond to Highland Drive has been constructed. The remaining portion from Park Ridge Drive to Wickham Pond still needs to be built. Most of this segment is required by existing proffers but there is no timeline for construction.	Stage 2	Crozet Master Plan (2021), pg. 50; Jefferson Area Bicycle and Pedestrian Plan (2019)	4.5	0.5	3.0	5.0	2.5	8.0	23.5	99
CZ004	Three Notch'D Road Shared Use Path: Phase 2 (Music Today to Park Ridge Dr)	Construct a shared use path along the south side of Three Notch'D Road. Second phase connecting Park Ridge Drive to the Employment District.	Stage 2	Crozet Master Plan (2021), pg. 56; Jefferson Area Bicycle and Pedestrian Plan (2019)	5.5	0.0	3.0	6.0	4.0	8.0	26.5	85
CZ005	Crozet Priority Sidewalk Connections (1): Park Road from Crozet Park to Brookwood Road	Construct sidewalk on Park Road from Crozet Park to Brookwood Road. Complete a Corridor Design for Park Road to determine the needed bicycle and pedestrian facilities to provide safe and convenient access through the corridor.	Stage 1	Crozet Master Plan (2021), pg. 51	6.0	0.5	2.0	0.0	1.0	7.0	16.5	130
CZ006	Crozet Priority Sidewalk Connections (2): Hill Top Street from High Street to Indigo Road	Construct sidewalk on Hill Top Street from High Street to Indigo Road.	Stage 1	Crozet Master Plan (2021), pg. 51	7.0	0.0	3.0	0.0	1.0	7.0	18.0	122
CZ007	Crozet Priority Sidewalk Connections (3): High Street and Park Road from Hilltop Street to Crozet Park	Construct sidewalk on High Street and Park Road from Hilltop Street to Crozet Park. Complete a Corridor Design for Park Road to determine the needed bicycle and pedestrian facilities to provide safe and convenient access through the corridor.	Stage 1	Crozet Master Plan (2021), pg. 51	7.0	0.0	3.0	0.0	2.0	6.0	18.0	122
CZ008	Crozet Priority Sidewalk Connections (4): Crozet Avenue from Tabor Street to Dunvegan Lane	Construct sidewalk on Crozet Avenue from Tabor Street to Dunvegan Lane	Stage 1	Crozet Master Plan (2021), pg. 51	5.0	0.0	3.0	2.0	1.0	5.0	16.0	132
CZ009	Tabor Street/High Street Pedestrian Improvements	Build sidewalk on Tabor Street from Crozet Avenue to High Street, and on High Street from Tabor Street to Park Road.	Stage 3	Crozet Master Plan (2021), pg. 51	5.0	0.0	3.0	0.0	1.0	7.0	16.0	132
CZ010	Downtown High Street Improvements	Improve and connect High Street from Tabor Street to Library Avenue as a two-lane local street with sidewalks on the east side of High Street and a crosswalk at Tabor Street. Use the Crozet Transportation Analysis study recommendations for guidance, and ensure improvements provide safe pedestrian and bicycle connections.	Stage 2	Crozet Master Plan (2021), pg. 51; Crozet Transportation Study (2021)	7.0	0.0	3.0	3.0	2.5	8.0	23.5	99
CZ012	Crozet Avenue Shared Use Path	Shared use path along or parallel to Crozet Avenue to provide a connection between Route 250 and the Crozet Connector Trail	Stage 1	Crozet Master Plan (2021), pg. 52	9.0	1.0	3.0	5.0	7.5	7.0	32.5	48
CZ015	Crozet Avenue/Three Notch'd Road Intersection Improvements	"Intersection improvements alone will not be sufficient to address the expected 2045 traffic operations challenges. Rather, a combination of alternatives including intersection improvements and a new railroad crossing are needed. Due to the limited right-of-way, railroad bridge to the south, and terrain surrounding the intersection, a clear solution is not apparent. While not planned at this time, if the railroad underpass were to be widened in the future, additional intersection alternatives could be considered in conjunction with a new railroad crossing."	Stage 1	Crozet Transportation Study (2021), Executive Summary; Crozet Master Plan (2021), pg. 57	7.0	0.5	2.0	4.5	1.5	6.0	21.5	109
CZ016	Downtown Crozet Intersection Improvements: Crozet Ave/ Library Ave/ Tabor St/ Jarmans Gap Rd	"Quadrant" intersection improvement at Jarman's Gap Road, Crozet Avenue, and Library Avenue, including a roundabout at the intersection of Crozet Avenue and Library Avenue, and reassigning left turns from the main intersection of Jarmans Gap Rd at Crozet Avenue to secondary intersections of Crozet Avenue at Library Avenue and Jarmans Gap Road at Carter Road. Also includes converting Tabor Street at Crozet Avenue to right-in/right-out.	Stage 2	Crozet Transportation Study (2021), pg. 40; Crozet Master Plan (2021), pg. 57	7.0	0.0	2.0	3.0	0.0	8.0	20.0	113
CZ017	Dunvegan Lane Connection	Reconstruct and extend Dunvegan Lane to connect Crozet Avenue to High Street and Park Road.	Stage 1	Crozet Transportation Study (2021); Crozet Master Plan (2021), pg. 60	4.0	0.0	1.0	0.0	1.0	7.0	13.0	139
CZ019	Route 250 Roundabout at Old Trail Drive	Design and construct a roundabout with pedestrian connections (Crozet Master Plan, 2021). Implement pedestrian phasing and add pedestrian signal heads, or implement a modular roundabout (SS4A, 2025)	Stage 3	Crozet Transportation Study (2021); Crozet Master Plan (2021), pg. 60; SS4A (2025)	7.0	4.0	8.0	6.0	5.0	8.0	38.0	23
CZ020	Route 250 Roundabout at Henley/Brownsville school entrances	Design and construct a roundabout with pedestrian connections	Stage 1	Crozet Transportation Study (2021); Crozet Master Plan (2021), pg. 60	3.0	2.5	7.0	6.0	5.0	9.0	32.5	48
CZ021	Jarman's Gap Road Upgrade to Rural Shared Road	Provide a more formal connection to Bicycle Route 76 by upgrading Jarman's Gap Road to a Rural Shared Road west of where the existing bicycle lane ends to Lanetown Road.	Stage 1	Crozet Master Plan (2021), pg. 60	0.0	0.0	0.0	1.0	5.0	6.0	12.0	144
CZ022	Railroad Avenue and Mint Springs Road Upgrade to Rural Shared Road	Upgrade Railroad Avenue and Mint Springs Road to a Rural Shared Road and add signage to provide a formal connection for cyclists to Mint Springs Park.	Stage 1	Crozet Master Plan (2021), pg. 58	4.0	0.0	3.0	2.0	4.5	6.0	19.5	115
CZ023	Route 250 Roundabout at Crozet Avenue	Convert the intersection of US Route 250 (Rockfish Gap Turnpike) at Crozet Avenue / Miller School Road to a roundabout. This project is part of a package of improvements proposed in the 2021 Crozet Transportation Study, including widening US Route 250 to two lanes in each direction, and installing roundabouts at three intersections: Crozet Ave/Miller School Rd, Old Trail Drive/Western Albemarle High School, and Henley Middle School/Brownsville Elementary School.	Stage 1	Crozet Transportation Study (2021); Crozet Master Plan (2021), pg. 59	2.0	2.0	6.0	6.0	4.5	7.0	27.5	76
CZ024	Railroad Crossing Feasibility Study	Conduct a feasibility study on an additional railroad crossing between Downtown Crozet and the Park Ridge Drive and Three Notch'D Road intersection.	Stage 1	Crozet Transportation Study (2021); Crozet Master Plan (2021), pg. 60	8.0	0.5	2.0	5.5	3.0	6.0	25.0	92
CZ025	US 250 Shared-Use Path - Crozet Ave to Cory Farms Dr	Construct a shared use path along the north side of US 250 between Crozet Avenue and Cory Farm.	Stage 2	Crozet Master Plan (2021), pg. 60	5.0	1.5	5.0	5.0	4.5	6.0	27.0	79

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CZ026	Park Ridge Drive Traffic Calming	Provide traffic calming measures on Park Ridge Drive between Three Notch'D Road and Eastern Avenue in coordination with VDOT. Measures could include restriping, landscaping, bicycle sharrows, and mini roundabouts at intersections.	Stage 1	Crozet Master Plan (2021), pg. 60	4.0	0.0	3.0	3.0	0.0	6.0	16.0	132
CZ028	US 250 Shared Use Path - Old Trail Drive to Crozet Ave	US 250 Shared Use Path - Old Trail Drive to Crozet Dr on north side of the road	Stage 2	Crozet Master Plan (2021), pg. 60	7.0	3.0	7.0	6.0	6.0	7.0	36.0	37
CZ029	Three Notch'D Road Bicycle and Pedestrian Improvements - Downtown to Starr Hill	Provide bicycle and pedestrian facilities on or parallel to Three Notch-D Road from Downtown Crozet to Starr Hill	Stage 1	Crozet Master Plan (2021), pg. 56; Jefferson Area Bicycle and Pedestrian Plan (2019)	6.0	0.5	2.0	5.0	7.0	7.0	27.5	76
HM001	Northtown Trail Segment 22 - US 29 Shared-Use Path Hollymead	NT22 - US 29 Shared-Use Path Hollymead. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 MP, pg. 159; Jefferson Area Bicycle and Pedestrian Plan	8.0	7.5	10.0	6.0	2.0	6.0	39.5	20
HM002	Northtown Trail Segment 23 - Berkmar-29 Connector	NT23 - Berkmar-29 Connector. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011), pg. 161; Jefferson Area Bicycle and Pedestrian Plan (2019)	6.0	6.5	2.0	6.0	2.0	4.0	26.5	85
HM003	Northtown Trail Segment 24 - Northpointe Shared-Use Path	NT24 - Northpointe Shared-Use Path. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011); Jefferson Area Bicycle and Pedestrian Plan (2019)	8.0	5.0	9.0	4.0	2.0	4.0	32.0	53
HM004	Northtown Trail Segment 26 - Worth Crossing Shared-Use Path	NT26 - Worth Crossing Shared-Use Path. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011), pg. 159; Jefferson Area Bicycle and Pedestrian Plan (2019)	4.5	1.0	3.0	5.0	2.0	8.0	23.5	99
HM005	US 29 at Airport Rd Intersection Improvements	Add crosswalks, curb ramps, and ped signals, add a 3rd northbound thru lane, lane reconfigurations, and signal modifications (VDOT, 2023). Implement adaptive traffic signals (SS4A, 2025)	Stage 2	SS4A (2025); 29 North Corridor Study (VDOT, 2023)	8.0	6.0	8.0	7.0	2.0	7.0	38.0	23
HM006	US 29 at Ashwood Blvd: Pedestrian Crossing	Bike/Ped/Vehicle Bridge over US 29 as shown in the Parks and Green Systems Map in the Places29 Master Plan.	Stage 1	Places29 Master Plan (2011) (see PDF pg. 91)	6.0	2.0	4.0	7.0	1.0	7.0	27.0	79
HM007	Ashwood Blvd Extension	New connection (pedestrian, bicycle, or vehicular) including a proposed bike lanes from existing Ashwood Blvd at US 29 to Berkmar Drive. Provide a bike/ped/vehicle bridge over US 29 at Ashwood Blvd.	Stage 1	Places29 Master Plan (2011), pg. 160	4.0	6.0	4.0	7.0	1.0	6.0	28.0	74
HM008	Proffit Road Improvements	Shared Use path along Proffit Road to connect from US 29 to Baker-Butler Elementary School	Stage 1	Places29 Master Plan (2011), pg. 161	8.0	1.5	2.0	3.0	3.5	6.0	24.0	95
HM009	Northtown Trail Segment 25 - Timberwood Connector	NT25 - Timberwood Connector. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011), pg. 161; Jefferson Area Bicycle and Pedestrian Plan (2019);	10.0	4.0	4.0	6.0	4.0	8.0	36.0	37
HM011	US 29 at Hilton Heights Road: Pedestrian Crossing	Bike/Ped/Vehicle Bridge over US 29 as shown in the Parks and Green Systems Map in the Places29 Master Plan.	Stage 1	Places29 Master Plan (2011) (see PDF pg. 92)	4.0	5.0	6.0	7.0	3.0	7.0	32.0	53
HM012	US 29 at Timberwood Blvd: Pedestrian Crossing	Bike/Ped/Vehicle Bridge over US 29 as shown in the Parks and Green Systems Map in the Places29 Master Plan. Study feasibility and install interim at-grade crossings. Grade-separated pedestrian facilities would be a long-term improvement.	Stage 1	Places29 Master Plan (2011) (see PDF pg. 91)	10.0	4.0	5.0	8.0	4.0	9.0	40.0	17
HM013	North Fork Rivanna River Trail	Proposed County trail following the North Fork Rivanna River from Chris Greene Lake Park to east of North Pointe development, including a bike/ped path under US 29	Stage 1	Places29 Master Plan (2011) (see PDF pg. 91)	6.0	5.0	1.0	5.0	2.0	5.0	24.0	95
HM014	Northside Drive Extension to Lewis and Clark Drive	New connection (pedestrian, bicycle, or vehicular) including a proposed shared use path from existing Northside Drive to Lewis and Clark Drive. Signalize the intersection of US 29 and Northside Drive and provide an at-grade pedestrian crossing. Part of the Uptown concept from the Places29 Master Plan.	Stage 1	Places29 Master Plan (2011) (see PDF pg. 89, 91)	4.0	5.0	4.0	7.0	2.0	7.0	29.0	68
HM015	Hollymead Drive Extension to Earlysville Road	New connection (pedestrian, bicycle, or vehicular) including a proposed shared use path from existing Hollymead Drive to Earlysville Road. Provide an at-grade pedestrian crossing across US 29 at Hollymead Drive. Part of the Uptown concept from the Places29 Master Plan.	Stage 1	Places29 Master Plan (2011) (see PDF pg. 87 & 91)	4.0	6.5	5.0	4.0	1.0	5.0	25.5	91
N1001	Hydraulic Rd/Lambs Rd/Whitewood Rd Intersection Improvements, improved SUP along Hydraulic, and Continuous Green T at Georgetown Road	Improve intersection to increase bicycle and pedestrian safety and improve vehicular operations, construct a SUP from Whitewood/Hydraulic to Georgetown Road/Hydraulic, and improve the intersection at Georgetown Road (Lambs Lane Loop Road Alternatives Analysis, 2024). Upgrade existing crossings to high visibility, implement leading pedestrian interval phasing, reduce turning radii, and implement No Turn on Red (SS4A, 2025).	Stage 3	Lambs Lane Loop Road Alternatives Analysis (2024), SS4A (2025)	5.0	6.5	5.0	6.0	7.0	7.0	36.5	35
N1002	Albemarle High School - New Loop Road	New North Section Main Loop Road PHASE 1	Stage 2	Lambs Lane Master Plan (2022)	6.0	3.5	4.0	7.0	6.0	4.0	30.5	63
N1003	Berkmar Drive Shared Use Path from Rio Road to Woodbrook Drive	Continuation of the shared use path that was is being constructed from Hilton Heights Drive to Woodbrook Drive.	Stage 2	Revenue Sharing project, Rio29 Small Area Plan (2018) (PDF pg. 46)	10.0	3.0	6.0	8.0	6.0	7.0	40.0	17
N1005	Solomon Rd/Inglewood Dr Bike/Ped Improvements	Solomon Rd/Inglewood Dr Bike/Ped Improvements	Stage 1	BOS	8.0	1.5	1.0	6.0	7.5	7.0	31.0	60

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N1007	Berkmar Drive Shared Use Path Extension from Woodbrook Drive to Hilton Heights Road	Design and construct a 1.1-mile long shared use path along the east side of Berkmar Drive from Woodbrook Drive to Hilton Heights Road, connecting to the existing shared use path that extends northward from the roundabout at Hilton Heights Road.	Stage 4	Rio29 Small Area Plan (2018) (PDF pg. 46); Places29 Master Plan (2011)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	165
N1008	New Pedestrian Connection: Peyton Drive to Costco	Pedestrian connection using old ROW from Commonwealth Drive to Costco	Stage 1	Project idea (Michael Barnes)	9.0	8.5	0.0	8.0	6.0	6.0	37.5	29
N1010	Berkmar Drive at Rio Road Roundabout	Roundabout at intersection of Rio Road and Berkmar Drive as long-term traffic improvement.	Stage 1	Rio29 Small Area Plan (2018)	9.5	5.5	5.0	8.0	1.0	8.0	37.0	33
N1011	Berkmar Drive: Bicycle and Pedestrian Improvements - US 29 to Rio Road	Provide bicycle and pedestrian facilities on Berkmar Drive from Rio Road to US 29.	Stage 1	Rio29 Small Area Plan (2018); Places29 Master Plan (2011)	9.5	5.5	3.0	8.0	7.0	7.0	40.0	17
N1012	US 29 and Greenbrier Drive - Safety Spot Improvements	Bring transit stops closer to pedestrian accommodations at intersection. Implement adaptive traffic signals. Add pedestrian accommodations across US 29	Stage 1	SS4A (TJPCD, 2025)	9.0	9.0	7.0	8.0	5.5	6.0	44.5	8
N1014	US 29 at Woodbrook Drive - Safety Spot Improvements	Recommendations from 2025 SS4A: Re-mark eastern Woodbrook Drive to have two inbound lanes. Implement adaptive traffic signals. Add pedestrian accommodations across US 29.	Stage 1	SS4A	8.5	7.5	7.0	6.0	2.0	7.0	38.0	23
N1015	Commonwealth Drive Sidewalks: Westfield Road to Hydraulic Road	Install segments of sidewalk on the east side of Commonwealth Drive and crosswalks to connect transit stops to the existing continuous sidewalk on the west side of Commonwealth Drive.	Stage 4	Places29 Master Plan (2011) (PDF pg. 77)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	165
N1016	US 29 at Berkmar Drive: Bike/Ped Bridge	A bicycle/pedestrian bridge over US 29 between Fashion Square Mall and 29th Place Shopping Center.	Stage 1	Rio29 Small Area Plan (2018) , pg. 52	8.0	5.5	6.0	9.0	6.0	7.0	41.5	11
N1017	US 29 at Schewels Furniture: Pedestrian Crossing + Bike Lanes	At-grade pedestrian crossing across US 29 at Schewels Furniture, and proposed bike lane connection along Schewels Furniture road from US 29 to Berkmar Drive	Stage 1	Places29 Master Plan (2011) (see PDF pg. 92)	2.0	7.0	4.0	6.0	3.0	6.0	28.0	74
N1018	Rio Road Streetscaping Phase 3: US 29 to Berkmar Drive	Streetscape improvements to provide more robust bicycle and pedestrian facilities and improve the environment for street users. Should include an access management plan to determine where turn lanes can be converted to a treed median. Needed improvements include restriping the road to add a two-way cycle track or shared use path, widening the sidewalk and planting street trees, improving lighting, and adding street furniture. Where space permits, a landscaped median that alternates with needed turn lanes should be installed.	Stage 1	Rio29 Small Area Plan (2018) (PDF pg. 47)	9.5	6.5	5.0	6.0	7.0	7.0	41.0	12
N1019	Dominion Drive Sidewalks: US 29 to Commonwealth Drive	Install sidewalks on Dominion Drive from US 29 to Commonwealth Drive	Stage 4	Places29 Master Plan (2011) (PDF pg. 77)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	165
N1020	Commonwealth Drive Sidewalks: Dominion Drive to Westfield Road	Install sidewalks on Commonwealth Drive from Dominion Drive to Westfield Road	Stage 1	Places29 Master Plan (2011) (PDF pg. 77)	6.0	1.0	2.0	6.0	5.0	5.0	25.0	92
N1021	Whitewood Road Bicycle and Pedestrian Improvements: Hydraulic Road to Greenbrier Drive	Provide facilities for bicyclists and pedestrians on Whitewood Road from Hydraulic Road to Greenbrier Drive.	Stage 1	Places29 Master Plan (2011) (PDF pg. 77)	7.0	1.0	3.0	8.0	6.5	7.0	32.5	48
N1022	Rio and Route 29 Commuter Bus Stop	Establish Route 29 commuter bus stop along Rio29 GSI ramps when ridership supports it.	Stage 1	Rio29 Small Area Plan (2018), pg. 48	6.0	6.5	10.0	6.0	6.0	6.0	40.5	14
N1024	US 29 Pedestrian Underpass	Bicycle and pedestrian underpass at existing culvert under US 29 (approx. 800 feet north of the Rio29 GSI), with lighting and artwork.	Stage 1	Rio29 Small Area Plan (2018), pg. 50	6.0	4.5	0.0	6.5	7.5	7.0	31.5	59
N1025	Berkmar Realignment at US 29	Realign Berkmar Drive terminus to signalized intersection with US 29. Final alignment per redevelopment.	Stage 1	Rio29 Small Area Plan (2018), pg. 51	5.0	5.5	3.0	9.0	6.5	7.0	36.0	37
N1026	Intersection Improvements at Rio29 GSI	Construct dogbone roundabout at Rio Road level of Grade Separated Interchange to improve traffic and bike/ped crossing.	Stage 1	Rio29 Small Area Plan (2018), pg. 52	8.5	7.0	10.0	6.0	7.0	8.0	46.5	5
N2001	Northtown Trail Segment 03 - Rio Road East	Shared-use path on Rio Road from Belvedere Boulevard to Huntington Road. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities. The Rio Road Corridor Plan (2022) proposes a typical section for Rio Road with a raised median, minimum width vehicle travel lanes, buffer strips, and a shared use path on one side and a sidewalk on the other side from the Rio29 Small Area Plan to John W Warner Parkway.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011), pg. 139; Jefferson Area Bicycle and Pedestrian Plan (2019); Rio Road Corridor Plan (2022)	7.0	5.0	5.0	4.0	5.0	7.0	33.0	47
N2002	Northtown Trail Segment 04 - Rio Road East	Shared-use path on Rio Rd from Huntington Road to Putt-Putt Place. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities. The Rio Road Corridor Plan (2022) proposes a typical section for Rio Road with a raised median, minimum width vehicle travel lanes, buffer strips, and a shared use path on one side and a sidewalk on the other side from the Rio29 Small Area Plan to John W Warner Parkway.	Stage 2	Northtown Trail Project; Places29 Master Plan (2011), pg. 159; Rio29 Small Area Plan (2018), pg. 20; Rio Road Corridor Plan (2022)	9.0	6.5	5.0	5.0	6.5	7.0	39.0	22
N2003	Northtown Trail Segment 05 - Rio/29 Greenway (Crossing of US 29)	Bicycle and Pedestrian crossing of US 29 just north of Rio Rd. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities. The Rio29 Small Area Plan recommends enlarging and lengthening the County-owned stormwater management facility on the small linear parcel between the Colonial Auto Center property and Storage Solutions Center to function as a linear park that runs along the stream and connects US 29 and Berkmar Drive. East of US 29, daylight the stream that is currently piped under parking lots, and provide a shared use path along the daylighted stream that connects to the linear park through a pedestrian underpass below US 29 (see N1024).	Stage 1	Rio29 Small Area Plan (2018), pg. 20	9.5	8.5	9.0	6.0	7.5	6.0	46.5	5

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N2004	Northtown Trail Segment 14 - Belvedere Shared-Use Path	Construct greenway trail from Free State Road to the Rivanna River adjacent to the Norfolk Southern RR. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011), pg. 359; Jefferson Area Bicycle and Pedestrian Plan (2019)	4.0	0.0	0.0	0.0	2.0	3.0	9.0	155
N2005	Northtown Trail Segment 15, South Fork Rivanna Greenway Segment C	Construct a Greenway trail along the Rivanna River from the Norfolk Southern RR to Still Meadow Property Line. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities. It is also the westernmost segment of the South Fork Rivanna Greenway Trail, a greenway along the South Fork of the Rivanna River between Pen Park and the Brookhill boat launch.	Stage 1	South Fork Rivanna Greenway Trail Feasibility Study (LPDA, 2020); Places29 Master Plan (2011), pg. 359; AC44 (2025), Jefferson Area Bike/Ped Plan (2019), Northtown Trail Project	2.0	0.0	0.0	0.0	0.0	5.0	7.0	160
N2006	Northtown Trail Segment 16, South Fork Rivanna Greenway Segment B	Greenway connection with a bridge over the South Fork of the Rivanna River from the Still Meadow Property Line to the Charlottesville Alliance Sports Club. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities. It is also the westernmost segment of the South Fork Rivanna Greenway Trail, a greenway along the South Fork of the Rivanna River between Pen Park and the Brookhill boat launch.	Stage 1	South Fork Rivanna Greenway Trail Feasibility Study (LPDA, 2020); Places29 Master Plan (2011), pg. 359; AC44 (2025), Jefferson Area Bike/Ped Plan (2019), Northtown Trail Project	2.0	0.0	0.0	0.0	0.0	5.0	7.0	160
N2007	Northtown Trail Segment 17 West Polo Grounds - South Fork Rivanna Greenway Segment A	Construct a Greenway trail along the Rivanna River from the Charlottesville Alliance Sports Club to Brookhill River Launch Park. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities. It is also the westernmost segment of the South Fork Rivanna Greenway Trail, a greenway along the South Fork of the Rivanna River between Pen Park and the Brookhill boat launch.	Stage 1	South Fork Rivanna Greenway Trail Feasibility Study (LPDA, 2020); Places29 Master Plan (2011), pg. 359; AC44 (2025), Jefferson Area Bike/Ped Plan (2019), Northtown Trail Project	2.0	0.0	2.0	0.0	3.0	5.0	12.0	144
N2008	Northtown Trail Segment 18 - US 29 Shared-Use Path Rivanna	NT18 - US 29 Shared-Use Path from Seminole Ln to Polo Ground Rd. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011), pg. 359; Jefferson Area Bicycle and Pedestrian Plan (2019)	6.0	3.5	5.0	6.0	3.0	5.0	28.5	70
N2009	Trail Connection from Idlewood Drive to Arden Place Apartments	Walking trail to connect Woodbrook Elementary School with high-density housing options within walking distance to the south. Connect Idlewood Drive to the existing trail along the northwest side of Arden Place Apartments (approx. 1/3-mile long and connects to Rio Road) as well as the Rio Hill, Farmbrook Place, and Mallside Forest Apartments	Stage 1	Woodbrook Elementary SRTS (2023)	8.0	8.5	5.0	6.0	5.5	5.0	38.0	23
N2010	Northtown Trail Segment 20 - US 29 Shared-Use Path Woodbrook Segment	NT20 - US 29 Shared-Use Path Woodbrook Segment - from Carrsbrook Drive to Arden Creek. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Rio29 Small Area Plan (2018), pg. 47, Places29 Master Plan (2011), pg. 359	7.0	8.5	6.0	4.0	6.5	6.0	38.0	23
N2011	Hillsdale Drive Extension Phase 3	Complete the Hillsdale Extension by upgrading the length of Gardens Blvd to public road standards	Stage 1	Rio29 Small Area Plan (2018) (see PDF pg. 48)	8.0	9.0	10.0	6.0	8.0	6.0	47.0	4
N2012	Northtown Trail Segment 28 - Carrsbrook Bike Route	NT28 - Carrsbrook Bike Route. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011), pg. 347; Jefferson Area Bicycle and Pedestrian Plan (2019)	2.0	0.0	1.0	3.0	2.0	6.0	14.0	137
N2013	Hillsdale Drive Sidewalk	Install sidewalk on Hillsdale Drive from Rio Road to Mall Drive	Stage 2	Legacy project	6.0	1.5	3.0	6.0	4.5	6.0	27.0	79
N2014	Northtown Trail Segment 29 - Old Brook Road Bike Route	NT29 - Old Brook Road Bike Route. This is one segment of the Northtown Trail - a trail system that would extend from the Hollymead Development Area to Downtown Charlottesville to provide commuter and recreational opportunities.	Stage 1	Northtown Trail Project; Places29 Master Plan (2011), pg. 347; Jefferson Area Bicycle and Pedestrian Plan (2019)	4.0	1.0	2.0	1.5	2.5	6.0	17.0	127
N2015	South Fork Rivanna Greenway Trail Segment D	Segment D of the South Fork Rivanna Greenway Trail, a Greenway Trail along the South Fork of the Rivanna River between the Brookhill boat launch and Pen Park. This segment runs from the Norfolk Southern railroad bridge over the Rivanna River at Still Meadow to a proposed bridge over the Rivanna River at Pen Park.	Stage 1	South Fork Rivanna Greenway Trail Feasibility Study (LPDA, 2020); Places29 Master Plan (2011), pg. 347; AC44 (2025)	4.0	0.0	0.0	0.0	0.0	4.0	8.0	159
N2016	Rio Road at Agnese Street Intersection Improvements	Dedicated southbound left turn lane separate from southbound thru lane; painted median splitter island; revised intersection geometry to improve sight distance; new pavement markings conforming with current MUTCD guidance	Stage 1	Rio Road Corridor Plan (2022)	2.0	0.0	2.0	0.0	0.0	5.0	9.0	155

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Project ID	Project Name	Project Description	Stage	Source of Project	Land Use Score	Safety Score	Congestion Score	Economic Development Score	Equitable Accessibility Score	Environmental Score	Total Project Score	Overall Project Rank
N2017	South Fork Rivanna Greenway Trail Segment E	Segment E of the South Fork Rivanna Greenway Trail, a Greenway Trail along the South Fork of the Rivanna River between the Brookhill boat launch and Pen Park. This segment runs along the eastern bank of the Rivanna River from a proposed bridge over the river at Pen Park to just north of Darden Towe Park.	Stage 1	South Fork Rivanna Greenway Trail Feasibility Study (LPDA, 2020); Places29 Master Plan (2011), pg. 347; AC44 (2025)	1.0	0.0	0.0	0.0	0.0	6.0	7.0	160
N2018	Rio Road East/Old Brook/Hillsdale Intersection	Peanut Roundabout combining the two intersections into one. Would include SUP on the north side.	Stage 2	Places29 Master Plan (2011), Rio Corridor Study (2022)	8.0	4.5	6.0	6.0	4.0	8.0	36.5	35
N20212	Hillsdale Drive Extension Phase 2	Construct a bridge or overpass that crosses the ravine south of Fashion Square Mall to provide a direct connection between Fashion Square Drive and Hillsdale Drive	Stage 1	Rio29 Small Area Plan (2018) (see PDF pg. 48)	7.0	0.0	4.0	6.0	8.0	7.0	32.0	53
N2022	Greenbrier Park Pedestrian and Bicycle Tunnel	Tunnel for pedestrians and bicyclists under the Norfolk Southern Railroad to connect the John Warner Parkway to Greenbrier Park.	Stage 1	No known project source	4.0	0.0	1.0	0.0	0.0	5.0	10.0	150
N2023	Rio Road Phase 2 North Section: John W. Warner Parkway to Pen Park Rd	Raised median with plantings, 10-ft wide paved shared use path, pedestrian crossings	Stage 2	Rio Road Corridor Plan (2022) (see PDF pg. 19)	6.0	3.0	4.0	2.0	4.0	8.0	27.0	79
N2024	Northfield Road Bike and Pedestrian Improvements	Provide facilities for bicyclists and pedestrians along Northfield Road from Rio Road to Still Meadow	Stage 1	Places29 Master Plan (2011) (see PDF pg. 92)	4.0	1.5	1.0	3.5	4.5	7.0	21.5	109
N2026	Rio Road Phase 2 Central Section: Pen Park Road to Stonehenge Road	10-ft wide paved shared use path from Pen Park Road to Penfield Lane (replacing the current sidewalk), raised median with plantings, replacement of dedicated bus stop with shared use path and reduced turnaround storage, revised intersection geometry and safety improvements at Stonehenge Rd and Rockbrook Drive	Stage 1	Rio Road Corridor Plan (2022) (see PDF pg. 21)	4.0	1.0	4.0	2.0	3.5	8.0	22.5	105
N2027	Pedestrian Improvements on Pen Park Rd	Pedestrian Improvements on Pen Park Rd from Rio Road to the Rivanna Trail segment in Pen Park	Stage 1	Community concern	5.0	0.5	3.0	3.0	2.0	6.0	19.5	115
N2028	Rio Road Phase 2 South Section: Stonehenge Road to City of Charlottesville	Basic safety improvements including advisory speed signs, improved pavement markings and signage, and upgrades to modern guardrails. Intersection improvements to correct drainage deficiencies and intersection sight distance. Address erosion and degradation. Extend frontage road or bike and pedestrian connections. Pedestrian bridge across Meadow Creek connecting Rio Road to the JWWP greenway system. Intersection modifications at Agnese Street.	Stage 1	Rio Road Corridor Plan (2022) (see PDF pg. 21)	3.0	1.0	3.0	2.0	2.0	5.0	16.0	132
N2030	Hillsdale Drive Extension Phase 1	Upgrade Fashion Square Dr to public road standards incl. sidewalks, bike lanes, and street trees, construct a roundabout at intersection with Rio Rd, and realign Putt Putt Place on the north side of the Rio Rd intersection	Stage 1	Rio29 Small Area Plan (2018) (see PDF pg. 48)	7.0	0.5	5.0	6.0	8.0	7.0	33.5	42
N2031	Rio Road Streetscaping Phase 1: Glenwood Station Lane/Rio East Court to Mall Drive/Albemarle Square	Streetscape improvements to provide more robust bicycle and pedestrian facilities and improve the environment for street users. Should include an access management plan to determine where turn lanes can be converted to a treed median. Needed improvements include restriping the road to add a two-way cycle track or shared use path, widening the sidewalk and planting street trees, improving lighting, and adding street furniture. Where space permits, a landscaped median that alternates with needed turn lanes should be installed.	Stage 1	Rio29 Small Area Plan (2018) (PDF pg. 47)	7.0	7.0	6.0	6.0	7.5	7.0	40.5	14
N2032	Rio Road Streetscaping Phase 2: Mall Drive/Albemarle Square to US 29	Streetscape improvements to provide more robust bicycle and pedestrian facilities and improve the environment for street users. Should include an access management plan to determine where turn lanes can be converted to a treed median. Needed improvements include restriping the road to add a two-way cycle track or shared use path, widening the sidewalk and planting street trees, improving lighting, and adding street furniture. Where space permits, a landscaped median that alternates with needed turn lanes should be installed.	Stage 1	Rio29 Small Area Plan (2018) (PDF pg. 47)	7.0	8.0	7.0	6.0	7.5	7.0	42.5	9
N2033	Route 29 Shared-Use Path	Shared-use path along east side of Route 29 connecting to northern pathway sections and Rio29 transit station.	Stage 1	Rio29 Small Area Plan (2018), pg. 45	9.5	9.0	10.0	6.0	7.5	7.0	49.0	1
N2034	Rio29 Transit Station and Transit Plaza	Central transit station at Rio29 intersection for convergence of routes to Downtown Charlottesville, UVA, and Airport. Outdoor public plaza in NE quadrant of Rio29 near transit stop with seating, art, amphitheater, and/or water feature.	Stage 1	Rio29 Small Area Plan (2018), pg. 45	9.5	8.0	10.0	6.0	7.0	7.0	47.5	3
N2035	Woodbrook Elementary School Rear Access at Idlewood Drive	Short term: Implement parking restrictions for 20 feet along Idlewood Drive where the path from the rear of the school connects to Idlewood Drive using paint and flexposts. Add advance school zone signs and implement school zone speed limit on Idlewood Drive. Long term: Formalize the parking restrictions by adding curb extensions where the path connects to Idlewood Drive.	Stage 2	Woodbrook Elementary SRTS (2023)	6.0	0.0	2.0	3.0	0.0	6.0	17.0	127
N2036	Brentwood Road and Idlewood Drive: Multi-way Stop Control	Short term: Conduct a multi-way stop warrant. The traffic volumes will not justify the installation of an all-way stop; however, the sight distance limitations provide justification. Implement temporary curb extensions. Long term: Implement a neighborhood traffic circle and formalize the temporary curb extensions. The intersection is relatively wide and due to the street curbs and grading at the intersection, there are sight distance limitations. Specifically, it is difficult for motorists stopped on southwood Idlewood Drive at Brentwood to see to the right.	Stage 2	Woodbrook Elementary SRTS (2023)	6.0	0.0	2.0	3.0	0.0	6.0	17.0	127
N2037	Woodbrook Drive and Brookmere Drive: Curb Extensions	Short term: Install temporary curb extensions using flex posts at the intersections to narrow crossings and calm traffic. Long term: Formalize temporary curb extensions or consider a raised intersection	Stage 1	Woodbrook Elementary SRTS (2023)	6.0	0.0	3.0	3.0	0.0	6.0	18.0	122
N2038	Formalize the Carrsbrook Connector Trail	Upgrade the existing soft-surface trail at the northern end of Idlewood Drive that connects to the Carrsbrook neighborhood to the north to a formal paved trail connection to expand the Woodbrook Elementary School walk zone.	Stage 1	Woodbrook Elementary SRTS (2023)	4.0	8.0	6.0	3.0	1.5	6.0	28.5	70
N2039	Sidewalks near Woodbrook Elementary	Install wide sidewalks (6-8 feet) on Woodbrook Drive from US 29 to Woodbrook Elementary School, and on Brookmere Drive and Idlewood Drive. Establish these pedestrian routes in the short term using paint and parking stops, and with temporary curb extensions using flex posts at intersections.	Stage 2	Woodbrook Elementary SRTS (2023)	6.0	4.5	3.0	3.0	1.0	6.0	23.5	99

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Project ID	Project Name	Project Description	Stage	Source of Project	Land Use Score	Safety Score	Congestion Score	Economic Development Score	Equitable Accessibility Score	Environmental Score	Total Project Score	Overall Project Rank
N3001	US 250 (Richmond Road) at Rolkin Rd Intersection Improvements	New at-grade pedestrian crossing for the northern, eastern, and southern legs with a pedestrian island in the northeast quadrant; 800 feet of sidewalk on the southern side of US 250 from Rolkin Rd to State Farm Blvd.	Stage 4	Pantops Master Plan (2019) (see PDF pg. 69); US 250 Project Pipeline Study (2022)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	165
N3002	Free Bridge Lane Improvements	Improve the parking at both ends of the park to accommodate more vehicles and better flow, trailheads, and improved pedestrian facility under Free Bridge	Stage 2	Pantops Master Plan (2019), pg. 53	8.0	1.0	5.0	3.0	5.0	5.0	27.0	79
N3003	Route 20 Infrastructure Improvements (south) between US 250 and Elk Drive	Improve Route 20 South with curb, gutter, sidewalks or pedestrian paths and bikeways on the western side within the Development Area boundary from Elk Drive to US 250.	Stage 2	Pantops Master Plan (2019), pg. 67	8.0	6.0	5.0	5.0	6.5	7.0	37.5	29
N3004	Riverbend Drive Improvements	Improve Riverbend Drive from US 250 to South Pantops Drive to meet the Boulevard design standards outlined in the Pantops Master Plan.	Stage 2	Pantops Master Plan (2019) (see PDF pg. 70)	7.0	2.5	5.0	4.0	6.0	9.0	33.5	42
N3005	Fontana Community Sidewalks	Fontana Community Sidewalks from Delphi Lane to Fontana Court	Stage 1	Legacy project	3.0	0.0	3.0	2.0	4.5	6.0	18.5	120
N3006	Route 20 Infrastructure Improvements (north) from Elk Drive to Dorrier Drive	Improve Route 20 South with curb, gutter, sidewalks or pedestrian paths and bikeways on the western side within the Development Area boundary from Dorrier Drive to Elk Drive. Includes constructing a shared use path along Route 20 to improve bicycle and pedestrian connectivity and safety.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 70)	5.0	3.0	4.0	2.0	4.0	6.0	24.0	95
N3007	US 250 (Richmond Road) Pedestrian Bridge (Pantops)	Phase 1: Study and determine appropriate crossing locations for pedestrian/bicycle bridge crossing(s) of Route 250 in Pantops. Phase 2: Design and construct priority location(s) for pedestrian and cyclist crossings.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 66)	8.0	8.0	6.0	6.5	7.0	7.0	42.5	9
N3008	US 250 (Richmond Road) at Stony Point Road Intersection Improvements	Additional turn lanes, pedestrian facilities, and improved signals to enhance operations and safety at the intersection of US 250 and Stony Point Road.	Stage 4	Pantops Master Plan (2019) (see PDF pg. 66)	0.0	0.0	10.0	0.0	0.0	0.0	10.0	150
N3009	US 250 (Richmond Road) Medians and Turn Lanes: Route 20 (Stony Point Road) to Rolkin Road	Install medians and a continuous right turn lane westbound on US 250 from Stony Point Road to Rolkin Road to improve visibility and traffic management and maintain an adequate Level of Service along US 250.	Stage 4	Pantops Master Plan (2019) (see PDF pg. 66 & 68)	0.0	0.0	10.0	0.0	0.0	0.0	10.0	150
N3010	South Pantops Drive Bicycle Improvements	Implement a road diet on South Pantops Drive from Riverbend Drive to State Farm Blvd to reallocate portions of the existing wide vehicle travel lanes for bicycle facilities, creating needed bicycle infrastructure and slowing traffic speeds.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 68)	9.0	0.0	4.0	7.0	5.5	8.0	33.5	42
N3013	State Farm Blvd/ Hickman Rd/ Isham Avenue Roundabout	Convert the intersection of State Farm Boulevard, Hickman Road, and Isham Avenue to a roundabout to improve traffic operations and safety for all users.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 70)	5.0	0.0	3.0	7.0	5.0	10.0	30.0	65
N3014	Hansens Mountain Road/ Glenorchy Connector South	Improve access between Hansens Mountain Road and the future Gazebo Plaza development. Coordinate the timing with development.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 70, and map on pg. 63)	1.0	5.5	4.0	0.0	0.5	8.0	19.0	118
N3015	Riverbend Drive at South Pantops Drive Roundabout	Convert the existing signalized intersection of Riverbend Drive and South Pantops Drive into a roundabout to improve operations and safety for all users.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 71)	5.0	0.0	4.0	4.0	5.0	9.0	27.0	79
N3016	Rolkin Road at Abbey Road Roundabout	Convert the existing 4-way stop intersection of Rolkin Road and Abbey Road into a roundabout to improve operations and safety for all users.	Stage 2	Pantops Master Plan (2019) (see PDF pg. 71)	6.0	1.0	4.0	4.0	6.0	10.0	31.0	60
N3017	Olympia Drive Extension to Route 20	Extend Olympia Drive west from its terminus at Town & Country Lane to complete a parallel street network north of US 250.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 72)	7.0	7.5	4.0	3.5	6.5	6.0	34.5	41
N3018	Spotnap Road Extension to US 250 (Richmond Road) at Town & Country Drive	New road connection between Spotnap Road, US 250, and Town & Country Drive.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 72)	6.0	6.0	3.0	3.0	5.5	6.0	29.5	67
N3019	Rolkin Road Extension to Spotnap Road	New road connection, extending Rolkin Road to Spotnap Road, alongside the extension of Spotnap Road (Project N3018)	Stage 1	Pantops Master Plan (2019) (see PDF pg. 72)	6.0	8.0	6.0	4.0	5.5	8.0	37.5	29
N3020	Riverbend Urban Center Greenway Connections	Provide an additional access point or points to the Old Mills Trail and Rivanna River from the Core Area of the Riverbend Urban Center.	Stage 1	Pantops Master Plan (2019) (see PDF pg. 74, and map on pg. 63)	7.0	0.0	9.0	0.0	2.0	4.0	22.0	107
N4001	Avon Street and Mill Creek Drive Intersection Improvements	Single-lane roundabout and shared use path	Stage 2	Avon Street Extended (RE)Vision Corridor Plan (2020)	7.5	1.0	2.0	6.0	7.0	10.0	33.5	42
N4002	Avon Street Ped/Bike Bridge over I-64 and Shared Use Path (Peregory Ln to 5th Street Station Pkwy)	Pedestrian and bike bridge over I-64 and shared use path between Peregory Lane and 5th Street Station Parkway	Stage 1	Avon Street Extended (RE)Vision Corridor Plan (2020)	8.5	3.5	4.0	6.0	8.5	9.0	39.5	20
N4003	Avon Street Shared Use Path - 5th St Station Parkway to Avon Ct	Shared use path on Avon Street from 5th St Station Parkway to Avon Ct	Stage 2	Southern & Western Areas MP, pg. 61; CA-MPO 2050 LRTP, Avon Street Extended (RE)Vision Corridor Plan (2020)	4.0	3.5	4.0	8.0	9.0	9.0	37.5	29
N4004	Avon Street Shared Use Path - Royal Oak Ct to Route 20	Southernmost section of the proposed shared use path along Avon Street Extended	Stage 2	Southern & Western Areas MP, pg. 61; CA-MPO 2050 LRTP, Avon Street Extended (RE)Vision Corridor Plan (2020)	2.5	2.5	3.0	0.0	7.0	8.0	23.0	104
N4005	Avon Street Shared Use Path- Mill Creek to Peregory Lane	10' wide shared use path along the west side of Avon Street from Mill Creek to Peregory Lane; mid-block pedestrian crossing with pedestrian refuge island; improved visibility and crossing accommodations	Stage 2	Southern & Western Areas MP, pg. 61; CA-MPO 2050 LRTP, Avon Street Extended (RE)Vision Corridor Plan (2020)	7.5	2.0	3.0	7.0	7.5	9.0	36.0	37

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N4006	Moore's Creek Greenway Trail Segment 3 - 5th St Station Parkway to Avon St	Moore's Creek Greenway Trail Segment 3 - 5th St Station Parkway to Avon St	Stage 1	Southern & Western Urban Neighborhoods Master Plan (PDF pg. 41); TJPDC Bikeped	7.0	4.5	0.0	7.0	8.0	7.0	33.5	42
N4007	Moore's Creek Greenway Trail Segment 4 - From Avon St to Route 20 (Monticello Ave)	Moore's Creek Greenway Trail Segment 4 - From Avon St to Rt 20 Monticello Ave	Stage 1	Southern & Western Urban Neighborhoods, pg. 41; TJPDC Bikeped	2.0	7.0	0.0	6.0	8.0	7.0	30.0	65
N4008	Moore's Creek Greenway Trail Segment 5- from Route 20 (Monticello Ave) to Woolen Mills	Moore's Creek Greenway Trail Segment 5- from Woolen Mills to Rt 20 (Monticello Ave)	Stage 1	Southern & Western Urban Neighborhoods, pg. 41; Jefferson Area bike and Pedestrian Plan	3.0	7.0	0.0	5.5	6.0	6.0	27.5	76
N4010	Route 20 Shared Use Path from City line to PVCC entrance	SUP that would facilitate a crossing under the highway through the interchange to connect to Rt 53	Stage 2	Route 20 SUP Concept Plans	3.0	7.0	5.0	4.0	7.0	6.0	32.0	53
N4011	Rivanna River Bicycle and Pedestrian Crossing	Construct a new 3,100 ft-long 10-ft wide bicycle and pedestrian bridge (14-ft wide beam or truss bridge) across the Rivanna River connecting Woolen Mills to the Pantops area, and construction of a shared use path to the intersection of State Farm Boulevard and Peter Jefferson Parkway.	Stage 3	Pantops Master Plan (2019), pg. 74	8.0	9.0	2.0	8.0	7.0	7.0	41.0	12
N4012	Avon Street Shared-Use Path - Royal Oak Ct to Mill Creek Dr	Shared-Use Path on east side of Avon Street from Royal Oak Ct to crosswalk at Mountain View Elementary School.	Stage 1	Southern & Western Areas MP, pg. 41; CA-MPO 2050 LRTP, Avon Street Extended (RE)Vision Corridor Plan (2020)	6.5	1.0	4.0	6.0	7.0	8.0	32.5	48
N5001	5th Street Interchange	Reconfigure the 5th Street interchange with I-64 (Exit 120) to a Diverging Diamond Interchange and provide a shared use path connecting the 5th Street Trail hub behind the Starbucks to the existing sidewalk on the west side of 5th Street in front of the 5th Street Place apartments.	Stage 3	5th Street Project Pipeline Study (VDOT, 2026) 5th Street STARS Study (VDOT, 2021); Southern & Western Areas Master Plan (2015), pg. 61; CA-MPO 2050 LRTP (2024); CA-MPO 2045 LRTP (2019); CA-MPO 2040 LRTP (2014)	9.0	7.0	9.0	7.0	7.0	9.0	48.0	2
N5002	Old Lynchburg Road Shared Use Path - Ambrose Commons Drive to 5th Street/Old Lynchburg Road	2021 VDOT 5th Street Corridor Study recommended a road diet with 6-foot wide sidewalk on the east side and a 12-foot wide shared use path on the west side	Stage 3	5th St Corridor STARS Study (VDOT, 2021)	7.0	3.5	6.0	6.0	7.5	8.0	38.0	23
N5003	Hickory Street Improvements	Road upgrades, shared use path, and on-street parallel parking from Bitternut Lane to Oak Hill	Stage 1	Private development (Southwood)	7.0	0.5	3.0	6.0	6.0	6.0	28.5	70
N5004	5th Street and Stagecoach Road Intersection RCUT + Sidewalk and Shared Use Path	Reconstruct intersection to RCUT and add a 6-foot wide sidewalk and 12-foot wide shared use path from I-64 to Old Lynchburg Road	Stage 2	5th St Corridor STARS Study (VDOT, 2021)	8.0	5.0	8.0	6.0	8.0	10.0	45.0	7
N5005	Country Green Road Improvements	Install sidewalks on one side and bike lanes in both directions on Country Green Road (Route 875) from Sunset Avenue Extended to Old Lynchburg Road	Stage 1	Southern & Western Areas Master Plan (2015) (see PDF pg. 71)	7.0	1.0	1.0	4.0	6.5	7.0	26.5	85
N5006	Biscuit Run Trail	Multi-use trail in the Biscuit Run stream valley connecting the 5th Street Trail Hub to Southern Parkway	Stage 1	Southern & Western Urban Neighborhoods	8.0	4.5	2.0	7.0	8.5	7.0	37.0	33
N5007	Moore's Creek Greenway Trail Segment 1 - Sunset Avenue to Old Lynchburg Road	Moore's Creek Greenway Trail Segment 1 - Sunset Avenue to Old Lynchburg Road	Stage 2	Southern & Western Areas MP, pg. 54, Jefferson Area Bicycle and Pedestrian Plan	8.0	3.5	2.0	2.0	4.0	7.0	26.5	85
N5008	Moore's Creek Greenway Trail Segment 2 - Old Lynchburg Rd to 5th St Station Parkway	Moore's Creek Greenway Trail Segment 2 - Old Lynchburg Rd to 5th St Station Parkway	Stage 2	Southern & Western Areas MP, pg. 54, Jefferson Area Bicycle and Pedestrian Plan	5.0	7.5	9.0	6.0	6.0	7.0	40.5	14
N5009	Sunset Avenue Improvements	Provide bicycle and pedestrian facilities on Sunset Avenue from Country Green Road to future Granger shared use path (approx. at Jefferson Ridge Drive)	Stage 1	Southern & Western Areas Master Plan (2015) (see PDF pg. 71)	7.0	1.5	2.0	5.0	4.0	7.0	26.5	85
N5013	I-64 Exit 118 at US 29 Interchange Modifications	Address safety issues at the interchange of US 29 and I-64 at Exit 118. The 2025 Move Safely Blue Ridge Safety Action Plan identified short term countermeasures: Close US 29 northbound left turn onto I-64, add warning flashers and transverse rumble strips, and conduct a speed study to create a reduced speed limit zone. Longer Term Concept TBD through VDOT Pipeline Study.	Stage 1	SS4A (2025); VDOT Project Pipeline Study CU-25-01 (2026)	4.0	7.5	6.0	8.0	1.0	4.0	30.5	63
N6001	Old Ivy Road Bicycle & Pedestrian Improvements	Provide facilities for bicyclists and pedestrians along the entire length of Old Ivy Road including both railroad underpasses. The 2025 VDOT Pipeline study proposes a 10-foot wide shared use path on the south side of Old Ivy Rd from Old Garth Rd to the eastern RR underpass, and a sidewalk/SUP on the north side of Old Ivy Rd from Faulkner Way under the eastern RR underpass to the eastern Ivy Rd intersection at St Annes Drive.	Stage 2	Ivy Road Pipeline Study (VDOT, 2025)	8.0	2.5	2.0	5.0	7.5	7.0	32.0	53
N6002	Old Ivy Road at Eastern Railroad Underpass (from Faulkner Way to Ivy Road eastern intersection at St Annes Dr)	Install a sidewalk or shared use path on the north side of Old Ivy Road, including through the eastern railroad underpass. Install advance stop bars on Old Ivy Road in advance of the railroad bridge underpass for one lane of two-way traffic.	Stage 1	Ivy Road Pipeline Study (VDOT, 2025); Southern & Western Areas Master Plan (2015), pg. 69	8.0	2.0	2.0	5.0	7.5	8.0	32.5	48

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Project ID	Project Name	Project Description	Stage	Source of Project	Land Use Score	Safety Score	Congestion Score	Economic Development Score	Equitable Accessibility Score	Environmental Score	Total Project Score	Overall Project Rank
N6003	US 29/US 250 Bypass Interchange at Ivy Road	Reconfigure the US 29/US 250 ramp terminal intersections with hybrid roundabouts.	Stage 1	Ivy Road Pipeline Study (VDOT, 2025); STARS US 250 West Corridor Study (VDOT, 2018)	4.0	5.0	6.0	4.0	5.0	7.0	31.0	60
N6005	US 250 (Ivy Road) at Canterbury Road/ Old Garth Road Roundabout	Install a Hybrid Roundabout at US 250 (Ivy Road) and Canterbury Road/ Old Garth Road. Install a raised median on US 250 (Ivy Road) between Boars Head Drive and Canterbury Road/ Old Garth Road to prevent left turns.	Stage 3	Ivy Road Pipeline Study (VDOT, 2025)	7.0	4.0	6.0	4.0	2.0	9.0	32.0	53
N6006	US 250 (Ivy Road) Boars Head Drive Roundabout	Install a Hybrid Roundabout at US 250 (Ivy Road) and Boars Head Drive. Install a raised median on US 250 (Ivy Road) between Boars Head Drive and Canterbury Road/ Old Garth Road to prevent left turns.	Stage 3	Ivy Road Pipeline Study (VDOT, 2025)	2.0	1.0	5.0	3.0	0.0	9.0	20.0	113
N6007	US 29/US 250 Bypass at Old Ivy Road - Southbound Deceleration Lane Extension	Extend the southbound deceleration lane on US 29/US 250 Bypass to Old Ivy Road	Stage 3	Ivy Road Pipeline Study (VDOT, 2025)	4.0	1.5	6.0	4.0	0.0	6.0	21.5	109
N6008	Old Ivy Road "Triangle-about"	Convert existing two-way streets to one-way streets within the "intersection triangle" formed by Old Ivy Road, Faulconer Drive, and the US 29 southbound off-ramp. Vehicles would travel between intersections in a counterclockwise direction, like a large triangular roundabout, while generally entering and exiting through the righthand roundabout lane. Incorporate pedestrian and bicycle facilities to make connections through this area.	Stage 2	Ivy Road Pipeline Study (VDOT, 2025); Triangleabout Analysis (ATCS, 2022)	4.0	2.0	4.0	4.0	1.0	9.0	24.0	95
N6009	US 29/US 250 Bypass at Old Ivy Road - Northbound Acceleration Lane Extension	Extend the northbound acceleration lane on US 29/US 250 Bypass from Old Ivy Road to Leonard Sandridge Road	Stage 3	Ivy Road Pipeline Study (VDOT, 2025)	2.0	2.0	6.0	4.0	3.0	5.0	22.0	107
N6010	US 250 (Ivy Road) at Ednam Drive Intersection Improvements	Right-in/right-out only & left-in only	Stage 2	Ivy Road Pipeline Study (VDOT, 2025); STARS US 250 West Corridor Study (VDOT, 2018)	1.0	0.0	3.0	3.0	0.0	8.0	15.0	136
N6011	US 250 (Ivy Road) at Farmington Road Roundabout	Roundabout	Stage 2	Ivy Road Pipeline Study (VDOT, 2025)	1.0	0.5	3.0	4.0	0.0	8.0	16.5	130
N6012	US 250 (Ivy Road) - Farmington Drive to Boar's Head Drive	Install a raised median on US 250 (Ivy Road) from Farmington Drive to Boar's Head Drive. Reconfigure the Boxwood Estate Road intersection to right-in/right-out/left-in.	Stage 2	Ivy Road Pipeline Study (VDOT, 2025)	1.0	1.5	3.0	4.0	0.0	8.0	17.5	125
N7001	Barracks Rd/250 Bypass Ramp EB Right-turn lane	Barracks Rd/250 Bypass Ramp EB Right-turn lane; sidewalk on south side of Barracks Rd from Bennington Rd to new crosswalk across Barracks Rd at WB ramps	Stage 3	Barracks Pipeline Study (2025)	2.0	6.0	4.0	1.0	6.0	6.0	25.0	92
N7002	Barracks/Georgetown Roundabout	Roundabout at the intersection of Barracks Road and Georgetown Road, includes SUP to Bypass ramps	Stage 3	Barracks Pipeline Study (2025)	2.0	2.5	2.0	0.0	5.0	8.0	19.5	115
N7003	29 NB off-ramp Dual left turn onto Barracks WB	Realigning off-ramp to include two left turn lanes; extending NB decel lane back to Leonard Sandridge Rd, 3rd lane NB weave; add sidewalk under 29/250 Bypass overpass; crosswalk across Barracks Rd at WB ramps	Stage 3	Barracks Pipeline Study (2025)	1.0	3.5	4.0	1.0	5.0	6.0	20.5	112
N7004	Shared Use Path along Barracks Rd from Bennington Rd to Georgetown Rd	Shared use path on the south side of Barracks Road from Bennington Rd to Georgetown Rd	Stage 3	Barracks Pipeline Study (2025)	2.0	2.5	3.0	2.0	6.0	7.0	22.5	105
PM001	US 29 at Lewis and Clark Drive - Intersection Improvements	Construct a second northbound left turn lane for dual northbound left turn lanes from US 29 onto Lewis and Clark Drive. Construct a second left turn lane on the eastbound approach of Lewis and Clark Drive to provide dual left turn lanes from Lewis and Clark onto northbound US 29.	Stage 4	29 North Corridor Study (VDOT, 2023); North Pointe TIA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	165
PM002	US 29 at Frays Mill Rd/Burnley Station Rd Intersection Improvements	Reconstruct the Frays Mill Rd/Burnley Station Rd/US 29 Intersection to an R-Cut intersection	Stage 3	29 North Corridor Study (VDOT, 2023)	0.0	5.0	6.0	1.0	0.0	7.0	19.0	118
PM003	US 29 at Camelot Drive Intersection Improvements	Modify the unsignalized intersection of US 29 at Camelot Drive to a Limited Access configuration similar to an RCUT, where all side-street traffic turns right onto US 29. Provide a pedestrian crossing across westbound Camelot Drive.	Stage 1	29 North Corridor Study (VDOT, 2023)	1.0	3.0	6.0	8.0	0.5	8.0	26.5	85
PM005	US 29 at Boulders Rd/Briarwood Dr Intersection Improvements	VDOT 2023 US 29 Corridor Study presents two alternatives: (1) modified signal with side-street lane changes to decouple the left turns from the thru movements; and (2) RCUT	Stage 1	29 North Corridor Study (VDOT, 2023)	1.0	5.0	7.0	9.0	1.0	6.0	29.0	68
R1001	Ivy Creek Natural Area Entrance Improvements	(1) Upgrade the entrance and access road to VDOT standards and specifications, including clearing the northwest and southwest quadrants to improve sight distance, standardizing the entrance return to meet VDOT and Albemarle County standards for pavement, shoulder, and ditches, and clearing and grading the embankment on the southwest quadrant and clearing on the east side of Earlysville Road. (2) Relocate the Foundation entrance by shifting the entrance 600 feet to the south of the existing intersection. (3) Install a northbound left turn lane as a long term solution.	Stage 1	Ivy Creek Natural Area Entrance Safety Analysis (2018)	2.0	1.5	2.0	0.0	0.0	3.0	8.5	157
R2002	Rt 22 Safety Improvements	Rt 22 Safety Improvements from Black Cat Road to Cismont Road. From 2035 RL RTP: VA 22 (Gordonsville Rd.)/Charlottesville MPO to US 22/231 Intersection - Long-tem spot safety and geometric improvements, full width lanes and pave shoulders for bikes.	Stage 1	TJPDC 2035 Rural Long Range Transportation Plan	0.0	3.5	2.0	0.0	0.0	3.0	8.5	157
R3001	Park & Ride Lot at I-64 Exit 107	Construct a new park-and-ride lot at US 250 (Rockfish Gap Turnpike) and I-64 Exit 107 in Crozet	Stage 4	I-64 Corridor Plan (VDOT, 2021)	0.0	0.0	4.0	0.0	0.0	0.0	4.0	164
R3005	US 250 (Ivy Road) at Gillums Ridge Road Intersection Improvements	Short Term: Install transverse rumble strips on westbound Ivy Road. Install W11-3 Deer warning sign on both approaches. Install gate where the guardrail openings are. Long Term A: Install westbound left turn lane. Long Term B: Prohibit westbound left turns and direct traffic to turn around at the Three Notch'd Road roundabout.	Stage 1	STARS US 250 West Corridor Study (VDOT, 2018)	1.0	2.0	3.0	0.0	0.0	4.0	10.0	150
R3006	US 250 (Ivy Road) at Tilman Road Intersection Improvements	Short Term: Install raised median and place flex bollards between the right turn lane and through lane in the EB and WB directions. Install "porkchop" islands to channelize vehicles in the right turn lane in EB and WB directions. Remove vegetation in the southeast and southwest quadrants. Intermediate: Widen the southeast shoulder six feet and install safety edge shoulder. Long Term: Install an EB and WB left turn lane on Ivy Road.	Stage 1	STARS US 250 West Corridor Study (VDOT, 2018)	0.0	2.0	3.0	0.0	0.0	6.0	11.0	147

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Project ID	Project Name	Project Description	Stage	Source of Project	Land Use Score	Safety Score	Congestion Score	Economic Development Score	Equitable Accessibility Score	Environmental Score	Total Project Score	Overall Project Rank
R3007	US 250 (Ivy Road) at Owensville Road Intersection Improvements	Short Term: Introduce speed control measures to alert drivers to the 35 mph speed limit. May include transverse rumble strips, transverse speed bars, colored speed zone entrance pavement markings, or police enforcement. Long Term: Install an eastbound left turn lane. Realign this intersection and the intersection at Morgantown Road into a single roundabout.	Stage 2	STARS US 250 West Corridor Study (VDOT, 2018)	1.0	0.5	4.0	3.0	0.0	4.0	12.5	141
R3008	US 250 (Ivy Road) at Broomley Road Intersection Improvements	Reconfigure traffic signal timings; extend all-red time. Replace and relocate existing EB and WB "Watch for Stopped Vehicles" signs with W3-4 "Be Prepared to Stop" warning signs further upstream. Convert the existing left turn lanes into a two-way left turn lane.	Stage 2	STARS US 250 West Corridor Study (VDOT, 2018)	0.0	0.0	3.0	2.0	0.0	6.0	11.0	147
R3009	US 250 (Ivy Road): East entrance of UVA Northridge Medical Park to Broomley Road	Short Term: Reconfigure signal timings at Broomley Road, the UVA Northridge Medical Park entrance, Ednam Drive, and Farmington Drive to allow for better progression. Improve wayfinding signage for UVA Northridge Medical Park.	Stage 2	STARS US 250 West Corridor Study (VDOT, 2018)	0.0	0.5	3.0	2.0	0.0	7.0	12.5	141
R3010	US 250 (Ivy Road): C&O Railroad Overpass to Private Driveway	Short Term: Implement a 45 mph speed zone, as opposed to dropping directly to 35 mph from 55 mph. Introduce speed control measures, which could include police enforcement, transverse rumble strips, transverse speed bars, or a colored speed zone entrance. Long Term: Install curb and gutter to designate single entry/exit points for each parking lot.	Stage 2	STARS US 250 West Corridor Study (VDOT, 2018)	1.0	0.5	4.0	0.0	0.0	4.0	9.5	154
R3011	US 29 at Route 692 (Plank Rd): Intersection Improvements	Construct an RCUT at Plank Road, Sutherland Road/Rabbit Valley Road, and Woodson Store Lane. Extend US 29 left turn lanes. Extend northbound US 29 right turn lane.	Stage 2	SS4A (2025); TJPDC 2040 Rural Long Range Transportation Plan (2018)	2.0	4.5	3.0	3.0	0.0	6.0	18.5	120
R4001	Old Mills Trail Improvements	Bridges, trail relocations, and other trail improvements for the Old Mills Trail along the Rivanna River from I-64 underpass to Route 729 Milton Road at Clifton Inn near Stone Robinson Elementary School	Stage 2	Old Mills Trail Feasibility Study (LPDA, 2020)	1.0	0.0	5.0	0.0	2.0	3.0	11.0	147
R4002	Rt 53/Milton Rd Intersection Improvements	Rt 53/Milton Rd Intersection Improvements	Stage 1	CA-MPO 2050 LRTP; CA-MPO 2045 LRTP	0.0	0.0	2.0	0.0	0.0	5.0	7.0	160
R4003	Route 20 and Route 712 (Plank Rd) Intersection Improvements	Mid-Term: Reconstruct westbound lanes; Long-Term: Realign or relocate intersection to improve geometry and sight distance	Stage 1	2040 TJPDC Rural Long Range Transportation Plan	1.0	2.5	2.0	0.0	2.0	4.0	11.5	146
R4004	US 250 at Milton Drive Roundabout	Construct a single-lane roundabout at the intersection of US 250 and Milton Drive	Stage 3	Village of Rivanna MP (PDF pg. 6)	1.0	0.5	2.0	2.0	0.0	7.0	12.5	141
R4006	Route 20 at James River Rd (Rt 726): Intersection Improvements	Monitor for safety improvements	Stage 0	TJPDC 2040 Rural Long Range Transportation Plan (2018)	2.0	2.0	2.0	0.0	2.0	5.0	13.0	139
R4007	US 250 at Route 22 (Louisa Rd): Intersection Improvement	Displaced left turn for traffic traveling east on US 250 and turning left onto northbound Route 22. Existing signals will be modified	Stage 3	VDOT Shadwell Project Pipeline Study CU-02 (2022)	1.0	2.5	4.0	3.0	0.0	7.0	17.5	125
R4008	US 250 at Black Cat Rd: Intersection Improvements	Addition of EB left turn lane and WB right turn lane on US 250 at Black Cat Rd	Stage 1	Village of Rivanna MP (PDF pg. 6, 38)	1.0	2.5	2.0	1.0	0.0	7.0	13.5	138