

Albemarle County Transportation Priorities

Project Updates

Following is a list of those prioritized projects which have been advanced in some manner. The list provides project details, background, and a brief update for each of them.

#1. Hydraulic/29 Intersection Improvements: Following the rejection for Smart Scale funding in the 2018 application cycle, staff have continued to work with the C-A MPO and VDOT to re-evaluate the project to identify scaled back alternatives that address the major issues at the intersection. The C-A MPO is proposing an application in the 2020 cycle and, with VDOT and the Project Stakeholder Team, have identified potential alternatives that are currently being finalized. \$18 million in funding is still available from VDOT which can be used to buy down the cost of any project. However, VDOT has implied this is the last opportunity to use these funds before they are redistributed to other projects around the state.

#2. Rt 250 East Widening (Pantops) - From I-64 interchange to City Limits: This proposal is to close the center turn lane with a median between the Rt 20 intersection and Rolkin Rd with potential breaks at Hansen Rd, Town & Country Ln, and People Place for limited movements and an addition of a continuous right-turn lane in each direction. Sidewalk gaps will also be addressed. This project is proposed as a Smart Scale Grant in 2020.

#3. Rt 20/US 250 Intersection improvement: After initially being denied funding in the 2018 Smart Scale application cycle further work between staff and VDOT and the availability of additional funds resulted in full funding for this project which proposes turn lane additions, access management, sidewalk improvements, signal upgrades, and an at-grade pedestrian crosswalk of US 250. The construction schedule is currently unknown.

#5. Berkmar to Lewis & Clark Connector: This project, which involves extending Berkmar Dr from the current stub-out to the Airport Rd/Lewis & Clark Dr intersection and includes a roundabout and bicycle and pedestrian facilities, was submitted for funding through the Transportation Revenue Sharing program in the 2019 grant application cycle. Funding determinations have not yet been announced.

#6. Fontaine Ave/29 Bypass Diverging Diamond: Another project that was denied funding through Smart Scale in 2018, this is proposed to be resubmitted in 2020. The project would reconstruct the existing traditional unsignalized diamond interchange to a diverging diamond interchange also accommodating U-turns that would allow closure of the current left turn movement from northbound Rt 29 to westbound I-64. A Shared-use Path is proposed through the segment as well.

#7. Old Lynchburg Rd/5th St Ext Intersection Improvements: The 5th St Extended Corridor is currently being evaluated through a VDOT STARS study which identifies safety, congestion, and multi-modal issues and recommends a series of short and long-term solutions. Previous studies related to Transportation Impact Analysis performed in support of developments have identified this failing intersection for a potential roundabout. Therefore, this individual project is proposed to be advanced as a 2020 Smart Scale application.

#8. Eastern Avenue South Connector: The middle portion of this connector has now been completed between Park Ridge Dr and Westhall Dr. The South Connector would extend the roadway from Westhall Drive to Cory Farms Dr where it would connect to US 250 also extending the bicycle and pedestrian facilities. Following a higher than expected cost estimate from VDOT for this project during a Revenue Sharing proposal in 2019, the county hired a consultant to perform a location and design study to improve the accuracy of the cost estimates and to move the project forward. The intent is to complete this study in 2020 and be prepared to submit a Revenue Sharing grant in 2021.

#10. Avon St Ext Improvements: A Corridor Plan for Avon Street Extended was completed over the past year which prioritized improvements and provided conceptual designs. Based on this Plan, a potential Revenue Sharing or Transportation Alternatives application is proposed for 2021 which would construct a Shared-use Path on Avon street and include other operational, aesthetic, and bicycle and pedestrian improvements. This project is also a recommendation for use of the Board designated Quality of Life funds which could provide a local match for that application.

#12. Tabor/High Street Sidewalks: Another recommended use of the Quality of Life funds, this project would provide an extension of the sidewalk on Tabor St in Crozet to connect to the existing pedestrian path on Hilltop St including a short stretch on High St. This project was submitted for funding through the Transportation Alternatives program in the 2019 grant application cycle. Funding determinations have not yet been announced.

#15. Rt 20/Rt 53 Intersection improvements: This project was submitted for SMART Scale funding in 2018 but rejected. The proposal would convert the intersection into a roundabout and include bicycle and pedestrian accommodations. This is recommended to be resubmitted as a Smart Scale application in 2020.

#17. Rio Road/Belvedere Intersection: Based on Board and citizen concerns, and related to ongoing development in the Rio Rd Corridor, including The Center, this project was added to the prioritization process and found to rank high. Staff has been working with VDOT and stakeholders to evaluate potential solutions, primarily focused on an R-cut, to address identified traffic issues at this intersection. VDOT is also evaluating this in consideration of a potential roundabout at the John Warner Parkway/Rio Rd intersection. This is expected to be a Smart Scale application in 2020 based on that transportation study.

#26. Old Lynchburg Road/Moore's Creek Greenway Bicycle and Pedestrian Improvements: This project proposes to construct a Shared-Use path along Moore's Creek between Sunset Ave to Old Lynchburg Road then down Old Lynchburg to Azalea Park connecting to the existing Shared-use Path in the Park. Additionally, a sidewalk would be constructed from the Shared-use path south on Old Lynchburg to connect to the existing sidewalks on the south side of the I-64 overpass. This project was another Quality of Life recommendation that was submitted for Revenue Sharing funding in 2019 and awaiting the results of the funding decisions.

#35. US 29 Shared-Use Path - From Seminole Lane North to Carrsbrook Drive: This potential Smart Scale application for 2020 is a resubmittal of a SMART Scale application from 2018 that was rejected for funding. The project would construct a shared-use path on the east side of US 29.

#36. Rio Rd/Belvedere Blvd Shared-use Path: A key connection to close a gap in the existing Northtown Trail Shared-use Path between the John Warner Parkway and Belvedere Blvd, this was previously recommended as a Quality of Life project. However, a development application was approved at this location that included completing the connection as part of the rezoning. This Quality of Life funding is now available to be moved to another project.

#44. Shared-use Path on Route 20 (Scottsville Road) - From the City Line to College Dr: Following approval of the Jefferson Area Bicycle and Pedestrian Plan this project was identified as a high priority recommendation for the region. VDOT agreed to fund a consultant led study to evaluate the potential connection. The result of that study, a Shared-Use Path in the Route 20 median, was suggested as a potential Smart Scale application for 2020.

#74. Fray's Mill/Burnley Station/US29 Intersection Improvements: This project is a resubmittal of a Smart Scale application from 2018 that was rejected for funding. The project would reconstruct this intersection into an R-cut to address safety and operational issues.

#82. I-64/Exit 107 Crozet Park and Ride Lot: This is a resubmittal of a Smart Scale application from 2018 that was rejected for funding. The project would construct a park and ride lot at the corner of Patterson Mill Lane and US 250 just south of the I-64 interchange. This lot could potentially be served by both the Crozet Connect and the proposed Afton Express transit lines.