



Albemarle County

Legislation Details (With Text)

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Title: Rio Road, Avon Street Extended, US250W/Rockfish Gap Turnpike Sidewalks
Sponsors:
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Attachments: 1. Attachment A: Overview Map, 2. Attachment B: Conceptual Mid-Block Pedestrian Crossing

Date	Ver.	Action By	Action	Result
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AGENDA DATE: 12/14/2016

TITLE:

Rio Road, Avon Street Extended, US250W/Rockfish Gap Turnpike Sidewalks

SUBJECT/PROPOSAL/REQUEST: Request Board concurrence to include a mid-block pedestrian crossing on US-250W/Rockfish Gap Turnpike and to transfer of a portion of the remaining Meadow Creek Parkway revenue sharing funds to cover the additional costs

ITEM TYPE: Consent Action Item

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

PRESENTER (S): N/A

LEGAL REVIEW: Yes

REVIEWED BY: Thomas C. Foley

BACKGROUND: The US-250W/Rockfish Gap Turnpike Sidewalk is one of three sidewalk projects included in this Virginia Department of Transportation (VDOT) Revenue Sharing funded and locally managed project. The objective of this specific project is to provide sidewalks and a crosswalk to provide a safe connection between the residential/commercial areas on the north side of US-250W to the commercial areas on the south side.

This portion of US-250W is functionally classified as an Urban Minor Arterial with a posted speed limit of 45 mph. It is generally characterized as a three-lane roadway with two through lanes, a center two-way shared left-turn lane, and continuous right-turn lanes on the north and south sides of the road between Radford Lane and Clover Lawn Lane. An overview map of the project is provided as Attachment A.

The design scope for the project includes 1400 foot of curb and sidewalk along the north side of US-250W between Clover Lawn Lane and Cory Farm Road; 380 foot of sidewalk along the south side of US-250W from Radford Lane (south) and Clover Lawn Lane (Blue Ridge Builders Supply access road); and a Pedestrian Safety Study to evaluate and recommend improvements to accommodate safe and convenient passage of pedestrians across US-250W.

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 Pedestrian Safety Study conducted by the County's consultant (Timmons Group) focused on the Radford Lane intersection. The options considered included a signalized intersection and a compact oval-shaped roundabout. Timmons concluded that the intersection would not meet the VDOT warrants for a signal and that VDOT would prefer a roundabout option. VDOT concurred with the findings; however, their preference was for a traditional "circular" roundabout with a much larger diameter. The magnitude of the scope and cost of VDOT's roundabout was well beyond the project scope and budget.

Staff conducted the VDOT design public hearing on the sidewalk project on October 10, 2016, and the feedback received indicated that a pedestrian crossing was much desired at this location. We also discovered that VDOT issued an Instructional and Informational Memorandum (IMM-384) in July 2016 to provide consistent and uniform guidance (for designers and reviewers) on the implementation of pedestrian crosswalks across the State, specifically mid-block pedestrian crossings.

Using this information, local VDOT and County staff worked together to generate a conceptual plan for a mid-block pedestrian crossing on US-250W between Radford Lane and Clover Lawn Lane (Attachment B). This option would provide the pedestrian crossing that was the goal of the project at a much more reasonable cost. Staff and the County's consultant estimated the project budget would need to be increased \$200,000 to include the mid-block crossing design and construction.

This shortfall may be addressed by transferring funds from the remaining balance of approximately \$919,354 from the Revenue Sharing funds VDOT holds from the Meadow Creek Parkway project (UPC 2530). Only active Revenue Sharing projects are eligible to utilize these funds. With Board concurrence, staff will request VDOT transfer the necessary funds to this project (UPC 104159) where they would be available to reimburse the County for eligible project expenses.

BUDGET IMPACT: Including the mid-block pedestrian crossing will increase the design and construction budget by \$200,000, which may be offset by requesting VDOT transfer a portion of the remaining Revenue Sharing funds from the Meadow Creek Parkway project.

RECOMMENDATION:

Staff recommends that the Board concur with the inclusion of the mid-block pedestrian crossing in this project and with staff requesting VDOT transfer \$200,000 of the remaining Meadow Creek Parkway (UPC 2530) Revenue Sharing funds to this project (UPC 104159). An appropriation request will follow at a later date if approved.

ATTACHMENTS:

- A - Overview Map
- B - Conceptual Mid-Block Pedestrian Crossing