



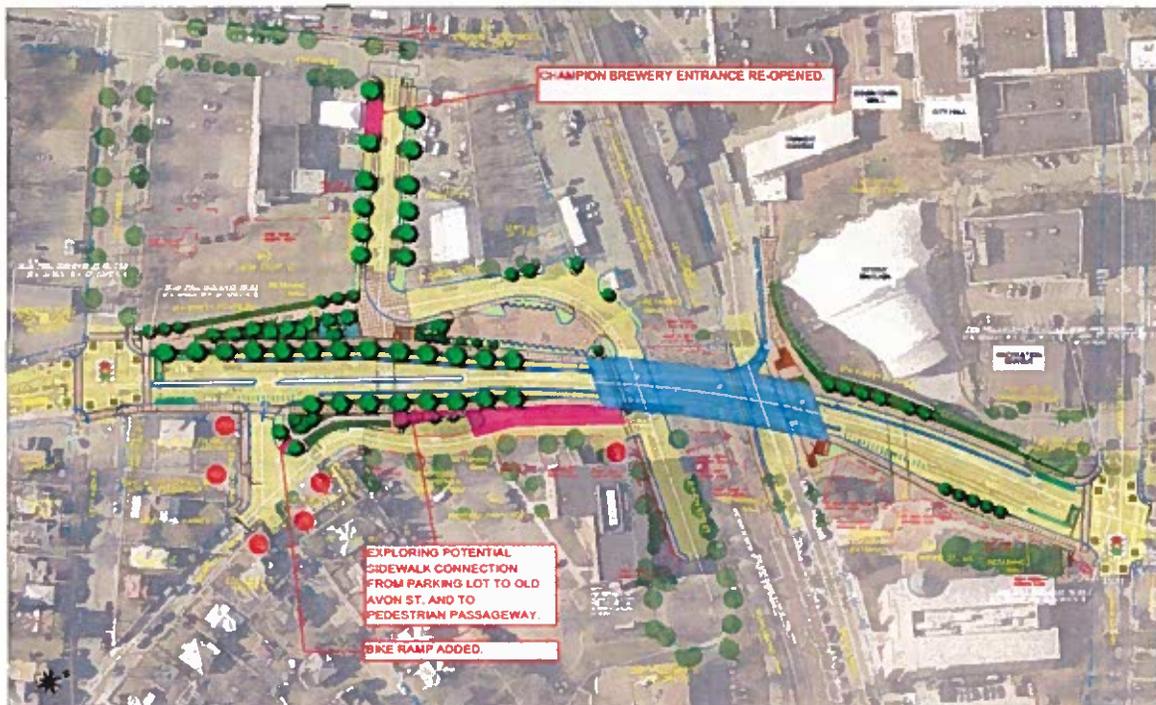
1. www.belmontbridge.org

Schedule – Currently in design – refining preferred conceptual design for right of way authorization. Construction projected in early 2020.

Funding - \$23,857,768 (state, federal, Revenue Sharing & State of Good Repair)

The purpose of this project is to provide a functional crossing for the structurally deficient Belmont Bridge (9th Street/ Route 20; Bridge No. 1801) in Downtown Charlottesville. It carries 9th Street over Water Street, several main and spur lines of the railroad, Avon Street and a parking lot. The bridge is an important regional link between four neighborhoods, the Downtown Mall and Pavilion, and the neighboring County of Albemarle. The project is located on a state primary route as well as within the National Register Charlottesville- Albemarle County Courthouse Historic District.

The proposed design provides a replacement bridge that is approximately 236 LF that provides one travel lane in each direction, a 7' wide protected bike lane in each direction and a 10' wide pedestrian sidewalk in each direction. Streetscaping with enhanced pedestrian lighting and landscaping will be provided along 9th Street between Levy Avenue and East Market Street. Avon Street will be closed to vehicular traffic between Levy Avenue and East South Street to improve the function and safety of the Levy Avenue and 9th Street intersection for all modes of travel while creating a pedestrian plaza within the former roadway. New sidewalk will be constructed along neighboring streets to the project corridor and landscaping will be installed – on East South Street, Avon Street, Graves Street and Water Street. Additional new proposed pedestrian features include a pedestrian passageway under 9th Street south of the railroad, a reconstructed staircase connecting Avon Street to 9th Street, new staircases from 9th Street to Water Street and a mezzanine to cross 9th Street under the bridge north of the railroad.



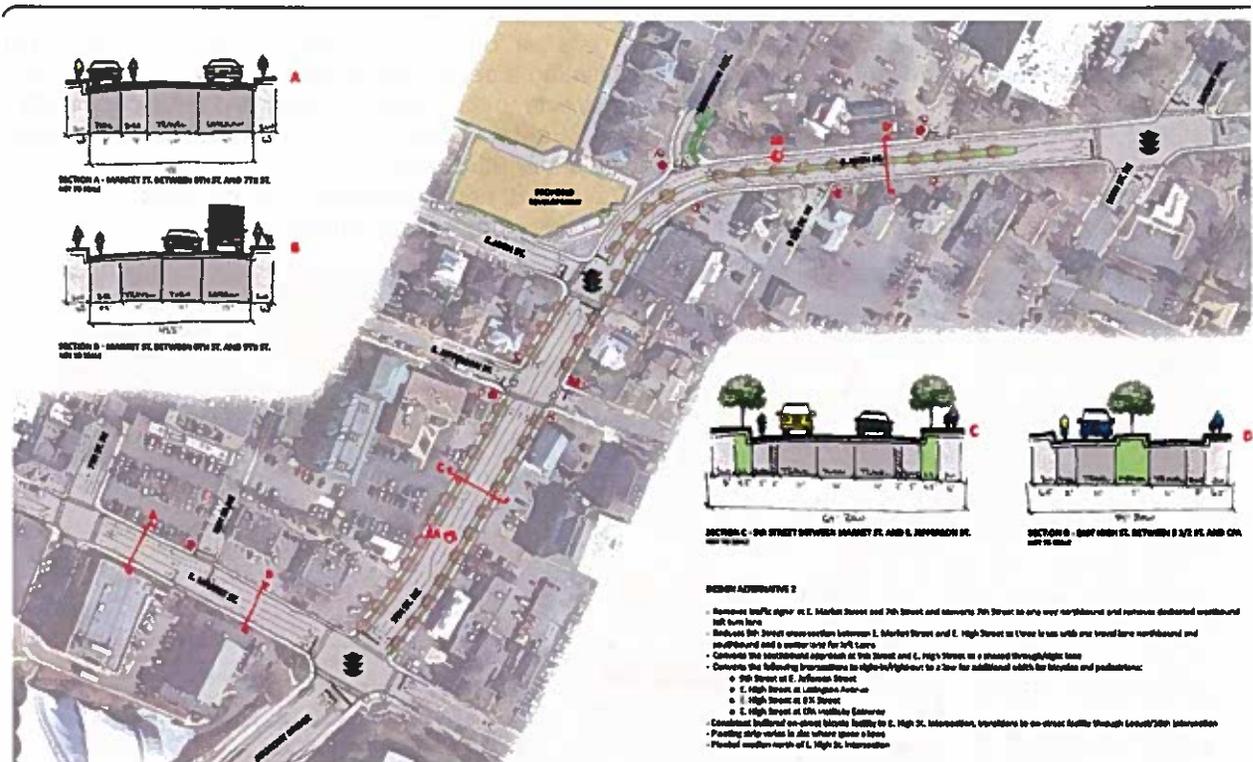
2. EAST HIGH STREETSCAPE

www.easthighstreetscape.org

Schedule – Currently in design – selecting preferred conceptual design. Construction projected in mid to late 2020.

Funding - \$5,638,000 (SmartScale)

This project will provide a valuable multimodal improvement and connection for the existing Downtown Pedestrian Mall to the recently redeveloping area where the old Martha Jefferson Hospital once resided for decades. The project alignment will connect with the 7th Street / Market Street intersection along Market Street to 9th Street, continuing north to High Street and terminating at the Locust Avenue Intersection. Proposed improvements include widening sidewalks, landscaping with street trees, intersection improvements for better ADA and pedestrian access, bike lanes, storm water quality features, improved way-finding signage, signal upgrades for better efficiencies, and enhanced access to existing mass transit facilities.





3.

www.250interchange.org

Schedule – Construction of the road was completed in July 2015.

Funding - \$32.5 million (federal, state, local, Revenue Sharing)

The purpose of this project was to improve the existing at-grade intersection of the Route 250 Bypass and McIntire Road by constructing a grade-separated interchange. The improvements focused on enhancing the safety and flow of traffic through the project area while providing community mobility for bicyclists and pedestrians.

This project includes the following features:

- Creation of pedestrian and bicyclist access to McIntire Park and Hillcrest/Birdwood neighborhood;
- Signalization of Park Street ramps at Route 250 to improve safety for all;
- Over 1.5 miles of new multi-purpose trails and bike lanes;
- Continuation of Schenk's Greenway to the north and through McIntire Park;
- Integration of a planned upgrade of Schenks Branch sewer interceptor;
- State-of-the-art rescue squad equipment and improved driveway location for CARS;
- Historic Mitigation measures – interpretive signs, documentation of historic resources, rebuilding Rock Hall walls;
- Preservation and renovation of the Dogwood Vietnam Memorial; and
- Planting of hundreds of new trees, shrubs and other landscaping.



4. McIntire Road Extended*

*VDOT Administered

Schedule – Construction of the road was completed in August 2013. However, the road was not opened until 2015, when the Route 250 Interchange project at McIntire Road was completed.

Funding - \$10,498,405 (state and local)

A new, half mile, two-lane Parkway (now a portion of the John W. Warner Parkway) located in the City of Charlottesville from Melbourne Road to the Route 250 Bypass at McIntire Road with bike lanes and a separate pedestrian/bike trail. With the Meadow Creek Parkway in the County of Albemarle, this Parkway was envisioned as a key component of our regional transportation network. Includes 2 stormwater basins, historic mitigation measures and new, replacement parkland dedicated to the City.



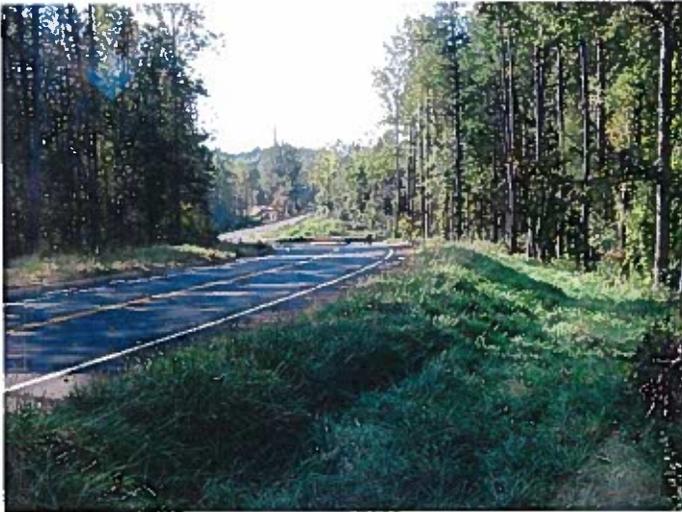
5. Meadow Creek Parkway, Phase 1*

*VDOT Administered

Schedule – Project completed October 2011.

Funding - Estimated construction cost was approximately \$12 Million. The County provided approximately \$5.5 Million in funding through the Revenue Sharing Program.

A new, one-mile, two-lane Parkway (now a portion of the John W. Warner Parkway) located in the County of Albemarle from Rio Road to Melbourne Road with bike lanes and a separate pedestrian/bike trail. With the McIntire Road Extension in the City of Charlottesville, this Parkway was envisioned as a key component of our regional transportation network. Includes 3 stormwater basins, widening the Rio Road-CSX bridge and widening a portion of Rio Road to a four-lane divided roadway.



Meadow Creek Parkway



Meadow Creek Parkway Trail



HILLSDALE DRIVE EXTENSION

CHARLOTTESVILLE, VA

6.

www.hillsdaledrive.org

Schedule – Ribbon Cutting held in January 2018 though several outstanding punchlist items remain.

Funding - \$26,349,000 (state, federal, Revenue Sharing)

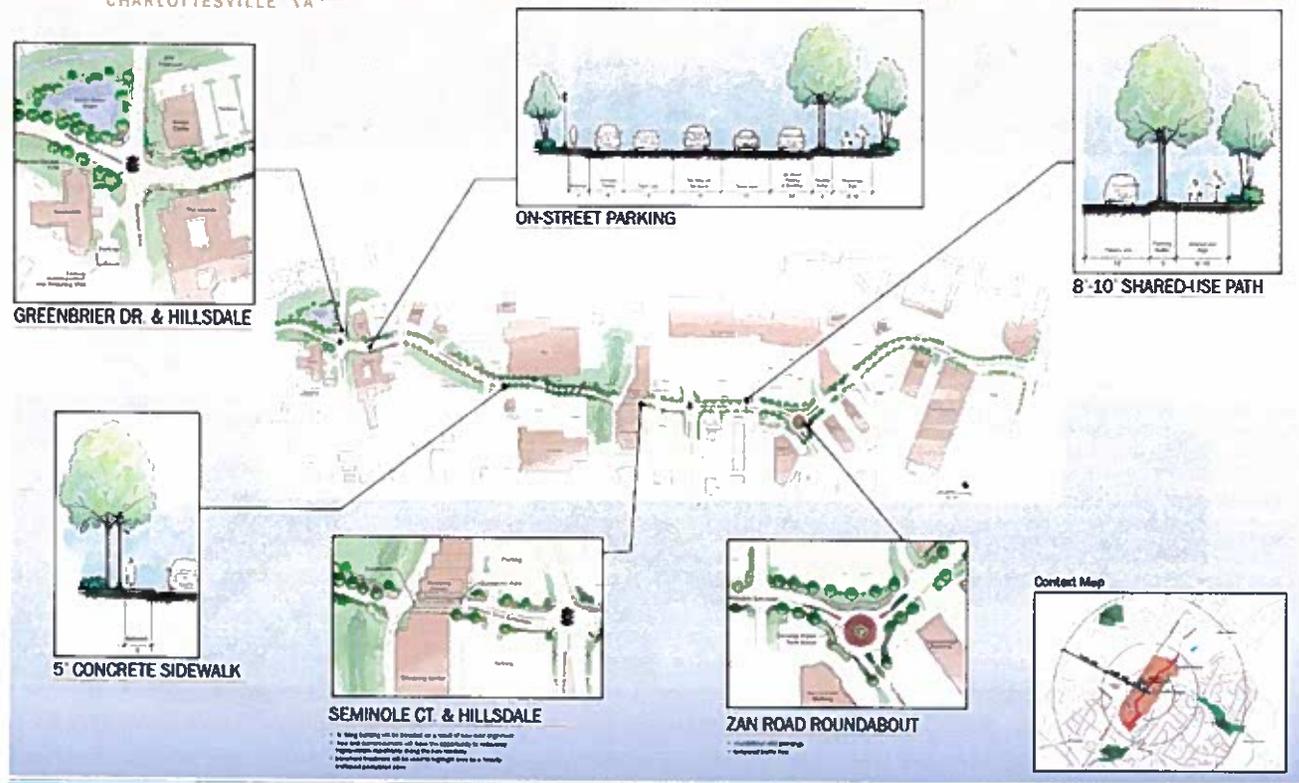
Existing Hillsdale Drive was extended from Greenbrier Drive in the County of Albemarle to Hydraulic Road in the City of Charlottesville. The curbed roadway extension provides one lane of traffic in each direction, with dedicated left turn lanes or raised median strips in the center depending on location. The improvements include a 5' sidewalk on the west side and an 8' - 10' shared use path on the east side to accommodate pedestrians and bicycles. On-street parking is provided in limited areas. The project redesigned intersections with Greenbrier Drive and Seminole Court (signalized) and a roundabout at the Zan Road crossing. Additional amenities include pedestrian lighting, landscaping features and a pocket park at the newly constructed and relocated stormwater basin. The proposed extension was designed and posted for a 25mph speed limit.

The purpose and need of the project was to complete/enhance the area's multi-modal transportation network; to provide safe and functional access for local trips generated outside and parallel to the Route 29 business corridor; and to improve access to commercial businesses.

HILLSDALE DRIVE EXTENSION

CHARLOTTESVILLE, VA

LANDSCAPE OPPORTUNITIES



7. US Route 29 and Hydraulic Road Intersection Improvements*

*VDOT Administered

http://www.route29solutions.org/learn_more/7_hydraulic_road_intersection.asp

Schedule - The Hydraulic Planning Advisory Panel has selected a preferred alternative and is seeking funding in latest round of SmartScale applications for construction.

Funding - \$20 million in state and federal funds has been applied to project. SmartScale application was submitted for remaining funding. Total Cost - \$227 million.

Project includes multiple elements to improve safety and mobility at the US 29 and Hydraulic Road intersection and nearby intersections and interchanges. These elements include:

- A. Grade-Separated Interchange at the intersection of US 29 and Hydraulic Road
- B. Roundabout at Hydraulic Road and District Avenue
- C. Roundabout at Hydraulic Road and Hillsdale Drive
- D. Grade-Separated Connection for Zan Road at US 29
- E. Grade-Separated Intersection at Angus Road/Holiday Drive and US 29
- F. Extending Hillsdale Drive from Hydraulic Road to Holiday Drive
- G. Relocation of WB US 250 ramps to the Hillsdale Drive

Improved bicycle and pedestrian infrastructure will be constructed as part of this project, and is a primary reason for the inclusion of some elements. In coordination with CAT and JAUNT, the project will seek to include transit improvements such as new or relocated stops, bus shelters and / or route modifications.



8. Route 29 - Route 250 Interchange Improvements*

*VDOT Administered

http://www.route29solutions.org/learn_more/1_route_29-route_250_interchange_improvements_best_buy.asp

Schedule - The Route 29 - Route 250 interchange improvement project (known locally as the "Best Buy ramp project") opened to traffic on May 21, 2016.

Funding - **Total cost:** \$17,150,000 (state, federal, Revenue Sharing)

Engineering of roadway plans: \$2,509,436

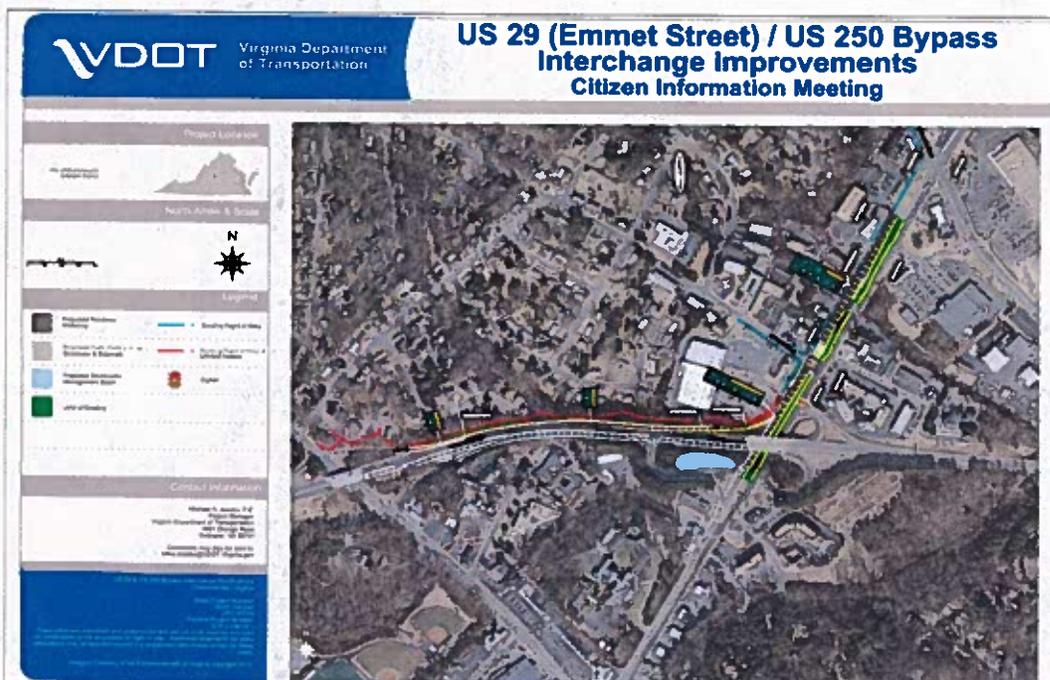
Right of way acquisition and utility relocation: \$336,669

Construction: \$14,303,865 (includes noise barriers)

This project added a second lane to the entrance ramp from Route 29 south onto the Route 250 Bypass and an associated merge lane on Route 250 westbound to the Barracks Road exit. It also added an additional southbound lane to Route 29 by widening in the median from just south of Hydraulic Road to the Route 250 Bypass interchange.

The improvements will reduce congestion and improve safety and the movement of traffic from Route 29 onto the Route 250 Bypass, as well as the flow of traffic continuing south on Route 29 (Emmet Street) into the city.

The project also included construction of a new sidewalk between Morton Drive and Angus Road. The sidewalk is located in the U.S. 29 median, which provides the safest route for pedestrians to use when traveling from one side of the interchange to the other.





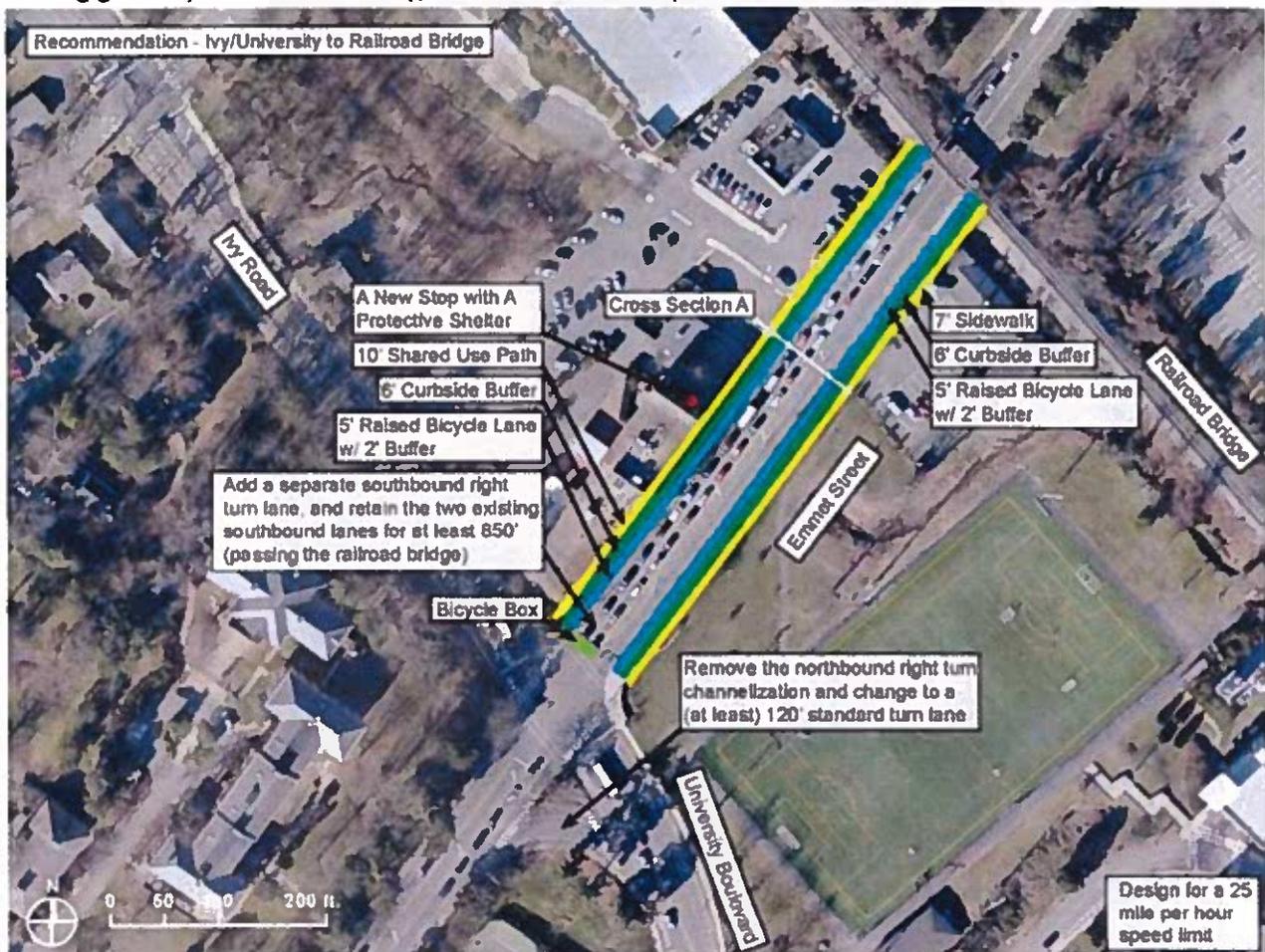
9. EMMET STREETSCAPE

www.emmetstreetscape.com

Schedule – Currently in design – developing preferred conceptual design. Construction projected in early 2023.

Funding - \$12,114,721 (SmartScale)

Emmet Street is a gateway to our city and the University of Virginia, often the first impression of our community for out-of-town visitors. The purpose of this project is to redesign Emmet Street between Ivy Road/University Avenue and Arlington Boulevard, transforming it into a complete street that safely accommodates all people, regardless of their abilities or means of travel. Proposed improvements to Emmet Street include bicycle lanes, a shared-use path (with tunnel underneath railroad), bus shelters and consolidated bus stops, new pedestrian signals and handicapped-accessible crosswalks, and landscaping. The project will result in a street design that works for all users, creates a beautiful and inviting gateway to our community, and is safer for everyone.



Go WESTMAIN

10.

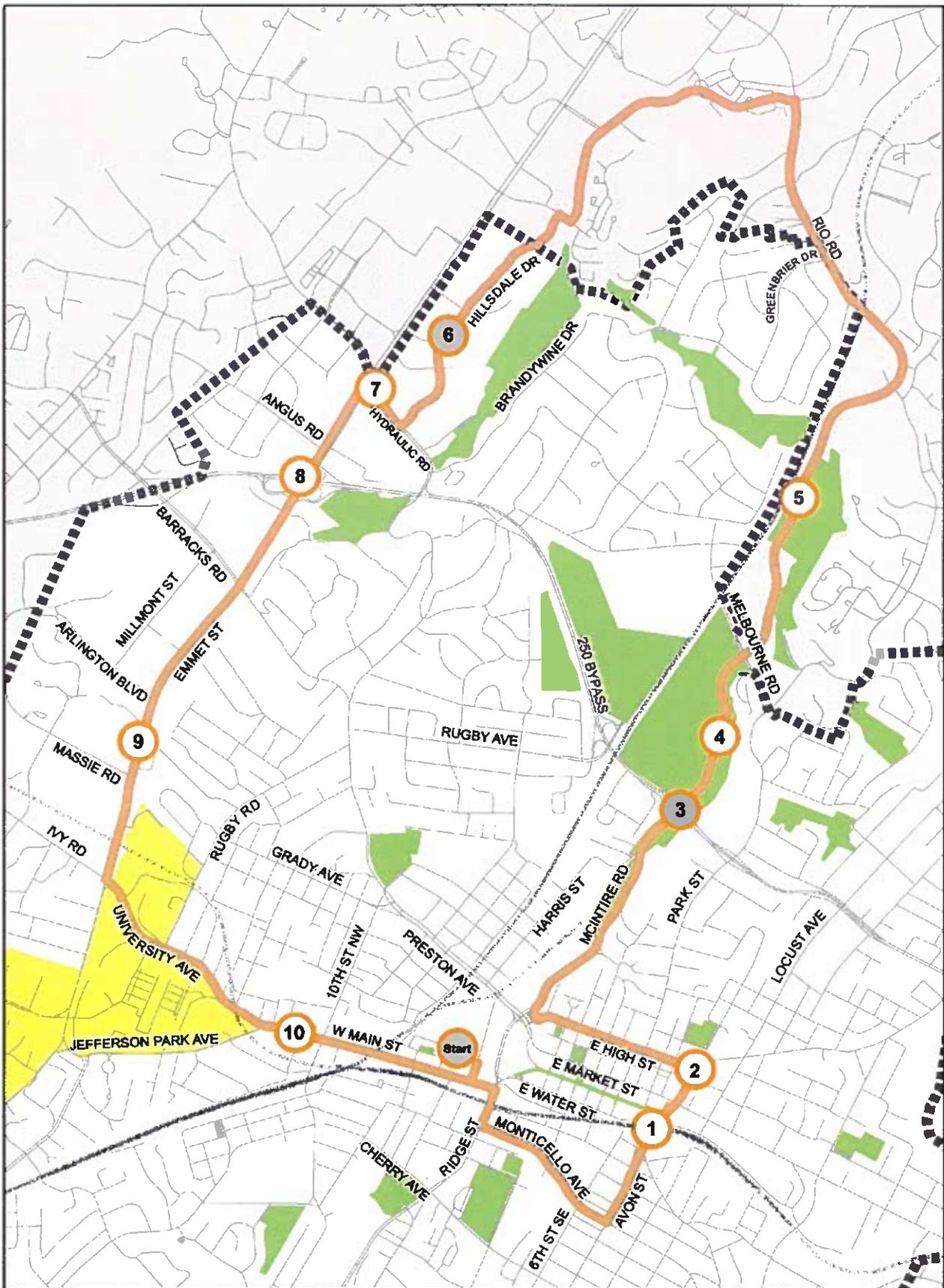
www.gowestmain.com

Schedule - Currently in design – In March 2016, City Council approved both zoning ordinance modifications and a conceptual design plan option for West Main Street (Option 1). Construction has split into phases – Phase I projected to start construction in late 2019.

Funding – Roughly \$38 million (\$10 million in undergrounding). Revenue Sharing has been sought for Phase I (fully funded) & II (partially funded). SmartScale being pursued to complete Phase II.

West Main Street is a vital urban street, a locally designated historic district, and an important connection between the University of Virginia and Downtown Charlottesville, and to the surrounding neighborhoods. The City of Charlottesville has undertaken a plan to update the street with widened sidewalks, dedicated bicycle lanes, a diversity of trees and landscape plantings, and opportunities for historic interpretation and social gathering.





	Stops		UVA
	Pull Off Stops		Parks
	Bus Tour Route		
	Municipal Boundary		

Transportation Projects Bus Tour





