



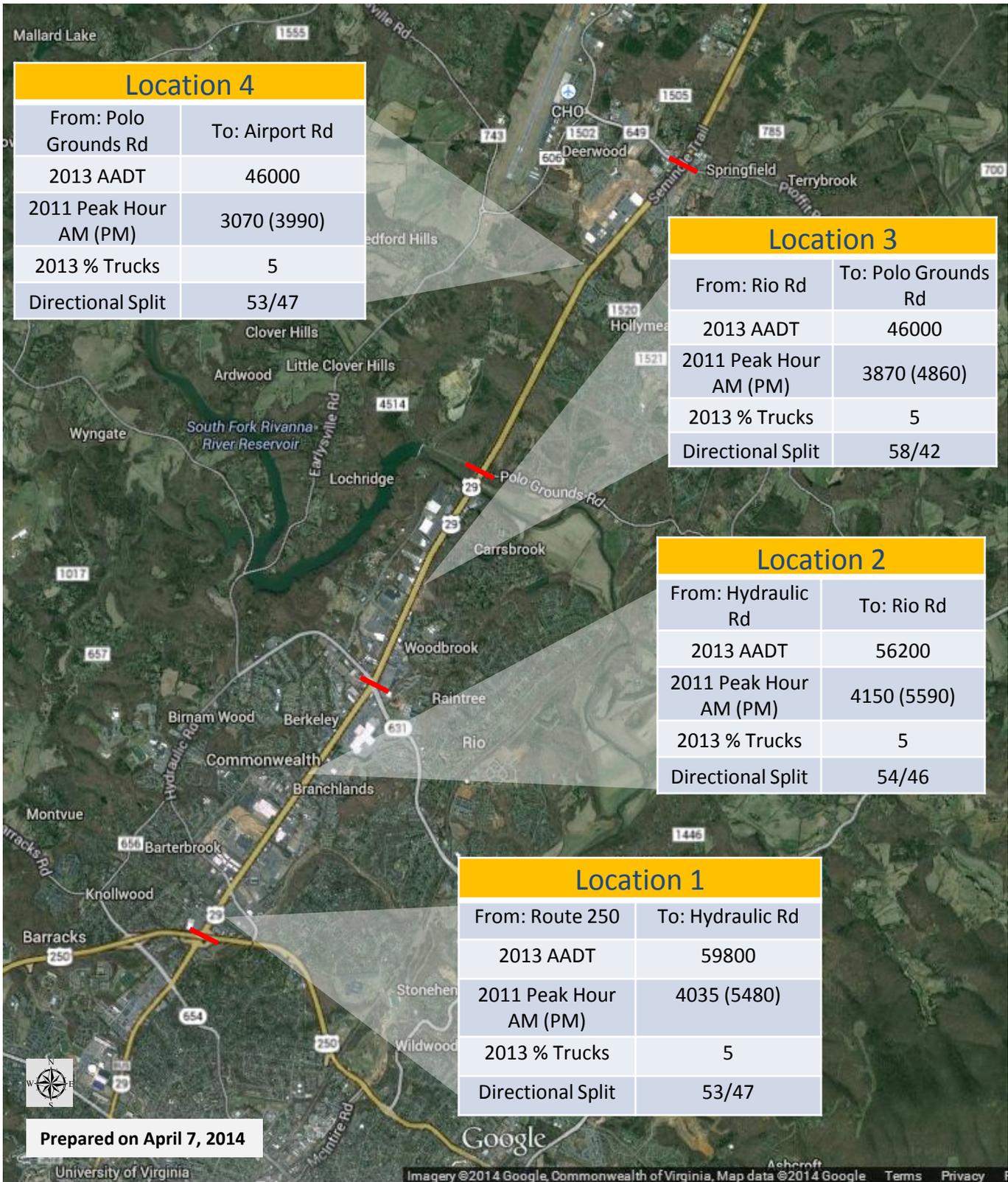
Advisory Panel “Basis of Fact” Package

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Route 29 Solutions

Corridor Traffic Fact Sheet



Location 4

From: Polo Grounds Rd	To: Airport Rd
2013 AADT	46000
2011 Peak Hour AM (PM)	3070 (3990)
2013 % Trucks	5
Directional Split	53/47

Location 3

From: Rio Rd	To: Polo Grounds Rd
2013 AADT	46000
2011 Peak Hour AM (PM)	3870 (4860)
2013 % Trucks	5
Directional Split	58/42

Location 2

From: Hydraulic Rd	To: Rio Rd
2013 AADT	56200
2011 Peak Hour AM (PM)	4150 (5590)
2013 % Trucks	5
Directional Split	54/46

Location 1

From: Route 250	To: Hydraulic Rd
2013 AADT	59800
2011 Peak Hour AM (PM)	4035 (5480)
2013 % Trucks	5
Directional Split	53/47

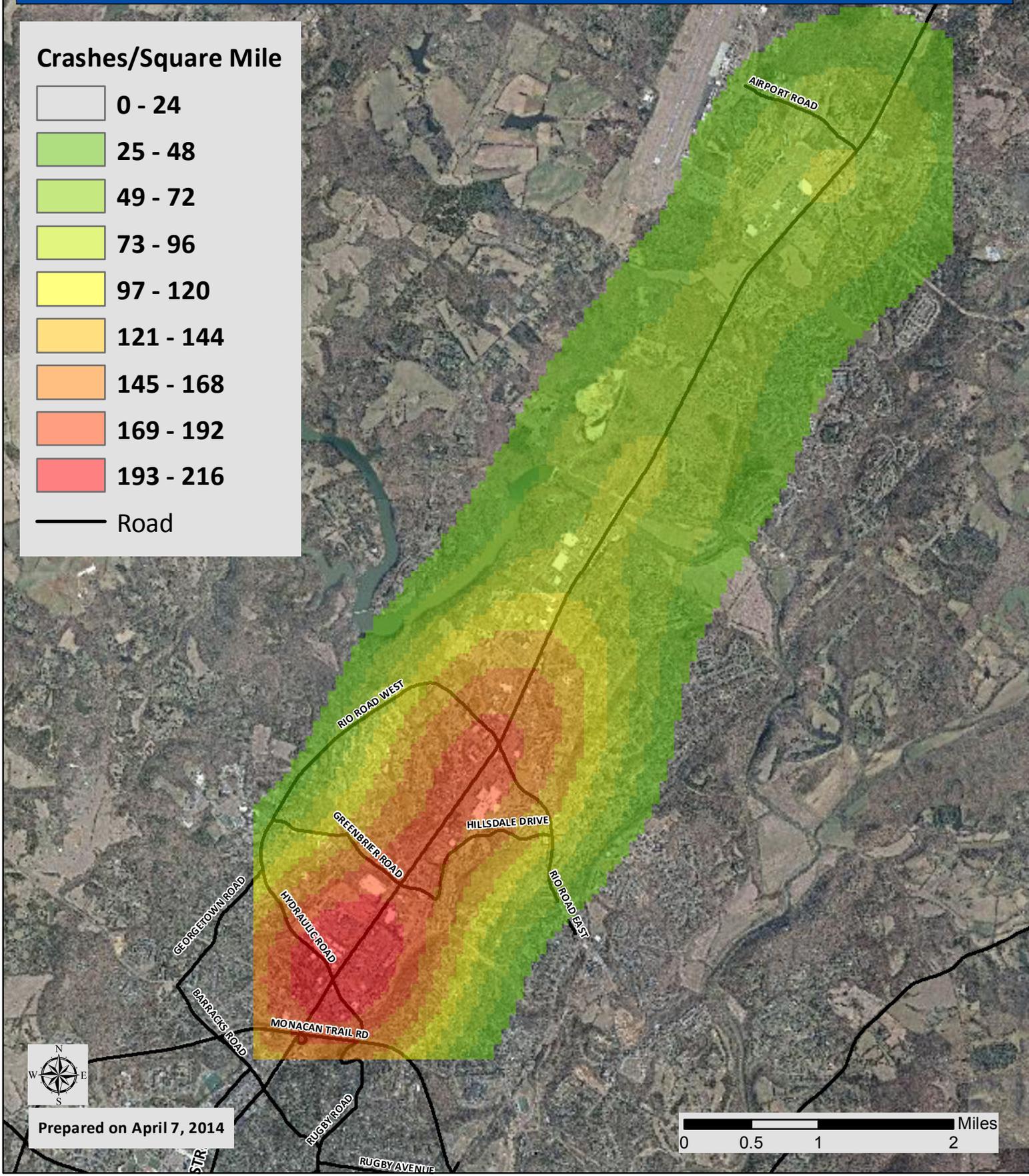
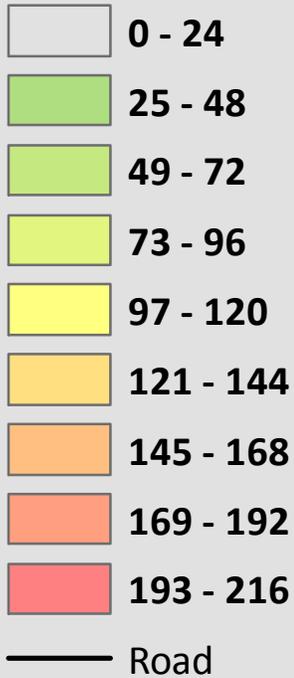
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Route 29 Solutions

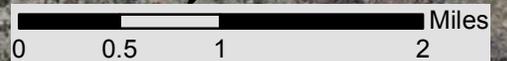
Corridor Crash Density (2009-2013)



Crashes/Square Mile



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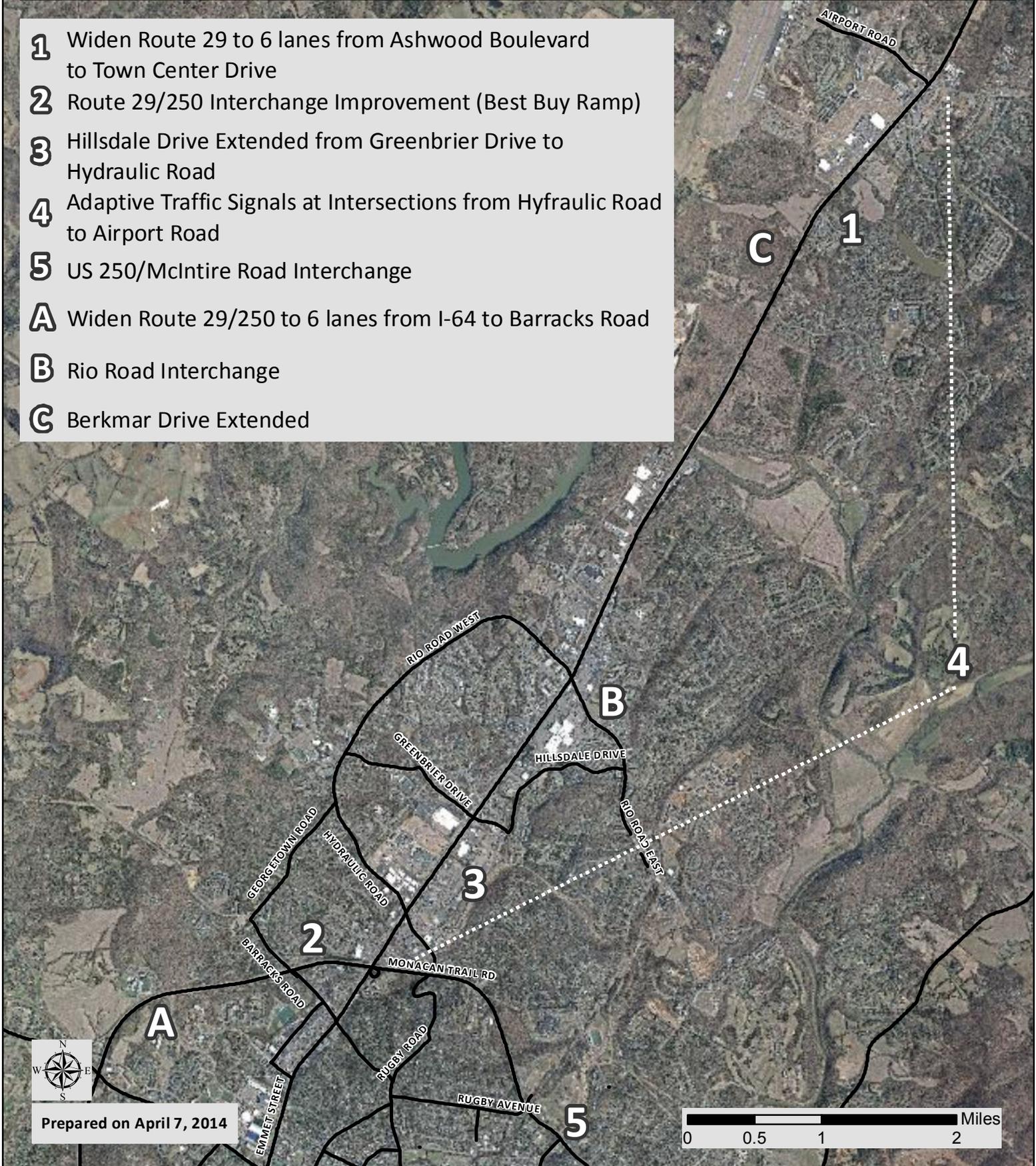


Route 29 Solutions

Six-Year Improvement Program (SYIP) and MPO Projects



- 1 Widen Route 29 to 6 lanes from Ashwood Boulevard to Town Center Drive
- 2 Route 29/250 Interchange Improvement (Best Buy Ramp)
- 3 Hillsdale Drive Extended from Greenbrier Drive to Hydraulic Road
- 4 Adaptive Traffic Signals at Intersections from Hyfraulic Road to Airport Road
- 5 US 250/McIntire Road Interchange
- A Widen Route 29/250 to 6 lanes from I-64 to Barracks Road
- B Rio Road Interchange
- C Berkmar Drive Extended



Route 29 Solutions



Charlottesville Area Projects

Commonwealth Transportation Board Six-Year Improvement Program (SYIP) Projects

MAP	Route	Description	Estimate	SYIP Allocation	SYIP Balance	Additional Required Costs to Complete	Totals- SYIP Balance + Additional Required Costs to Complete	Expected Benefit
1	29	Widen to 6 Lanes from Ashwood Blvd to Town Center Dr	\$32,572,931	\$32,572,931	\$0	\$18,000,000	\$18,000,000	Increase capacity and improve safety on Route 29 north of South Fork of Rivanna River
2	29/250	Route 29/250 Interchange Improvements (Best Buy Ramp)	\$12,174,375	\$11,150,000	\$1,024,375	\$6,000,000	\$7,024,375	Provide additional lane on SB ramp from Route 29 to Route 29 Bypass to reduce queuing and improve safety between 29/250 and Hydraulic Rd
3	1427	Hillsdale Drive Extended from Greenbrier Dr to Hydraulic Rd	\$13,670,440	\$13,670,440	\$0	\$16,000,000	\$16,000,000	Provide a parallel two lane facility to Route 29 between Rio Rd and Hydraulic Rd
4	29	Adaptive Signal/Traffic Project Hydraulic to Airport Rd	\$720,000	\$720,000	\$0	\$2,500,000	\$2,500,000	Improve synchronization of signals on the Route 29 corridor
5	250	US 250/McIntire Road Interchange	\$33,619,157	\$34,472,613	-\$853,456	\$0	-\$853,456	Provide connection to John Warner Parkway from Route 250 Bypass
Current Project Sub Total			\$92,756,903	\$92,585,984		\$42,500,000	\$42,670,919	

Charlottesville-Albemarle Area MPO Projects

MAP	Route	Description	Estimate	SYIP Allocation	Cost to Complete
A	29/250	Widen to 6 lanes- From I-64 to Barracks Rd	\$86,200,000	\$0	\$86,200,000
B	29	Rio Road Interchange	\$60,600,000	\$0	\$60,600,000
C	1403	Berkmar Dr. Extended	\$51,400,000	\$0	\$51,400,000
CLRP Sub Total			\$198,200,000	\$0	\$198,200,000

Route 29 Solutions

Existing Park and Ride Locations



P Park and Ride Lot

— Road

Dickerson Road and Dickerson Lane

Parking Spaces: 16	Paved: No
Handicapped Spaces: 0	Lights: No
Bike Accommodations: No	Transit: No
Signed as P&R Lot: Yes	Fee: No

Comments: Lot is gravel. Commuter parking allowed Mon.- Fri. only. No weekend commuter parking.

Proffit Road and Pritchett Lane

Parking Spaces: 7	Paved: Yes
Handicapped Spaces: 0	Lights: Yes
Bike Accommodations: No	Transit: No
Signed as P&R Lot: Yes	Fee: No

Comments: Located at Wilson School of Dance.

Seminole Trail and Hilton Heights Road

Parking Spaces: 22	Paved: Yes
Handicapped Spaces: 0	Lights: Yes
Bike Accommodations: No	Transit: Yes
Signed as P&R Lot: No	Fee: No

Comments: Commuter parking is on the left side of the Wal-Mart parking, at rear of lot. No overnight commuter parking. No truck or RV parking.

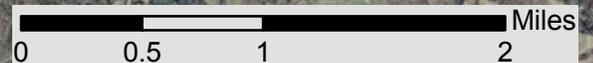
N. Hollymead Drive and Broad Crossing Road

Parking Spaces: 5	Paved: Yes
Handicapped Spaces: 0	Lights: Yes
Bike Accommodations: No	Transit: No
Signed as P&R Lot: Yes	Fee: No

Comments: Commuter parking allowed Mon.- Fri. only. No weekend commuter parking.



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Current Corridor Plans /Studies (most current listed first)

This is a listing of the planning studies on the Route 29 Corridor from the North Carolina State Line at Danville to Interstate 66 in the Gainesville area of Prince William County. These planning studies include recommendations for improving safety and reducing congestion for both local traffic and for through travel.

Places29 (Adopted February 11, 2011)

Places29 is a Master Plan for Albemarle County's four northern development areas that includes transportation recommendations from The City of Charlottesville NCL to the Greene County line. The recommendations from the 29H250 plans are incorporated by reference in order to show the connections in the area of Hydraulic Road and the Route 250 Bypass. The plan developed a context-sensitive solution that included Bicycle, Pedestrian improvements, and Transit on the corridor. It also includes a major access management component, an intricate network of new parallel roads, and many major intersection improvements. The Places29 Plan was adopted on February 11, 2011. A link to the Places29 Plan is:

<http://www.albemarle.org/departments.asp?department=cdd&relpage=3735>

Route 29/33 Multimodal Corridor – Greene County (Adopted June 6, 2010)

The goal of this plan is to optimize the transportation network, by improving connectivity, parallel roads, walking and biking, access management, traffic flow and enhancing public safety. The plan calls for future transit services between Greene County centers and along the Route 29 and Route 33 corridors. This plan was incorporated into the Greene County Comprehensive and adopted on June 6, 2010. A link to this plan is:

http://www.tjpd.org/GreeneCo/materials/GCMMCS_final_lowres.pdf

Route 29 Corridor (Approved December 17, 2009), Addendum (Accepted June 15, 2011)

Creating a Blueprint for the Route 29 Corridor. This plan covered the Corridor from the North Carolina State line at Danville to I-66 at Gainesville. The goal of this plan is to create a Route 29 corridor blueprint that includes a short-term action plan, intermediate recommendations and a vision plan that identifies long-range goals, policies and recommendations. This plan incorporated the recommendations from the **Route 29 Phases II and III** study and provided other recommendations from I-64 north to I-66. Links to this plan and the plan addendum are as follows: The Plan link is:

http://www.virginiadot.org/projects/culpeper/route_29_corridor_study.asp



The Plan Addendum (approved 2011) link is:

http://www.virginia.gov/projects/resources/Culpeper/Route_29/Addendum-Route_29_Corridor_Study1.pdf

Route 29 H250 1(May 2003) and 2(September 2004)

The general goal of the study was to develop context-sensitive, multi-modal, specific intersection design concepts that addressed vehicular, pedestrian, bicycle, and transit movement for improved mobility, safety, and development opportunities within the Route 29, Hydraulic, and the 250 Bypass area, while protecting existing tax base, businesses, neighborhoods, and employment.

Links to 29 H250 1 and 2 are: <http://www.tjpsc.org/transportation/29H250ph1.asp> and <http://www.tjpsc.org/transportation/29H250.asp>

Route 29 Phases II and III (2003)

This study, published in 2003, covers the area from the North Carolina border to I-64 just south of Charlottesville. A link to this Plan is:

http://www.virginia.gov/projects/lynchburg/phases_ii_and_iii_route_29_corridor_study.asp