



## **Eco-Logical Pilot Project- Free Bridge Area Congestion Relief May 21<sup>st</sup> Alternatives Overview**

**Purpose:** At the March 19<sup>th</sup> meeting stakeholders worked in small groups to identify project alternatives that would help resolve congestion issues in the vicinity of Free Bridge. At this meeting stakeholders will be presented with the results of a preliminary feasibility analyses and basic refinements of alternative.

**Update on the Process:** Since the March 19<sup>th</sup> meeting TJPDC Staff have worked through a process to procure engineering services and has retained Rinker Design Associates P.C (RDA). RDA has been brought on board to act as a technical expert and provide engineering feasibility and cost estimation for the project alternatives identified by the Stakeholders. The engineering firm has completed a preliminary construction feasibility assessment.

**Update on Alternatives:** In working with the engineering firm on the preliminary analyses of alternatives some revisions have been made to some of the alternatives. Most of the revisions have been in keeping within the context of the alternatives developed at the March 19<sup>th</sup> meeting and have been made to increase project feasibility, or comply with topography, existing barriers, and standards of roadway design.

### **Major revisions to alternatives:**

#### **Alternative C: Driver Signage and Education**

This alternative looked into rerouting Route 20 to follow I-64, instead of going through the City of Charlottesville. The route through the City of Charlottesville would become Route 20 Business. Given the nature of this project, Staff decided to not forward it to the engineering firm for feasibility and cost analyses. Staff determined that this alternative could be better addressed by working with VDOT to determine what actions would need to occur in order to make this alteration.

#### **Alternative E: US15/US33 Ruckersville to Zion Crossroads Bypass Route**

After discussing this alternative with the engineering firm, a number of issues were raised regarding the firm's ability to analyze this option. The analysis would be extremely costly, due to the scale of the improvement. Furthermore, MPO staff has been apprehensive about this alternative because staff would be unable to analyze this alternative with the Regional Eco-Logical Framework Tool or the MPO's Travel Demand Model. Moreover, the final goal of the stakeholder process is to, hopefully, develop a potential improvement that could be presented to the MPO Policy Board, and could result in amending the MPO's Long Range Transportation Plan. This would be the first step in bringing a transportation improvement to fruition. This project lies completely outside the MPO boundaries and therefore the

MPO could not recommend that this project move forward. Finally, the Eco-Logical process is a process driven by stakeholder participants. This improvement could tremendously affect the counties of Greene, Orange and Louisa and they have not been included in this process. We would like to avoid pursuing a project alternative without including those who could be most affected. We understand that this is a project that has been discussed in our community, but at this particular juncture we are unable to analyze this project as this process intends. MPO staff is open to ideas for how this project can be addressed outside this process.

## **Alternatives Overview and Minor Revisions:**

### **Alternative A: Free Bridge Overpass/ Expressway**

Free Bridge Overpass and Intersection improvements at US 250 and High Street. This alternative includes construction of an elevated structure that would route two lanes of 250 east and west bound traffic over the intersections of US 250/20 and US 250 and High Street. The existing intersections and bridge will remain below the flyover structure. The alternative would also include intersection improvements at both US 250/20 and US 250/High Street to increase throughput and allow for smoother turning movements. This alternative should also explore providing access management/turn lanes near the intersection.

#### ***Revisions:***

- None

### **Alternative B: Transit, Park and Ride, and Bike/Pedestrian.**

This alternative includes a new park and ride lot in the vicinity of the US 250/22 (Shadwell) intersection and limited stop transit service from the lot to Martha Jefferson Hospital, Downtown Charlottesville and UVA Grounds. This alternative will also include paving the existing bike/pedestrian trail on the Albemarle County side of the Rivanna River (Old Mills Trail), construction of a bridge crossing in the vicinity of Riverside Avenue (Riverview Park), bike/pedestrian trail access from the park and ride lot to the Old Mills Trail system, and improvements to the Old Mills Trail.

#### ***Revisions:***

- Addition of an optional transit-only road running parallel to trail and railroad and crossing the Rivanna in the vicinity of Riverview Park.
- Identification of alternative park and ride location at VDOT owned land @Richmond Road and VDOT Way.

### **Alternative D: Rivanna River Parkway**

This alternative includes construction of a new road linking Route 20 with Rio Road. This new road would have two vehicle travel lanes with two bike shoulder lanes (similar to the John Warner Parkway). The intersection with Route 20 should be aligned with Albemarle County's extension of Olympia Drive as laid out in the Pantops Master Plan.

#### ***Revisions:***

- Option H Extension of Olympia Drive has been included as part of this alternative
- Alignment has been shifted to minimize floodplain impacts and reduce potential impacts to properties.

- Widening of Rio Road from two lanes to four lanes from Pen Park Lane to the Intersection of John Warner Parkway and Rio Road. The Widening was added to provide increased capacity on Rio road.

**Alternative F: HOV/Reversing Lane on US 250 Free Bridge**

HOV/Reversing lane on US 250 Free Bridge. This alternative includes an additional east/west vehicle travel lane on the US 250 Free Bridge crossing the Rivanna River. This lane could extend from the Route 20 intersection through the High Street intersection. Evaluation of this alternative should look at ways of adding the lane without reconstruction of the bridge, e.g. removing a sidewalk and reducing lane widths.

***Revisions:***

- None

**Alternative G: South Pantops Drive Connector Bridge**

South Pantops Drive Connector Bridge. This alternative includes a new bridge connection between New House Drive/South Pantops Drive and East High Street. The bridge would be a two lane urban style bridge with appropriate bike and pedestrian facility accommodations. Additional considerations include a new intersection at High Street and New House Drive/South Pantops Drive.

***Revisions:***

- None

**Alternative H: Olympia Drive Extended**

This alternative was included as a component of Alternative D, Rivanna River Parkway.

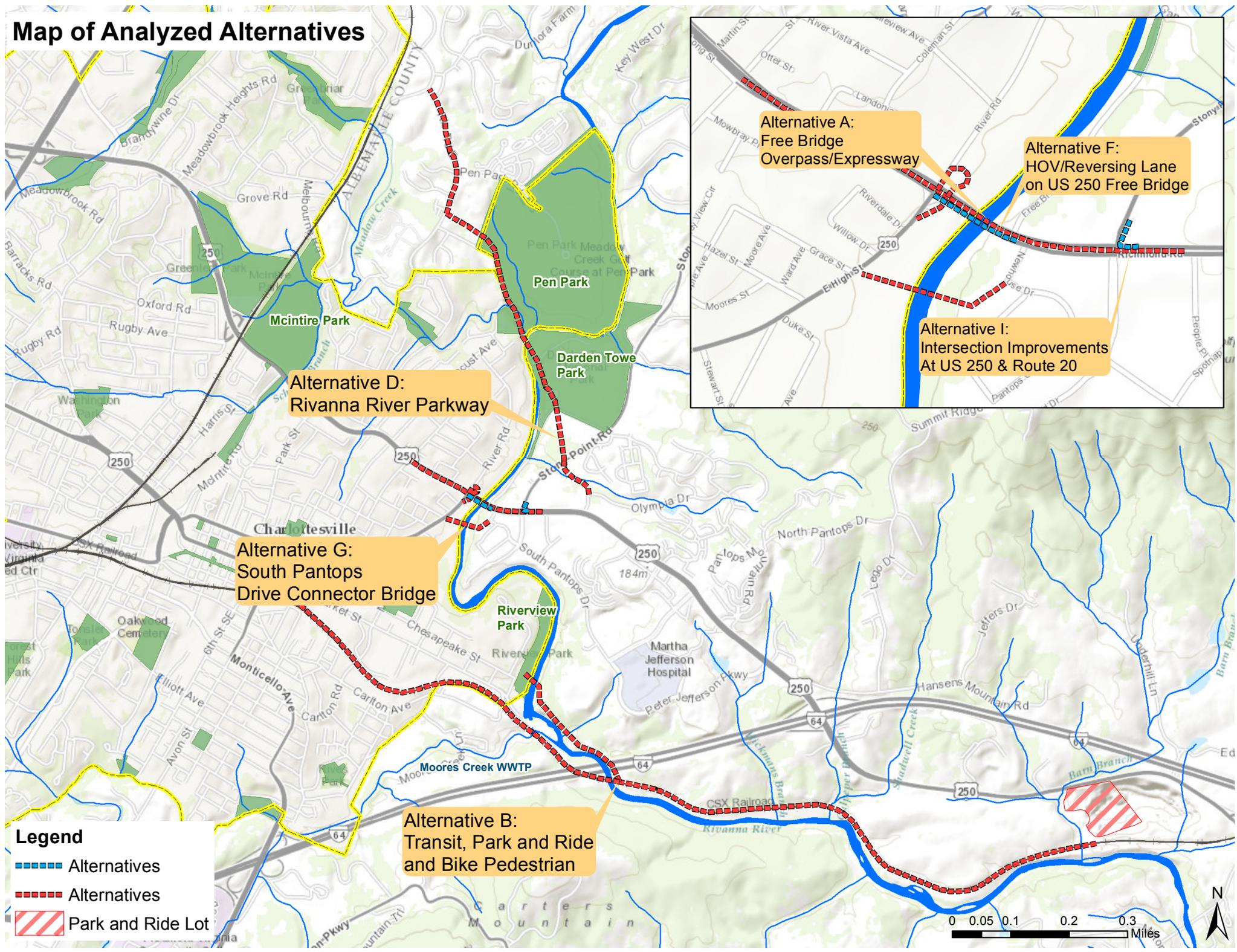
**Alternative I: Intersection Improvements at US 250/Route 20**

Intersection improvements at US 250/Route 20. This alternative consists of intersection improvements that would improve left turns from US 250 onto Route 20 and right turns from US 250 Westbound onto Route 20.

***Revisions:***

- Reconfiguration of lanes and turning movements that includes adding additional lanes to separate left turn and straight movements for High street crossing US 250 and 20 crossing US 250.

# Map of Analyzed Alternatives



**Legend**

- Alternatives
- Alternatives
- Park and Ride Lot

**Alternative A:**  
Free Bridge  
Overpass/Expressway

**Alternative F:**  
HOV/Reversing Lane  
on US 250 Free Bridge

**Alternative I:**  
Intersection Improvements  
At US 250 & Route 20

