

Get Involved

Comments may be submitted orally or in writing at the public hearing; by mail to Hal Jones, Project Manager, 701 VDOT Way, Charlottesville, VA 22911 or by email to Harold.Jones@VDOT.Virginia.gov.

Comments must be postmarked, emailed or delivered to VDOT by **June 6, 2022** in order to be included in the public hearing record.

After the public comment period closes, VDOT will review and evaluate any information received as a result of this hearing. This information, including the

hearing summary, will be available for review at the VDOT Culpeper District office. After all comments have been addressed, the information received as a result of the hearing will be presented to VDOT's Chief Engineer or designee for consideration. If approval of the major design features is received for the projects, they will move forward to the final design phase.

More information about this project is available on VDOT's website: www.virginiadot.org/projects/culpeper/hydraulic-road-us29-improvements.asp.

Contact Information

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Judy Page <i>Civil Rights Manager</i>	Culpeper District Office of Civil Rights	1601 Orange Road Culpeper, VA 22701	540-829-7391 800-367-7623	Judy.Page@ VDOT.Virginia.gov
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DESIGN PUBLIC HEARING

Hydraulic Road/U.S. 29 Transportation Improvements, City of Charlottesville and Albemarle Co.

Wednesday, May 25, 2022, 5-7 p.m.
Hillsdale Conference Center
550 Hillsdale Drive, Charlottesville, VA 22901

Incident weather date: Thursday, May 26, 2022



Public Meeting

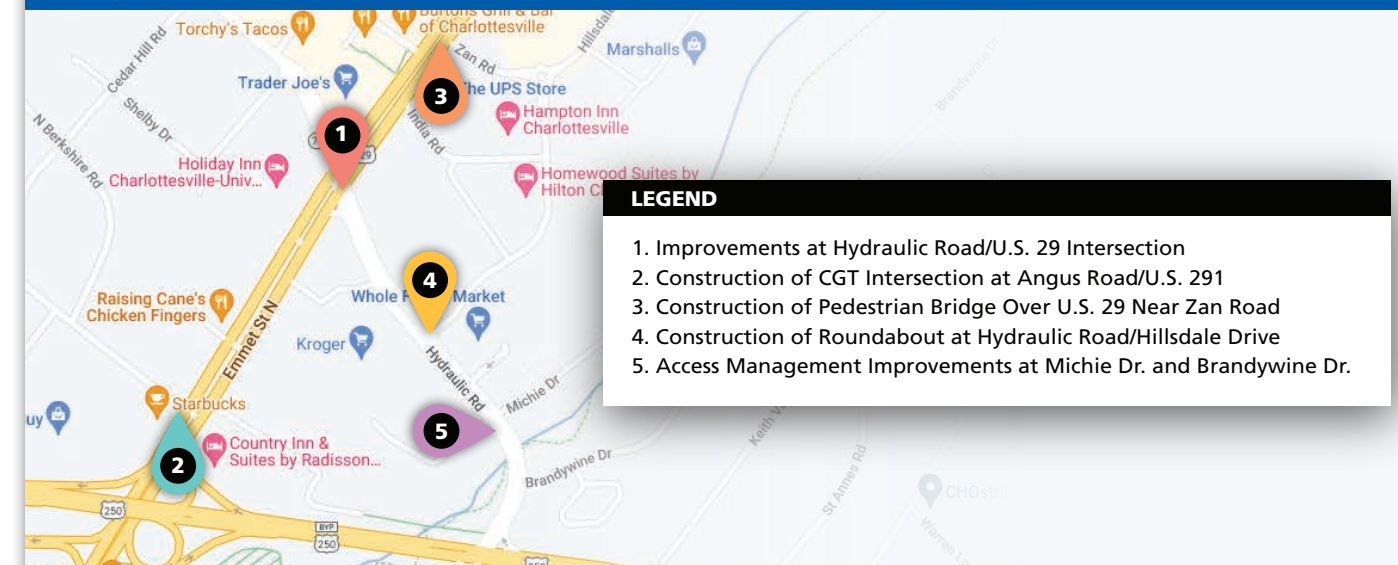
Welcome to the Virginia Department of Transportation's design public hearing on the proposed project to construct multiple transportation improvements in the Route 743 (Hydraulic Road) and U.S. 29 (Emmet Street/ Seminole Trail) area in the city of Charlottesville and Albemarle County.

This public hearing is being held to provide an opportunity for any person, acting on his/her own behalf or representing a group or governing agency, to give VDOT comments and/or suggestions on the proposed project.

VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them. VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handout for this meeting, and your input is encouraged. All oral and written comments received on the project will be included in a transcript for review by VDOT personnel, citizens and other interested parties.

Project Element Locations and Overview



Purpose

The proposed project will improve safety and mobility at the Hydraulic Road and U.S. 29 intersection and nearby intersections.

State Project – 0029-M03-371, P101, R201, C501
Federal Project – STP-5104(299) UPC – 118880

1: Improvements at Hydraulic Road/U.S. 29 Intersection

To reduce congestion in this area, VDOT proposes to eliminate the left-turn lanes in both directions of U.S. 29 (Emmet Street/Seminole Trail) at Route 743 (Hydraulic Road) and reconstruct the concrete medians on Hydraulic Road to prohibit this movement.

In the reconfigured intersection, motorists traveling west on Hydraulic Road can turn right onto northbound U.S. 29 and perform a U-turn movement at the existing traffic signal at U.S. 29 and Seminole Trail to travel south on U.S. 29. Vehicles traveling east on Hydraulic Road, will proceed across U.S. 29 and use the proposed roundabout at Hydraulic Road/Hillsdale Drive to perform a U-turn movement in order to reach U.S. 29 north.

With this project element, VDOT proposes the installation of a pedestrian refuge island, ADA ramps, pedestrian signal poles and crosswalks on the south leg of the intersection to improve mobility and safety for pedestrians.

The existing traffic signal at the intersection will be modified to accommodate the new traffic pattern and pedestrian phases.

2: Construction of CGT Intersection at Angus Road/U.S. 29

With this project element, VDOT proposes to reconstruct the northbound U.S. 29/Angus Road intersection as a continuous green-T (CGT) intersection. At the reconfigured 3-leg intersection, traffic on northbound Route 29 will become continuously free-flowing while the southbound lanes remain controlled by a traffic signal.

The existing traffic signal will be modified to control traffic where Angus Road and the U.S. 29 southbound lanes intersect. At the signal, motorists wishing to travel north on U.S. 29 from Angus Road will make a left turn into a dedicated acceleration lane before merging with the northbound traffic.

The work also involves reconfiguring commercial entrances to hotels on Holiday Drive, reconstructing the U.S. 29 raised median north of the intersection, removing the U.S. 29 southbound left turn lane, installing a splitter island in the median to eliminate the eastbound through movement from Angus Road, closing the crossover north of the intersection and constructing a merge lane for the left turning traffic from Angus Road.

In order to access the hotels on Holiday Drive, southbound U.S. 29 traffic can use the existing signal at Morton Drive to perform a U-turn movement. Eastbound Angus Road traffic can turn right onto U.S. 29 south to perform the U-turn. Alternatively, motorists can use the U.S. 250 interchange to access Holiday Drive.

The existing at-grade pedestrian crossing and signals will be maintained with this project.

3: Construction of Pedestrian Bridge Over U.S. 29 Near Zan Road

Just north of the U.S. 29/Zan Road intersection, VDOT proposes to construct a shared-use path and pedestrian bridge spanning U.S. 29. This project element will also include access ramps to the pedestrian bridge as well as bus only pull-offs with shelters.

4: Construction of Roundabout at Hydraulic Road/Hillsdale Drive

To improve safety, traffic flow and pedestrian accommodations, VDOT proposes to reconstruct the Hydraulic Road/Hillsdale Drive intersection as a hybrid roundabout. The design will include two through lanes for each travel direction as well as sidewalk improvements, crosswalks and ADA ramps on three approaches.

This roundabout will also facilitate U-turns for eastbound Hydraulic Road traffic wishing to reach U.S. 29 north, and drivers exiting Brandywine Drive or Michie Drive to access U.S. 250.

5: Access Management Improvements at the Hydraulic Road/Brandywine Drive and Hydraulic Road/Michie Drive Intersections

With this project element, VDOT proposes to reconstruct the rightmost lane of westbound Hydraulic Road between U.S. 250 and Michie Drive from a through lane to a right turn only lane for access to Brandywine Drive and Michie Drive. Access will be reduced to right-in, right-out and left-in only at the intersection. Motorists wishing to make a left-out from Brandywine Drive or Michie drive will make a right-out and then a U-turn at the proposed Hydraulic Road/Hillsdale Drive roundabout.

The work includes the construction of medians and restrictive splitter islands at both intersections to control vehicle paths and separate vehicles traveling in opposing directions.

The existing shared-use path along westbound U.S. 250 will be extended along Hydraulic Road to Brandywine Drive and crosswalks with ADA ramps will be constructed at the Brandywine Drive and Michie Drive intersections.

Estimated Project Cost

Estimated total cost:
\$24,200,000

Engineering of roadway plans:
\$2,600,000

Right of way acquisition and utility relocation:
\$4,800,000

Construction:
\$16,800,000

Cost is subject to change as the design is developed.

Environmental Review

VDOT's Culpeper District Environmental office has performed environmental reviews and coordination to obtain information about environmental resources in the project vicinity; to provide natural and historic resource agencies an opportunity to review and comment on the project during its development; and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts.

The National Environmental Policy Act (NEPA) is applicable to this project and a Categorical Exclusion (CE) was developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines. The NEPA document includes information from various technical reviews, including those related to natural resources, water quality, threatened and endangered species, air quality, noise, etc. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is also provided in the environmental documentation.

The project will continue to be coordinated with the appropriate federal, state and local agencies as part of environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals and implementation of VDOT's specifications and standard best management practices will protect the environment during construction.

Representatives are available to discuss this information and to answer questions.

Anticipated Schedule

The following schedule has been proposed:

Request for qualifications released: **April 19, 2022**

Public hearing: **May 25, 2022**

Public comment period ends: **June 6, 2022**

Release request for proposals: **July 26, 2022**

Technical proposals due: **Oct. 12, 2022**

Price proposals due: **Dec. 8, 2022**

Design-build contract award: **January 2023**

Construction start: **Fall 2023**

Construction completion: **Late 2025**

Project schedule is subject to change.

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information with regard to your civil rights on these projects or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed on the back of this brochure.

Right of Way

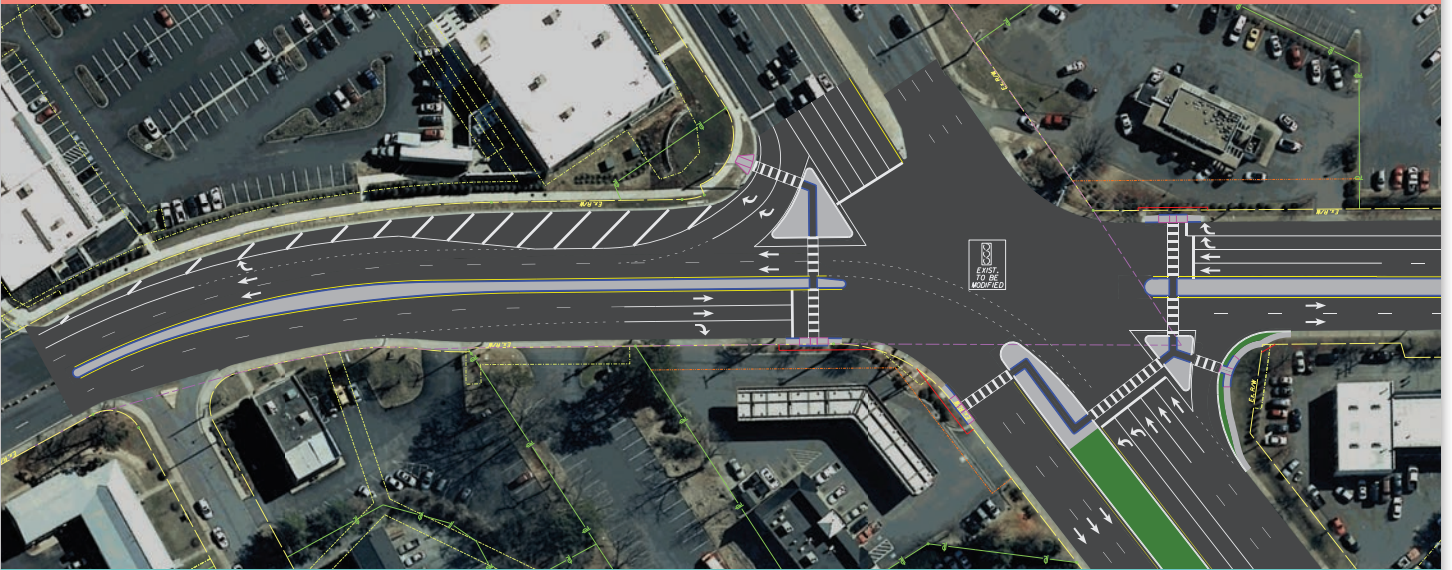
The construction of this project will not require the displacement of any families, businesses or non-profit organizations.

As the project is further developed, additional right of way for utility relocation or construction may be required beyond the proposed limits shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT's Right of Way and Utilities brochure, "A Guide for Property Owners and Tenants." Copies of this brochure are available on the [VDOT website](#) and from any VDOT Right of Way agent.

After the public hearing, information regarding right of way may be obtained from the Right of Way contact listed on the back of this brochure.

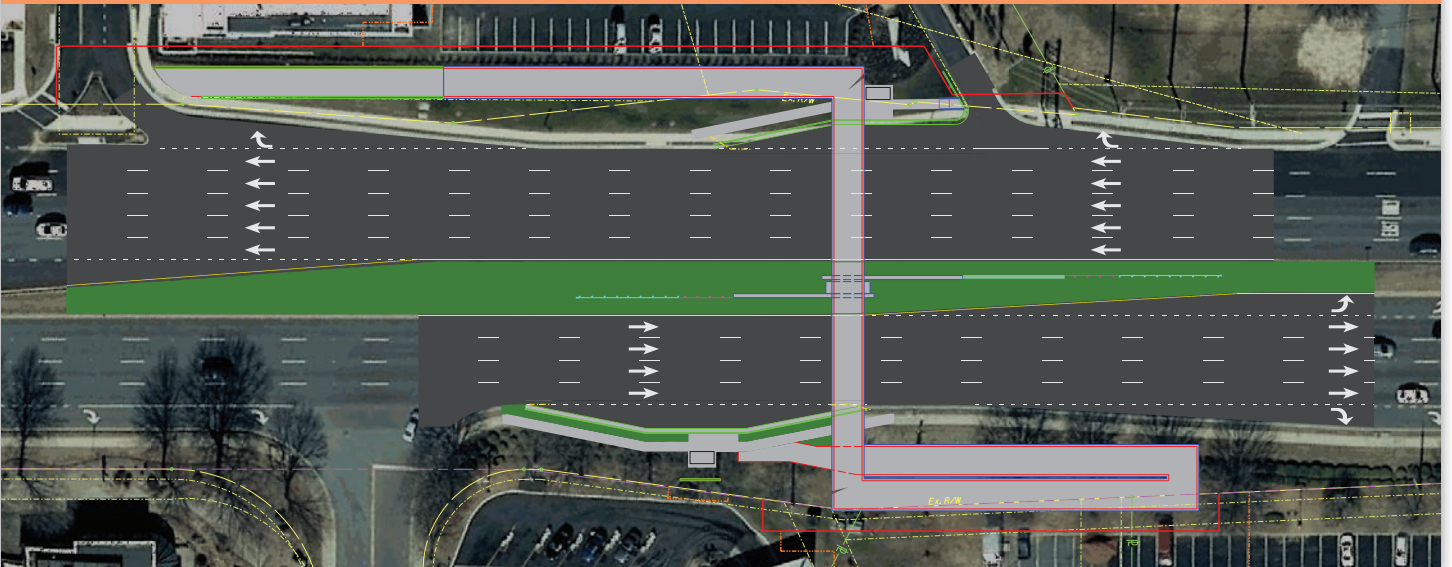
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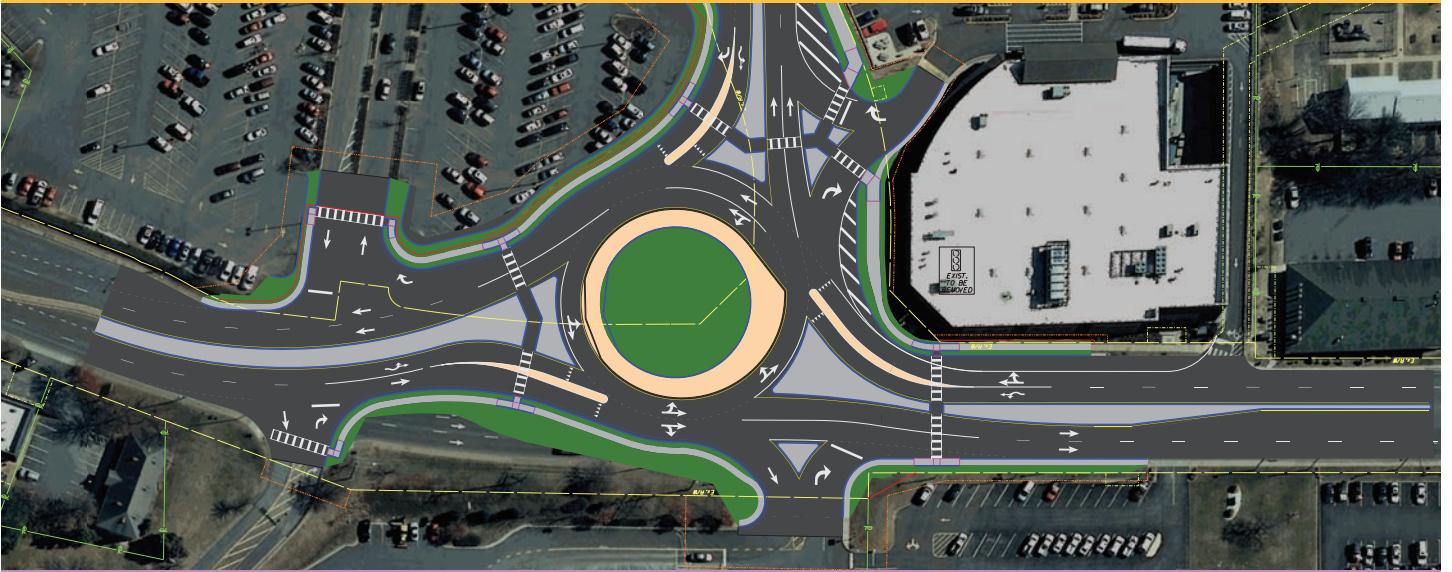
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