

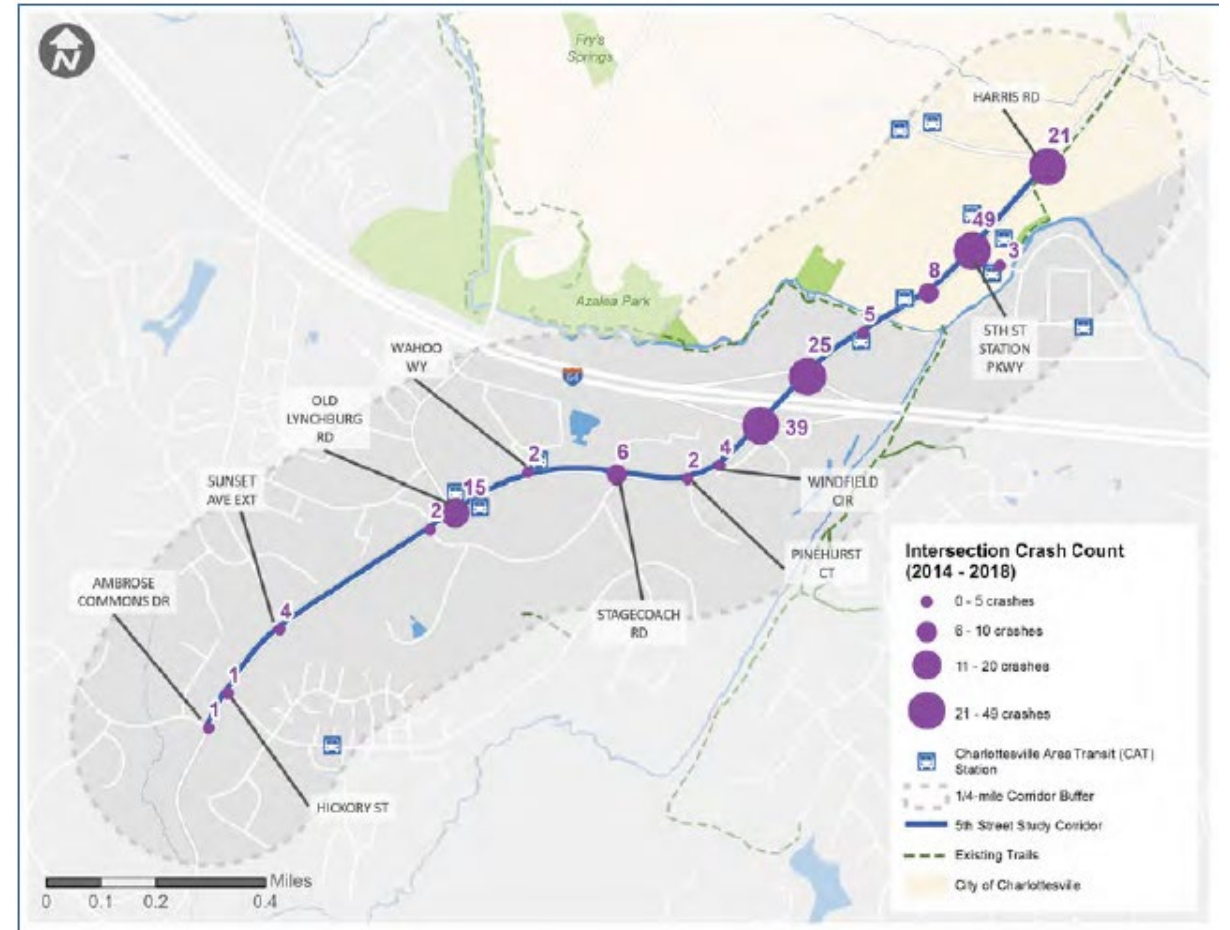
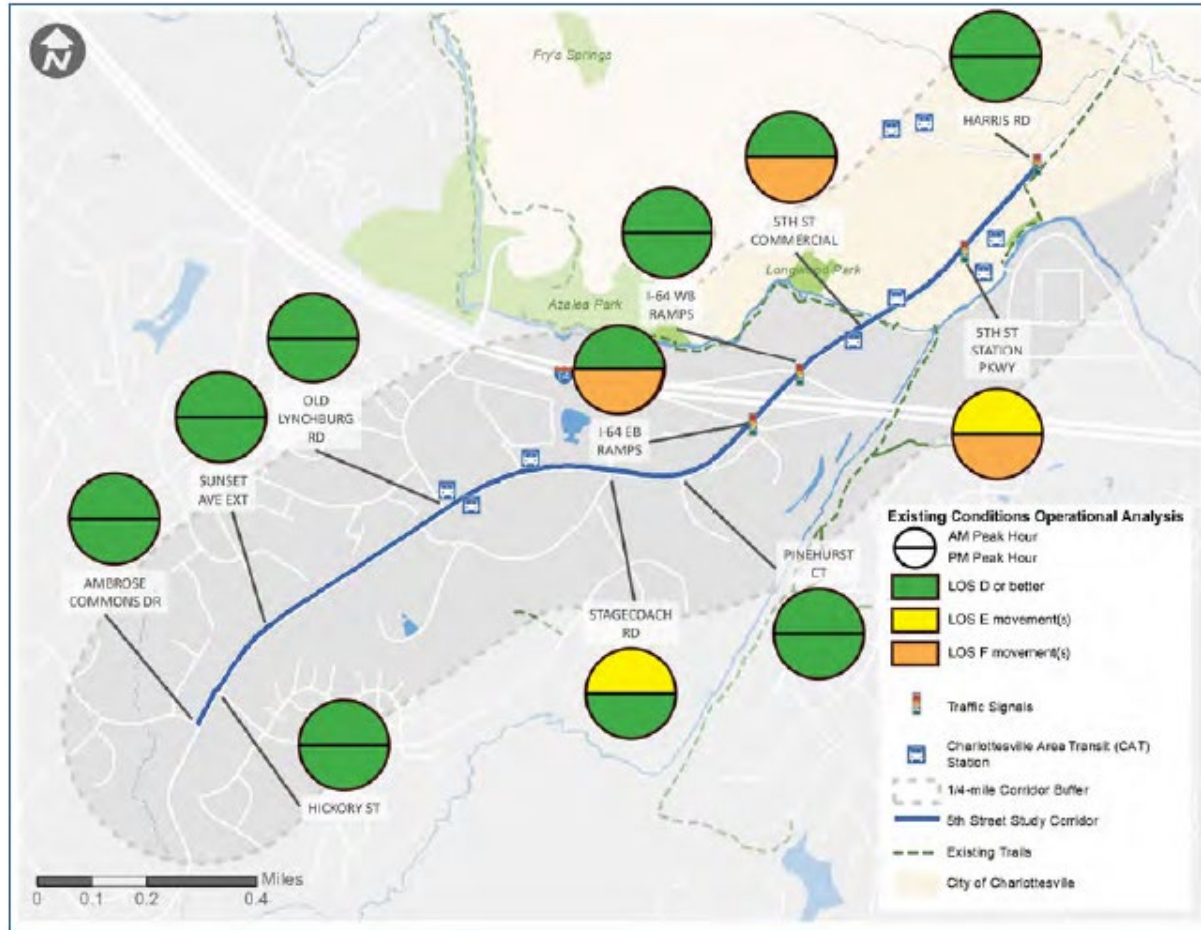
Round 6 – Potential Eligible MPO Projects

- Projects currently identified:
 - DDI at I-64/5th Street (Exit 120)
 - Hillsdale South Extension
 - Round 5 Pipeline Studies
 - Peter Jefferson Parkway/Rolkin Road Improvements – Concerns with adjusting scope since the Park & Ride lot is likely not going to be feasible with planned development and property ownership by Westminster-Canterbury
 - Louisa Road/Milton Road Improvements – Most likely not competitive based on Round 5 scores
- VDOT Pipeline Projects (not yet identified)
 - US 250 and Barracks Road – Current
 - Ivy Road, including US 250 interchange – Current
 - Study likely won't be completed in time for MPO to submit application

1-64/5th Street Interchange Improvement

- Need identified in the 5th Street Corridor Study, January 2021
- Top 100 PSI location in Culpeper District based on 2017-2021 data
- EB ramp performing at LOS F in PM based on 2021 corridor study
- No pedestrian accommodations at existing signals
- Only bike/ped access across the bridge is a narrow concrete walkway
- Corridor study recommendations included:
 - Sidewalks on both sides and Crossings at Signals
 - Conduct full project development and environment study to vet feasibility of a full interchange redesign
 - High level analysis completed during the study indicated that a Diverging Diamond Interchange may be a preferred alternative
- VDOT conducting full study to determine appropriate improvement

5th Street Existing Conditions



Hillsdale South Extension

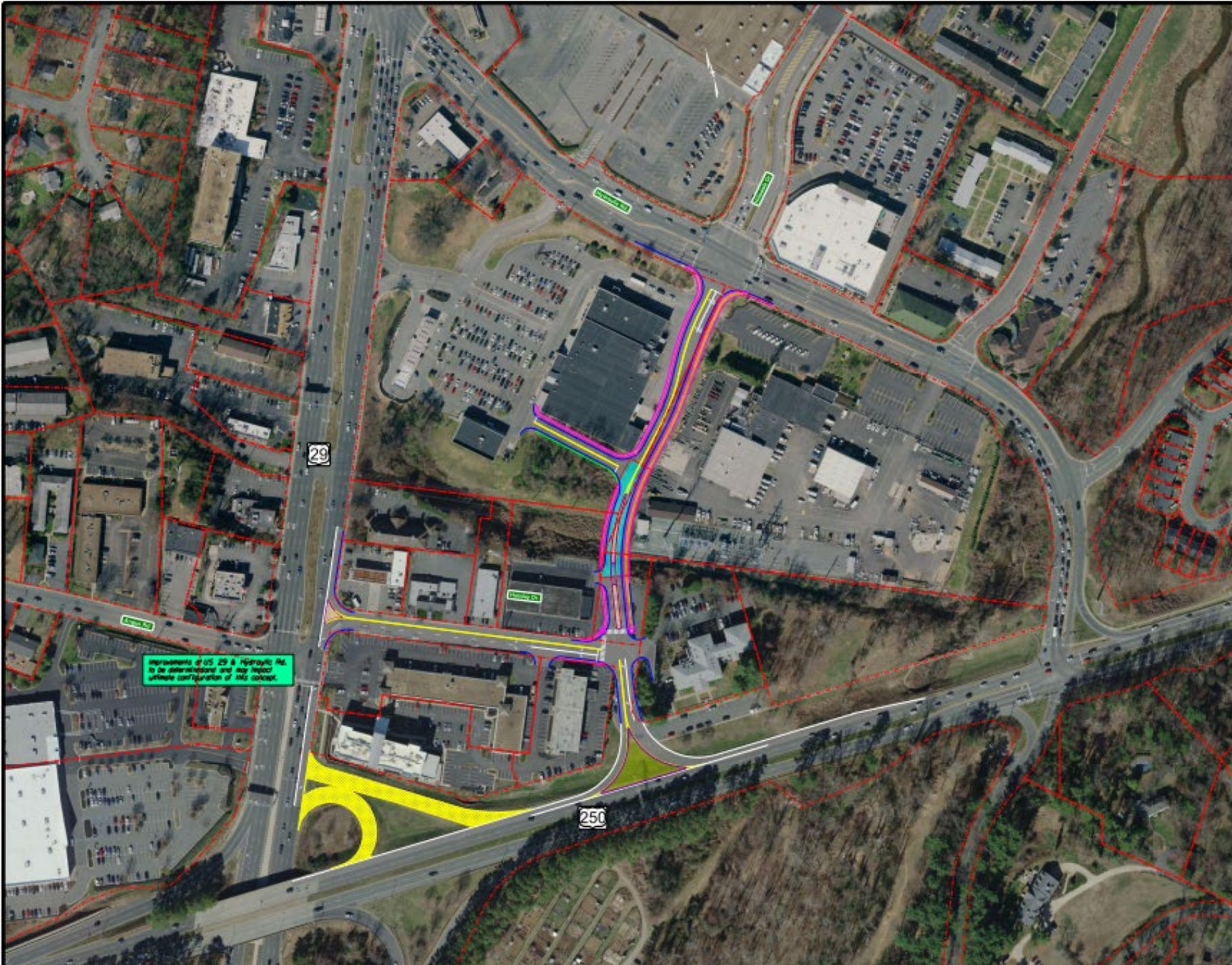
- Improvement identified in the Hydraulic Small Area Plan, 2019
- Submitted in SMART SCALE Round 4 (normalized benefit scores in table)

Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
28.0	0.0	1.2	0.4	1.4	82.8
Estimated Cost: \$34.3 million					

- Primary benefit would be congestion mitigation/operational improvements and supporting bike/ped circulation around smaller area
- Project Description:
Extension of Hillsdale Drive south to connect directly to 250. Includes an intersection with Holiday Dr., relocation of the WB on/off ramps on 250, a connection into Kroger's, Sidewalk and a Shared Use path on Hillsdale, reconfiguration of the NB lanes on 29 at Holiday Dr. for an acceleration lane from Holiday Dr.

Hillsdale South Extension Project Description

- Extension of Hillsdale Drive south to connect directly to 250.
- Intersection with Holiday Dr.
- Relocation of the WB on/off ramps on 250
- Connection into Kroger's
- Sidewalk and a shared Use path on Hillsdale
- Reconfiguration of the NB lanes on 29 at Holiday Dr. for an acceleration lane from Holiday Dr.



Project Title

Hillsdale Rd. Extension & US 250 WB Ramp Relocation

Project Description

This project idea would extend Hillsdale Dr. to Holiday Rd. The US 250 westbound off- and on-ramps would be relocated to connect to the extension of Hillsdale Dr. This intersection of US 29 & Holiday Rd. would be modified to provide a dedicated acceleration lane for right turning vehicles from Holiday Rd. to US 29 northbound. This project idea is subject to change based on the recommended Improvements at US 29 & Angus Rd.

Project Location



Scale



Legend

- Proposed Sidewalk / Share-Use Path
- Pavement to be Removed
- Proposed Concrete Median
- Proposed Bridge
- Proposed Grass Median
- Proposed New Pavement
- Proposed New Curb or Curb & Gutter
- Proposed Retaining Wall
- Approximate Parcel Limits from GIS
- Proposed Lane Use

Date

03/17/2020

Peter Jefferson Parkway & Rolkin Road Pipeline Project Improvements

- Both projects were submitted separately in Round 5 of SMART SCALE
- Peter Jefferson Parkway project was recommended for funding before that project was exchanged for the District Avenue roundabout project in the final consensus scenario
- Must be submitted as a bundle for MPO to be eligible applicant
- The location of the park and ride would have to be re-evaluated
 - If park and ride is not included, project would not be eligible for MPO to submit

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
Peter Jefferson Parkway	1.2	5.7	4.1	20.2	30.6	20.9
Cost Estimate	\$20.5 million					
Rolkin Road	0.6	2.3	0.7	0.5	4.2	23.0
Cost Estimate	\$11.9 million					

Peter Jefferson Parkway & Rolkin Road Project Descriptions

- **Peter Jefferson Parkway Intersection Improvements and Access Management:**
 - Add a 200-ft right-turn only for eastbound traffic on US 250 (turning right onto Peter Jefferson Parkway) to reduce rear-end crashes at this intersection; the existing eastbound shared right-turn/thru-lane should be converted to thru-only
 - Implement a “Thru-cut” at the US 250/Peter Jefferson Parkway intersection such that thru-movements on the minor approaches are eliminated to maximize signal efficiencies and reduce delay
 - Construct a new 50-space park and ride lot on the northwest corner of the US 250/Peter Jefferson Parkway intersection
 - Complete/close the existing median cut between Pantops Mountain Road and Peter Jefferson Parkway – this access management treatment is intended to improve safety and reduce delay
- **Rolkin Road Pedestrian Improvements:**
 - An at-grade pedestrian crossing for the northern, eastern, and southern legs of the US250/Rolkin Road intersection with a pedestrian island to be located in the northeastern quadrant of the intersection. These crosswalks require that signals masts will need to be relocated and pedestrian signals to be install for all of the crosswalks
 - Continuation of the 800-ft sidewalk on the southern side of US250 (that currently ends at Rolkin Road) to State Farm Boulevard. The sidewalk will be 5-foot wide, except where adjacent to retaining walls where it will be 6-foot wide



Virginia Department of Transportation

Route 250 Improvements and Park n' Ride US 250 & Peter Jefferson Parkway

Project Location



Pantops, Virginia

North Arrow & Scale



Legend

- | | |
|------------------------------|---------------------------------|
| PARCEL LINES | VDOT STD. CG-4/CG-7 |
| PROPOSED RIGHT OF WAY | VDOT STD. CG-2/CG-3 |
| PROPOSED FULL DEPTH PAVEMENT | VDOT MODIFIED CG-3 |
| PROPOSED MILL & OVERLAY | TEMPORARY CONSTRUCTION EASEMENT |
| PROPOSED CONCRETE MEDIAN | UTILITY EASEMENT |
| PROPOSED PERMEABLE PAVEMENT | PROPOSED GRASS/VEGETATION |
| PROPOSED BASIN | PROPOSED BUS PAD |
| PROPOSED PAVEMENT MARKINGS | PROPOSED SIDEWALK |

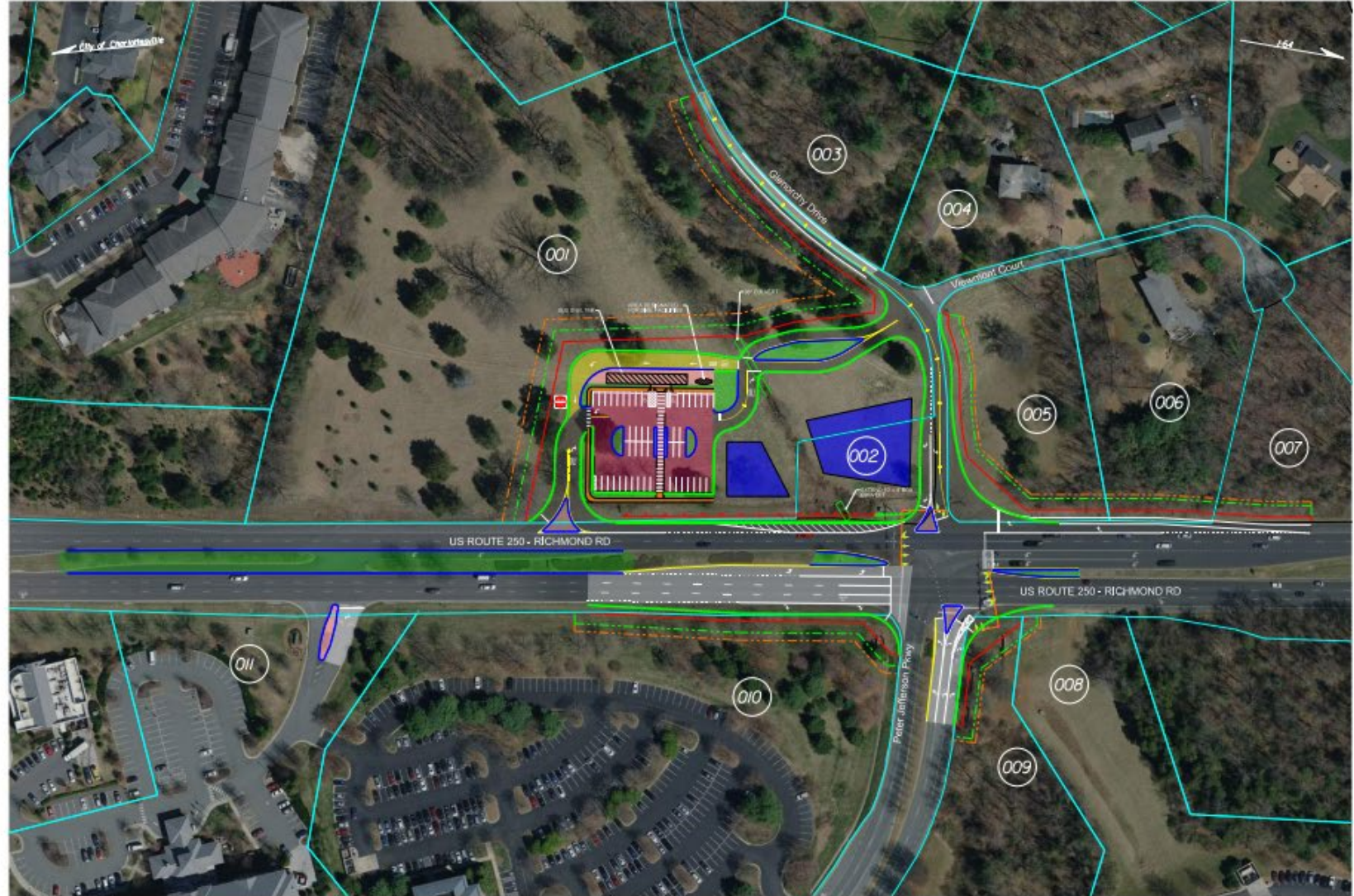
Date

09/16/2022

Michael Baker
INTERNATIONAL

These plans are unperfected and unapproved and are not to be used for any form of construction or the acquisition of right of way. Additional assessments for utility relocations may be required beyond the proposed right-of-way shown on these plans.

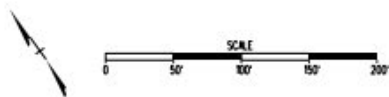
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Project Location



North Arrow & Scale



Legend

	PARCEL LINES		PROPOSED MILL/OVERLAY
	PROPOSED PAVEMENT		PROPOSED SIDEWALK
	PROPOSED RETAINING WALL		PROPOSED CONCRETE MEDIAN
	PROPOSED GRASS MEDIAN		PROPOSED GRASS/LANDSCAPING BEHIND RETAINING WALLS
	PROPOSED PAVEMENT MARKINGS		

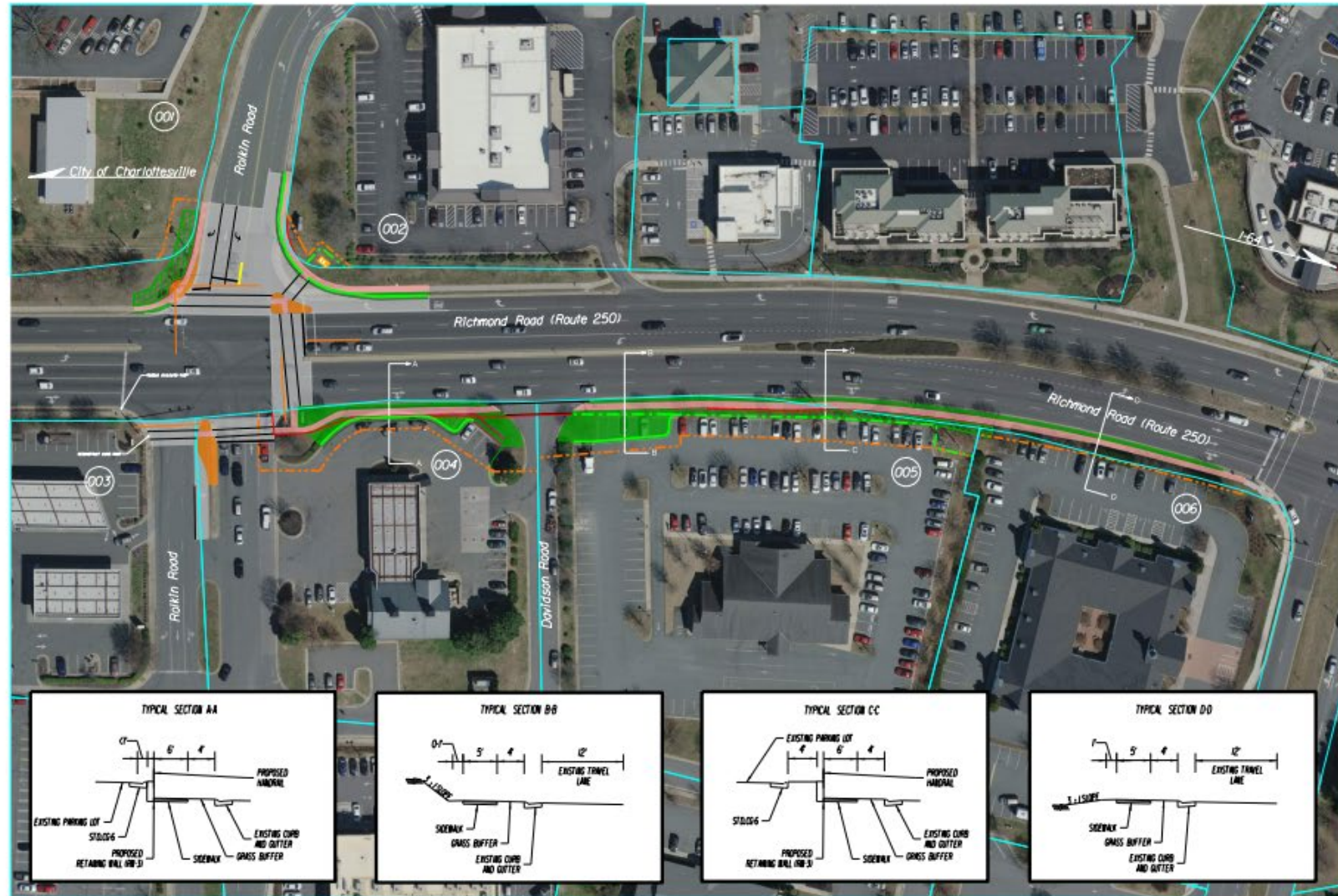
Date

7/1/2022

Michael Baker
INTERNATIONAL

These plans are unperfected and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

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US 250/Milton Road/Louisa Road Project Pipeline Improvements

- Must be submitted as a bundle for MPO to be eligible applicant
- Both projects submitted separately in Round 5 of SMART SCALE; neither scored well

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
Milton Road	0.2	7.1	0.4	0.2	0.0	0.3
Cost Estimate	\$9.8 million					
Louisa Road	0.1	3.5	0.4	0.1	0.0	0.4
Cost Estimate	\$11 million					

US 250/Milton Road/Louisa Road Project

Descriptions

- US 250/Louisa Road
 - The project would result in a displaced left-turn for traffic traveling east on US 250 and turning north onto Rt22 (Louisa Road). Existing traffic signals will be modified.
- US 250/Milton Road
 - The project would construct a single lane (150-ft diameter) roundabout at this intersection.



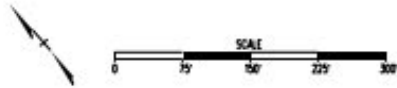
Virginia Department of Transportation

US 250 at Route 22 Partial DLT Intersection Modification - Displaced Left Turn (DLT)

Project Location



North Arrow & Scale



Legend

VDOT STD. LG-3	VDOT STD. OS-1
PAVED SHOULDER	PARCELS LINES
PROPOSED MILL & OVERLAY	PROPOSED STORMWATER RETENTION FACILITY
PROPOSED FULL DEPTH PAVEMENT	PROPOSED ROW
PROPOSED GRASS VEGETATION	TEMPORARY CONSTRUCTION CASHEMENT
PROPOSED CONCRETE MEDIAN	PERMANENT UTILITY CASHEMENT
PROPOSED PAVEMENT BRIDGES	

Date

8/31/2022

Michael Baker
INTERNATIONAL

These drawings were prepared and checked for compliance with the Virginia Department of Transportation's (VDOT) Standard Specifications for Road and Bridge Construction, 2013 Edition, and the Virginia Department of Transportation's (VDOT) Standard Specifications for Road and Bridge Construction, 2013 Edition, and the Virginia Department of Transportation's (VDOT) Standard Specifications for Road and Bridge Construction, 2013 Edition.





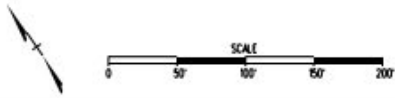
Shadwell Roundabout

US 250 and N Milton Road Near Route 22

Project Location



North Arrow & Scale



Legend

- VDOT STD. CG-3
- VDOT STD. GR-MGS2
- VDOT MODIFIED CG-3
- VDOT STD. CG-7
- PARCEL LINE
- PROPOSED RIGHT OF WAY
- TEMP CONSTRUCTION EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED PAVEMENT MARKINGS
- PROPOSED TRUCK APRON / FLUSH TEXTURED CONCRETE
- GRASS MEDIAN

Date

8/8/2022

Michael Baker
INTERNATIONAL



US 250 & Barracks Road Pipeline Study – In Progress

- VTrans needs:
 - Safety
 - Bike/Ped Accessibility/Connectivity
 - Transit Accessibility/Connectivity



US 250 (Ivy Road) Pipeline Study – In Progress

- VTrans Needs:
 - Safety
 - Congestion Mitigation
 - Bike/Ped Accessibility/Connectivity
 - Access
 - Transit Accessibility/Connectivity
- Pipeline study not anticipated to be completed in time for MPO to submit as a bundle

