Utility Impact Summary

Alternative B

SUMMARY

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), construct 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.

- Proposal is to use the existing rail lines
- Majority of impact will be at the location of the proposed commuter lot and Riverside Park tie-in location

ELECTRIC

- Evidence of an existing single phase electric pole along the south edge of US 250 near the existing Luck Stone entrance that will be impacted due to the proposed Park and Ride Lot entrance widening
- Transmissions lines also exist along the east edge of the Rivanna River
- There are two potential crossing of the transmissions line along the proposed project, however evidence shows that there will be adequate clearance between proposed project and the transmissions lines
- No evidence of any other electric utilities (aerial and/or underground) that will be impacted along extents of the proposed project limits
- Assumed footages and units are reflected in PCES

TELECOMMUNICATIONS

- Evidence of existing aerial facilities on a single phase electric pole along the south edge of US 250 near the existing Luck Stone entrance that will be impacted due to the proposed Park and Ride Lot entrance widening
- No evidence of any other telecommunication facilities (aerial and/or underground) that will be impacted along the extents of the proposed project limits
- Assumed footages and units are reflected in PCES

WATER

- No evidence of water lines that will be impacted along the extents of the proposed project limits
- Assumed no conflict

SEWER

- Evidence of an existing sewer line that running along the west edge of the Rivanna River
- Existing sewer line will be impacted due to the proposed tie-in location at Riverside Park
- No evidence of any other sewer utilities that will be impacted along the extents of the proposed project limits
- Assumed footages and units are reflected in PCES

GAS

- No evidence of gas lines that will be impacted along the extents of the proposed project limits
- Assumed no conflict

PETROLEUM

- No evidence of petroleum lines that will be impacted along the extents of the proposed project limits
- Assumed no conflict

[ALTERNATIVE "B"] Just south of the intersection of Water Street E and 4th Street SE. Existing rail lines running parallel along Water Street E. 4th Street SE underpass crossing perpendicular to Water Street E and existing rail lines (viewing South East)

[ALTERNATIVE "B"] Just east of the intersection of Water Street E and 5th Street SE. Existing rail lines running parallel along Water Street E. 9th Street SE Bridge crossing running perpendicular to Water Street E and existing rail lines (viewing South)

[ALTERNATIVE "B"] Just east of the 9th Street SE Bridge crossing and Water Street E. Existing rail lines running parallel along Water Street E (viewing South)

[ALTERNATIVE "B"] At the intersection/bend of Water Street and 10th Street NE. Existing rail lines running parallel along Water Street E. 10th Street SE running perpendicular to Water Street E and existing rail lines (viewing South East)

[ALTERNATIVE "B"] Intersection of Carlton Road and Meade Avenue. Existing rail lines running perpendicular to Meade Avenue (viewing South East)

[ALTERNATIVE "B"] Intersection of Carlton Road and Meade Avenue. Existing rail lines running perpendicular to Meade Avenue (viewing South East)

[ALTERNATIVE "B"] 61 Franklin Street (viewing North)

[ALTERNATIVE "B"] At the intersection of Marchant Street and Broadway Street. Existing rail line running parallel to East Market Street (viewing South)

[ALTERNATIVE "B"] At the intersection of Marchant Street and Broadway Street. Existing rail line running parallel to East Market Street (viewing East)

[ALTERNATIVE "B"] At the intersection of Marchant Street and Broadway Street. Existing rail line running parallel to East Market Street (viewing North)

[ALTERNATIVE "B"] 1915 East Market Street. Existing rail line running parallel to East Market Street (viewing South East)

[ALTERNATIVE "B"] 1915 East Market Street. Existing rail line running parallel to East Market Street (viewing South East)

[ALTERNATIVE "B"] Intersection of Chesapeake Street and Riverside Avenue (viewing South East)

[ALTERNATIVE "B"] Intersection of Chesapeake Street and Riverside Avenue. Proposed tie-in location (Aerial viewing South/downstream)

[ALTERNATIVE "B"] Riverview Park. Proposed tie-in location. Transmissions lines along the east edge of the Rivanna River (viewing East)

[ALTERNATIVE "B"] Railroad Bridge crossing Moore'e Creek/Rivanna River at Woolen Mills just south of Riverview Park (viewing North West)

[ALTERNATIVE "B"] Railroad Bridge crossing Moore'e Creek/Rivanna River at Woolen Mills just south of Riverview Park (viewing North West)

[ALTERNATIVE "B"] Interstate 64 westbound crossing the Rivanna River. Transmission lines to the right. Woolen Mills to the left (viewing North West)

[ALTERNATIVE "B"] 500 Peter Jefferson Parkway (Martha Jefferson Hospital) Transmission lines to the left. Proposed tie-in location (viewing South)

[ALTERNATIVE "B"] Existing Luck Stone rock quarry (Aerial viewing South East/downstream)

[ALTERNATIVE "B"] Existing Luck Stone rock quarry entrance along US 250. Single Phase Electric Pole with multiple telecommunications attachment will be impacted due to the proposed Park and Ride entrance widening (viewing South East)