

WAYNESBORO 2020 TRANSPORTATION PLAN

**DEVELOPED BY THE
TRANSPORTATION PLANNING DIVISION**

OF THE

VIRGINIA DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH

**THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY
ADMINISTRATION**

&

THE CITY OF WAYNESBORO

June 2003

**This report does not constitute a standard specification, regulation or provide
a funding mechanism for the included transportation recommendations.**

INTRODUCTION

The Waynesboro 2020 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation and the City of Waynesboro. The purpose of the study was to evaluate the transportation system in the Waynesboro area and to recommend a set of transportation improvements that could best satisfy existing and future transportation needs. This study identified needs which are based upon capacity, roadway safety, geometric conditions, and land use.

Improved transportation systems remain vital to Virginia's, as well as the local area's, continued economic growth and development. The provision for the effective, safe and efficient movement of people and goods is a basic goal of all transportation programs in the Commonwealth of Virginia. It is with this basic goal in mind, and with further consideration of environmental issues and local desires, that this transportation plan has been developed.

The Virginia Department of Transportation will use this plan when evaluating requests from the local governments for specific transportation projects and/or for implementing projects that the Department initiates. The list of recommendations will also be used in the statewide transportation planning process in order that the statewide magnitude of needs can be better quantified.

STUDY AREA THOROUGHFARE SYSTEM

The City of Waynesboro is located in Augusta County on Interstate 64. Waynesboro lies between Charlottesville and Staunton. The South River, Norfolk Southern Railway tracks and the CSX Railroad tracks pass through the City, necessitating several bridges. A finite urban area has been established for the purposes of this transportation study, which follows the corporate limits of the City of Waynesboro.

Inside the study area limits, a specific set of highways that have been approved by the Virginia Department of Transportation, the Federal Highway Administration, and the City of Waynesboro have been selected and designated as the area's urban thoroughfares. The urban thoroughfare system is identified as roads that are functionally classified as collectors or arterials. The subsequent analysis and recommendations were limited to those designated roadways, with the exception of any recommended facility on new location and those improvements that have been requested by representatives of Waynesboro on the local unclassified street system. In addition, improvements to the following other modes of transportation have been evaluated: bicycle and pedestrian facilities; intercity rail, bus and air travel; transit, paratransit, and taxi; and goods movement.

DEMOGRAPHIC OVERVIEW

Between 1990 and 2000, the population of the City of Waynesboro increased from about 18,550 to 19,300. Population growth in the City of Waynesboro averaged less than a half percent per year in the 1990s. Augusta County had an increase in population of seven percent for the entire decade from 1990 to 2000.

RECOMMENDATIONS

Recommendations were developed to address capacity, goods movement, safety/roadway geometry, and land use issues in the City of Waynesboro. These issues were developed through the data analysis (capacity, bridge, rail, etc), as well as through meetings with City officials. The recommendations will be presented to the public for their review during a public information session on April 28th, 2003. The timeframe in which these recommendations should be implemented was also determined. Each recommendation is discussed in the following sections, organized by timeframe.

PHASE ONE: BASE YEAR ROADWAY RECOMMENDATIONS

These recommendations address the immediate transportation needs of the community and are comprised of low-cost strategies and include adding turn lanes at intersections; signal addition or improvement; and access management techniques.

Intersection of Delphine Avenue and Hopeman Parkway

The eastbound and westbound approaches to the intersection are offset from each other. In addition, the westbound approach is not signalized and is heavily used by large trucks. These factors cause additional conflicts and confusion among vehicles entering and turning at the intersection. This recommendation consists of realigning the westbound approach of the intersection to align with the eastbound approach and modifying the traffic signal to include control of the westbound approach. The estimated cost of this improvement is \$360,000 including \$90,000 for right-of-way. This project should accommodate the future widening of Delphine Avenue.

PHASE TWO: INTERIM YEAR (2010) ROADWAY RECOMMENDATIONS

These recommendations address the anticipated needs of the community in the year 2010 and include more capital intensive improvements than covered in Phase One.

Rosser Avenue

From Northgate Avenue to Main Street, Rosser Avenue is recommended to be widened to a standard urban four-lane divided highway to address existing capacity deficiencies. The estimated cost of the improvement is \$8,745,000, which consists of \$5,830,000 for construction and \$2,915,000 for right-of-way.

Main Street

From Hopeman Parkway to Rosser Avenue, Main Street is recommended to be widened to a standard urban four-lane divided highway to address projected capacity deficiencies. The estimated cost of the improvement is \$10,743,000, which consists of \$10,000,000 for construction and \$743,000 for right-of-way. This project is in the development phase as listed in the current VTDP.

Sherwood Avenue

From Hopeman Parkway to Duke Road, Sherwood Avenue is recommended to be reconstructed to a standard urban two-lane roadway to address existing narrow lanes. The estimated cost of the improvement is \$525,000, which consists of \$420,000 for construction and \$105,000 for right-of-way.

Duke Road

From Sherwood Avenue to the northern city limits of Waynesboro, Duke Road is recommended to be reconstructed to a standard urban two-lane roadway to address existing narrow lanes and sharp horizontal curves. The estimated cost of the improvement is \$2,362,000, which consists of \$1,890,000 for construction and \$472,000 for right-of-way.

Oak Lane

From Delphine Avenue to Lyndhurst Road, Oak Lane is recommended to be reconstructed to a standard urban two-lane roadway to address existing narrow lanes and horizontal alignment issues. The estimated cost of the improvement is \$3,674,000, which consists of \$2,940,000 for construction and \$734,000 for right-of-way.

White Bridge Road

From Guilford Lane to the northern city limits of Waynesboro, White Bridge Road is recommended to be reconstructed to a standard urban two-lane roadway to address existing narrow lanes. The estimated cost of the improvement is \$2,625,000, which consists of \$2,100,000 for construction and \$525,000 for right-of-way.

Intersection of Main Street and Hopeman Parkway

To address projected capacity deficiencies, an additional right turn lane should be added to the southbound approach on Hopeman Parkway to provide dual right turn lanes. An additional left turn lane should also be added to the eastbound approach on Main Street to provide dual left turn lanes. The estimated cost of these improvements is \$246,000, including \$164,000 for construction and \$82,000 for right-of-way.

Intersection of Rosser Avenue and Shenandoah Village Drive

While a signal is not warranted in the base year, it is anticipated that future traffic levels will precipitate the need for a signal by 2010. The westbound approach of Shenandoah Village Drive contains a sharp horizontal curve, which should also be addressed as part of this recommendation. The estimated cost of this recommendation is \$230,000, which includes \$120,000 for construction, \$30,000 for right-of-way, and \$180,000 for signal installation.

Intersection of Rosser Avenue and Lew Dewitt Boulevard

To address projected capacity deficiencies, the signal at this location should be modified to provide for a southbound right turn overlap phase and a left turn lane should also be added to the eastbound approach on Rosser Avenue to provide dual left turn lanes. In addition, it is recommended that the access road leading to the commercial properties across from Lew Dewitt Boulevard be relocated to provide access from WindiGrove Road. This will include adding curb and gutter to restrict access at the current location. The estimated cost of these improvements is \$185,000, including \$140,000 for construction and \$45,000 for right-of-way.

PHASE THREE: STUDY YEAR (2020) ROADWAY RECOMMENDATIONS

These recommendations address the anticipated needs of the community in the year 2020 and include more capital-intensive improvements than covered in Phase One.

Delphine Avenue

From Faber Avenue to the northern corporate limits of Waynesboro, Delphine Avenue is recommended to be widened to a standard urban four-lane divided highway to address projected capacity deficiencies. The estimated cost of the improvement is \$4,770,000, which consists of \$3,180,000 for construction and \$1,590,000 for right-of-way.

Interchange of Rosser Avenue and I-64

To address projected capacity deficiencies without installing another traffic signal along Rosser Avenue, it is recommended that a new I-64 eastbound off-ramp be constructed. At the intersection with Rosser Avenue, the ramp approach would only allow for right turns onto southbound Rosser Avenue. The existing eastbound loop off-ramp would remain and provide access to northbound Rosser Avenue. Left turns to southbound Rosser Avenue would be prohibited for the loop ramp. This project is in the development phase as listed in the current VTDP and the estimated cost of the recommendation is \$1,687,500 (\$1,012,500 for construction and \$675,000 for right-of-way).

OTHER MODES OF TRANSPORTATION

Parking

Throughout the City of Waynesboro, most parking needs are met through on-street parallel parking and off-street parking facilities. Parallel parking is provided on Main Street in the business district and on several other thoroughfares mainly in residential and industrial areas. There are several off-street parking lots downtown. There are no parking recommendations being made as part of this study; however, the Downtown Revitalization Master Plan recommends improved signage directing traffic to parking lots. These improvements would be local projects.

Bicycle / Pedestrian

There are no recommendations associated with pedestrian or bicycle access. Sidewalks are present in downtown Waynesboro and along some of the major thoroughfares. However, the sidewalks are not continuous in some locations. Sidewalks connect activity centers such as churches, the City municipal facility, an assisted living facility and the YMCA in the downtown area. A greenway along the South River is under study. The Greenway would provide pedestrian/bicycle access to five City parks located adjacent to the river, the Downtown Farmers Market Pavilion, an urban trout fishery, and residential areas. The Downtown Revitalization Master Plan includes recommendations for local policies and improvements related to pedestrian access in the downtown area. These improvements would be local projects.

Intercity Rail, Bus, and Air Travel

Greyhound bus service is available in Waynesboro. The nearest Amtrak service is provided via stations in Staunton and Charlottesville. Commercial air travelers are served by the Shenandoah Valley Regional Airport in Weyers Cave (approximately 35 miles north of Waynesboro) and the Charlottesville-Albemarle Airport (approximately 35 miles east of Waynesboro). A commuter parking lot providing 135 spaces is located in the southeast quadrant of I-64 and Route 340. The lot provides opportunities for

commuters to Albemarle County and the City of Charlottesville to vanpool or rideshare. There are no recommendations in the plan associated with regional modes of travel.

Transit, Social Service Transportation and Taxi

Coordinated Area Transportation Services, Inc. (CATS) provides three types of transit service within the City of Waynesboro. These include contractual services with three human service agencies, on-demand transportation for special populations, and a deviated fixed route service for the general public. The deviated fixed route service uses Route 250 and provides service between Staunton, Waynesboro, and Augusta County. The service is flexible enough to deviate off Route 250 to pick up passengers. Private taxi service is also available both in Waynesboro and Augusta County. There are no recommendations in the plan associated with transit-related services.

Goods Movement

There are no specific recommendations associated with goods movement. Goods movement would be improved as a result of the roadway recommendations, particularly the interchange improvement at I-64/Rosser Avenue and the improvements along Delphine Avenue.

LOCAL ROADWAY PROJECTS

There is one local project of interest to the City of Waynesboro involving roadways that are not part of the VDOT thoroughfare system.

Bookerdale Road

A short section of Bookerdale Road between Lew Dewitt Boulevard and Main Street narrows to one lane over a culvert. It is recommended to widen this section of roadway to a standard rural two-lane roadway. The estimated cost of this improvement is \$300,000. This is a year 2010 recommendation.

ENVIRONMENTAL OVERVIEW

An environmental overview has been conducted for the roadway recommendations that included widening (providing additional travel lanes) or development of new roadway facilities for the City of Waynesboro. The results of the environmental overview will be included in the analysis of the recommended improvements for the Waynesboro 2020 Transportation Plan Technical Report.

LOCAL COORDINATION & CITIZEN PARTICIPATION

The development of the Waynesboro 2020 Transportation Plan included several coordination meetings with local staff members of the City and will include a public meeting to be held with VDOT representatives, PDC representatives, City officials, and residents of Waynesboro. For information for all thoroughfare roadways, contact the City of Waynesboro or visit the project web site at <http://www.vdoturbanplans.com>.

The coordination meetings consisted of a kick-off meeting, a baseline conditions meeting, and a draft recommendations meeting. The kick-off meeting, held in March 2001, enabled the project team to discuss with local staff the purpose and scope of the study, the schedule for data collection and plan preparation, and the coordination process. In May 2002, a baseline conditions meeting was held to discuss the existing conditions. The baseline conditions meetings allowed the project team to present the results of baseline and horizon year traffic analysis and the local staff to communicate desired transportation needs. Finally, at the draft recommendations meeting held in

March 2003, the project team presented and discussed with Town officials the draft 2020 Transportation recommendations. Input was provided by Town staff and used to prepare the final recommendations.

A public meeting was held April 28th, from 5:00 PM to 7:00 PM in the City of Waynesboro Municipal Building located at 503 West Main Street. The purpose of this meeting was to present the recommendations to Town officials, citizens, and other interested parties, and to receive comments on the plan.

PLAN ADOPTION

The Waynesboro City Council adopted the Waynesboro 2020 Transportation Plan at the Council meeting on June 9th, 2003.

ADDITIONAL INFORMATION

More details on the development of the Waynesboro 2020 Transportation Plan and the study recommendations are available in the Waynesboro 2020 Transportation Plan Technical Report and the Waynesboro 2020 Transportation Plan website, <http://www.vdoturbanplans.com/Waynesboro.htm>.

In addition to this 2020 transportation plan for the Waynesboro Transportation Plan, the Virginia Transportation Development Plan (VTDP) also addresses transportation needs. The VTDP is a comprehensive listing of transportation projects scheduled for construction or improvement over the next six fiscal years, as well as anticipated funding allocations. Not all projects within the study area included in the Virginia Transportation Development Plan (VTDP) are part of this recommendations package. The VTDP can be reviewed online at VDOT's website, <http://virginiadot.org/>. Information on VTDP projects for the City of Waynesboro can also be found by contacting the VDOT Resident Engineer at the Verona Residency Office in Verona, Virginia (540-248-9320).

Waynesboro 2020 Transportation Plan Recommendations

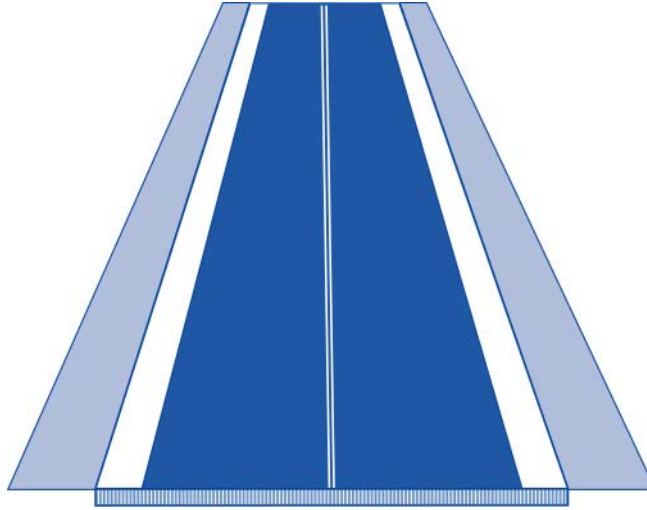
Route	Facility Name	From	To	Road Segment Length (miles)	Recommendation	Existing Typical Section (Width)	Recom. Typical Section (Width)	Total Cost (Year 2000 \$)	Average Daily Traffic	
									Year 2001	Year 2020
US 340	Intersection Improvement	Delphine Avenue	Hopeman Parkway	N/A	Realign WB approach to eliminate the offset with the EB approach (Base Year)	N/A	N/A	\$360,000	N/A	N/A
US 340	Rosser Avenue	Northgate Avenue	Forest Drive	0.6	Widen roadway to a standard urban four- lane divided roadway (Year 2010)	R2 (44')	U4D (52')	\$4,770,000	13,640	16,200
US 340	Rosser Avenue	Forest Drive	13 th Street	0.2	Widen roadway to a standard urban four- lane divided roadway (Year 2010)	R2 (44')	U4D (52')	\$1,590,000	13,640	16,200
US 340	Rosser Avenue	13 th Street	Main Street	0.3	Widen roadway to a standard urban four- lane divided roadway (Year 2010)	U2 (44')	U4D (52')	\$2,385,000	13,640	16,200
US 250	Main Street	Hopeman Parkway	Rosser Avenue	0.7	Widen Roadway to a standard urban four- lane divided roadway (Year 2010)	R2 (44')	U4D (52')	\$10,743,000	17,100	23,600
	Sherwood Avenue	Hopeman Parkway	Duke Road	0.2	Reconstruct roadway to a standard urban two-lane roadway (Year 2010)	R2 (17')	U2 (30')	\$525,000	1,700	2,300
	Duke Road	Sherwood Avenue	NCL Waynesboro	0.9	Reconstruct roadway to a standard urban two-lane roadway (Year 2010)	U2 (16')	U2 (30')	\$2,362,000	830	1,100
	Oak Lane	Delphine Avenue	Lyndhurst Road	1.4	Reconstruct roadway to a standard urban two-lane roadway (Year 2010)	R2 (16')	U2 (30')	\$3,674,000	1,280	1,800
	White Bridge Road	Guilford Lane	NCL Waynesboro	1.0	Reconstruct roadway to a standard urban two-lane roadway (Year 2010)	R2 (16')	U2 (30')	\$2,625,000	1,140	1,600
US 250	Intersection Improvement	Main Street	Hopeman Parkway	N/A	Add turning lanes (Year 2010)	N/A	N/A	\$246,000	N/A	N/A
US 340	Intersection Improvement	Rosser Avenue	Shenandoah Village Drive	N/A	Install a traffic signal and correct alignment (Year 2010)	N/A	N/A	\$230,000	N/A	N/A
US 340	Intersection Improvement	Rosser Avenue	Lew Dewitt Boulevard	N/A	Add turning lanes (Year 2010)	N/A	N/A	\$185,000	N/A	N/A
US 340	Delphine Avenue	Faber Avenue	NCL Waynesboro	0.8	Widen Roadway to a standard urban four- lane divided roadway (Year 2020)	U2 (40')	U4D (52')	\$4,770,000	10,300	12,300
US 340	Interchange Improvement	Rosser Avenue	I-64 EB Off/On Ramp	N/A	Construct an I-64 EB Off Ramp to SB Rosser Avenue (Year 2020)	N/A	N/A	\$1,687,500	N/A	N/A
Local	Bookerdale Road	Lew Dewitt Blvd	Main St	0.2	Widen the one-lane section of Bookerdale Road (Year 2010)	N/A	R2 (24')	\$300,000	N/A	N/A
Total Cost*								\$36,152,500		

* Does not include any recommendations of local initiative.

TYPICAL SECTIONS¹

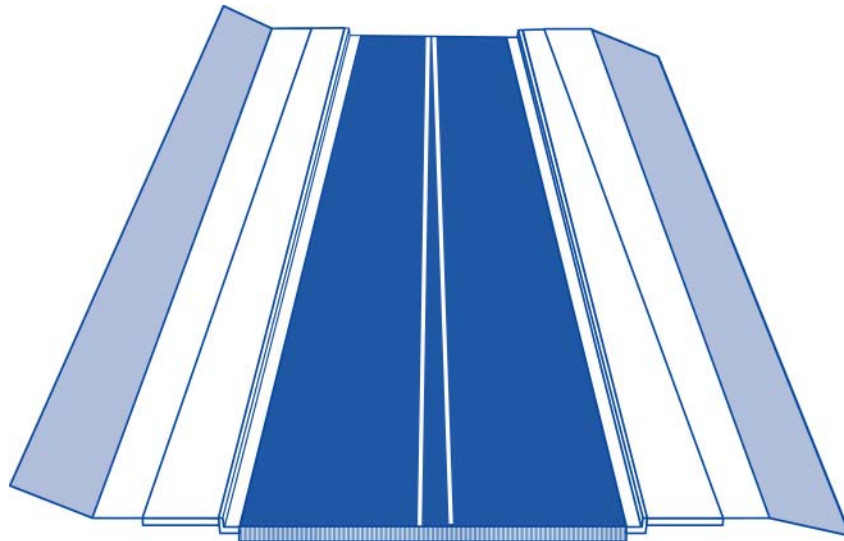
R2

Rural two-lane roadway with standard shoulders and ditches



U2

Urban two-lane roadway with curb and gutter



¹ Recommended typical sections assume 12' wide travel lanes.

U4D
Urban four-lane divided roadway with curb and gutter

