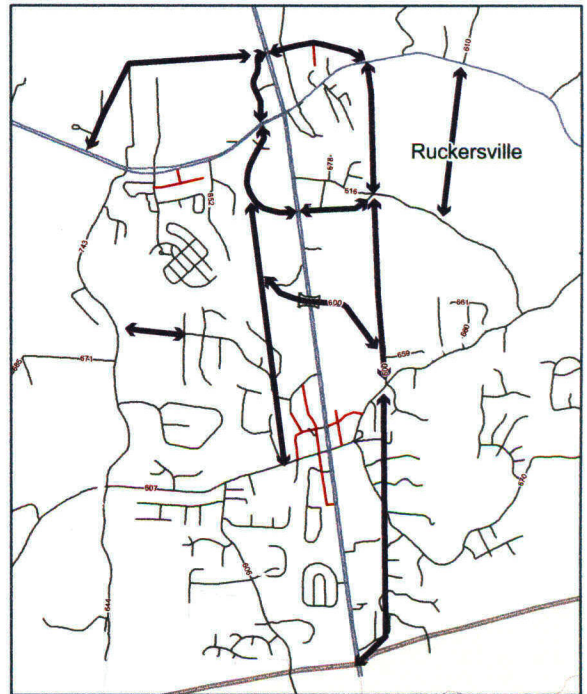


### Preferred Scenario Model Results

The central recommendation of this thoroughfare plan is to for Greene County to strive, together with VDOT, and developers and citizens, to create a system of parallel roads, linking new places, which have good internal local street networks. To measure of effectiveness of this strategy, key new road linkages were inserted into the traffic demand model network. The graphic to the right shows the new connections modeled. The VC map on the following page shows that in 2035, with these new secondary streets that will be added to the network so that both US 29 and the parallel networks function under capacity.

This vision can only be achieved using a phased approach. This will entail incrementally improving corridor access management and, over time, replacing signalized intersections with overpasses in conjunction with the improved parallel and connected network using the concept shown in section 4Aiii above.

The illustrations of the phased box intersection in the Ruckersville Growth area in the previous section show how this can be achieved. The same concept can be applied to other congested intersections, such as US 29 and Rt. 607 (Midway). The basic premise of this strategy is that local traffic and regional traffic are separated, and new communities are built with less direct access onto US 29. Using this approach, more land is opened up for commercial development with new main streets and local street networks built off the corridor in new places identified in the preferred land use scenario.



*Future secondary connections modeled. See the map on the following page for area of coverage.*

### Recommendations

- Plan for right of way acquisition.
- Adopt guidelines and thoroughfare plan as part of comprehensive plan
- Identify opportunities for and location of new streets. Pursue funding and proffers as opportunities arise.

The graphic on the following page illustrates projected traffic volumes and resulting VC for the preferred scenario and recommended roadway network.