

MEMO

To: Thomas Jefferson Planning District Commissioners
From: Christine Jacobs, Executive Director
Taylor Jenkins, Director of Transportation
Date: June 4, 2026
Re: Round 7 SMART SCALE Applications and Resolution of Support

Purpose:

As part of the SMART SCALE application process, the Thomas Jefferson Planning District Commission (TJPDC) has historically provided a resolution of support for project applications within rural areas of its boundaries. The TJPDC serves as the governing body for the rural transportation program, and providing a resolution of support for SMART SCALE applications ensures alignment with regional goals and priorities. The resolution of support is for all projects being applied for within the TJPDC's rural boundaries, but excludes those submitted by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) and those submitted by localities within the urbanized area. At the CA-MPO's April 22nd Policy Board meeting, resolutions of support were approved for projects within the CA-MPO area.

Background:

At the 2014 session, the Virginia General Assembly enacted legislation in the form of House Bill 2 ("HB2") now titled "SMART SCALE" (§33.2-21.4), which established a new process for the allocation of transportation funding for projects within the state. The process requires projects seeking state and federal transportation funding to be submitted every two years for consideration by the Commonwealth Transportation Board (CTB). SMART SCALE scores projects based on location (i.e., "area type"), project cost, and merit in six factor areas. Projects are scored within VDOT construction districts for the District Grant Program (DGP) pool of funds, or statewide for the High Priority Projects (HPP) pool of funds. The CTB uses the scoring evaluation to allocate limited resources to the highest ranking projects.

The TJPDC, local governments within the PDC, and the CA-MPO are eligible to submit up to four applications each. The TJPDC is not submitting applications in this round. Attachment A includes a description of each project being submitted by local governments within the PDC's rural area. Attachment B includes a description of each project being submitted by the CA-MPO within the TJPDC's urban area, provided as informational only.

Recommended Action:

Staff recommends a motion to approve the Resolution Endorsing the Submission of SMART SCALE Applications Requesting Transportation Funding by the Localities within the Thomas Jefferson Planning District Commission area.

Attachment A: Rural Jurisdiction Projects

Applicant: Albemarle County

None outside of the urbanized area

Applicant: Fluvanna County

None

Applicant: Greene County

1. **Rt. 29-616 RCUT Project** – The project will include installing a Restricted Crossing U-Turn (RCUT) at US 29 and Commerce Dr; Installing an RCUT at US 29 and Route 616; Extending the SB U-Turn turn lane at US 29/Starks Ln; Constructing 1 NB channelized U-Turn turn lane at 980 ft south of US 29/US 33 with 350 ft/100 ft storage/taper; Closing the crossover at US 29/El Agave 1400 ft south of US 29/US 33.
2. **US 33-743 (Advance Mills) and 1050 (Greencroft) Intersections** – The project will include implementing median U-turns (MUTs) by: Closing the median crossings at US 33/Advance Mills Rd and US 33/Greencroft Blvd; Constructing a U-turn lane on EB US 33 600 ft east of Greencroft Blvd with 600 ft of storage/taper; Extending the existing U-turn lane on WB US 33 600 ft west of Advance Mills Rd to have 600 ft of storage/taper; Extending the existing EB right turn lane at US 33/Advance Mills Rd to have 600 ft of storage/taper; Constructing turning loons on both U-turn lanes; Installing a median island on the US 33 median crossing 600 ft west of Advance Mills Rd to create U-turn movements; Widening the existing median on Greencroft Blvd from Ridgemont Rd to US 33 to remove the existing through movement.

Applicant: Louisa County

None

Applicant: Nelson County

1. **Rockfish School Lane and Route 151 Turn Lanes** – This project will install dedicated right turn lanes in the southbound and eastbound legs of the Rockfish School Lane and Rockfish Valley Highway intersection.
2. **US 29 Corridor Improvements – Route 655 to VA 56** – This project will convert the intersections of US 29 and Route 655 (Colleen Road and Arrington Road) and VA 56 (Tye Brook Highway) into Reduced Conflict Intersections (RCIs).

Attachment B: CA-MPO Projects

Applicant: Charlottesville-Albemarle Metropolitan Planning Organization

- 1. I-64 - 5th St Interchange Improvements** – This project will include conversion of the existing traditional diamond interchange to a Diverging Diamond Interchange (DDI); construction of a shared use path along northbound 5th Street from the 5th Street Trail and Hub (UPC 118870) to the I-64 westbound off-ramp and across the northern interchange terminal, connecting to the existing sidewalk on the 5th Street bridge; addition of a pedestrian crossing at the I-64 westbound to northbound 5th Street off-ramp with active pedestrian control; addition of a signal-controlled pedestrian crossing at the northern diverge; addition of pedestrian crossings with signals at the I-64 eastbound to northbound and southbound off-ramps; construction of a sidewalk along southbound 5th Street connecting to existing pedestrian facilities; and improvement of the northbound 5th Street transit stop south of 5th Street Landing to enhance multimodal access and safety.
- 2. US 29 NB/US 250 EB Ramp Extension/Barracks Road Off-Ramp** – This project will include tying together the on-ramp from Leonard Sandridge onto US 250 EB/US 29 NB with the off-ramp at Barracks Road; Adding a second left turn lane from the US 29 NB/US 250 EB off-ramp onto NB Barracks Road; Constructing sidewalk on the SB side of Barracks Road between the US 29 SB/US 250 WB on-ramp and the US 29 NB/US 250 EB off-ramp terminals and extending to the south terminating at the driveway across from the 7-Eleven; Improve the sidewalk on the NB side of Barracks Road between the US 29 SB/US 250 WB off-ramp and the US 29 NB/US 250 EB on-ramp to meet ADA requirements. This project will overlap with the US 29 SB/US 250 WB on-ramp improvement project that is being submitted by Albemarle County at the Barracks Road and US 250 WB/US 29 SB ramp intersection.
- 3. Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane** – This project will include increasing the length of the on-ramp from Old Ivy Road onto US 29 NB/US 250 EB and tying it together with the off-ramp at Leonard Sandridge Road; adding an additional NB on-ramp lane from Old Ivy Road.
- 4. US 29/250 SB Off-Ramp Extension to Old Ivy Rd** – This project will include increasing the length of the off-ramp extension on Ivy Road from US 29 SB/US 250 WB at Old Ivy Road. This is a recommendation from a Round 2 Pipeline Study.

Applicant: Albemarle County

Within the CA-MPO:

- 1. Barracks Road SB Right Turn Lane at US 29/250 Bypass** – This project will include constructing a new right turn lane from SB Barracks Road onto the US 29 SB/US 250 WB on-ramp; closing the median crossover at Ricky Road; installing high visibility crosswalks across Barracks Road north of the US 29/250 WB ramps at the signal, and across the 29/250 WB off-ramp; relocating CAT bus stop 14413 one block east on SB Barracks Road from Surrey Rd to Bennington Rd; installing a concrete boarding platform at the relocated bus stop; and installing approximately 350' of shared use path

on the south side of Barracks Road from relocated bus stop at Bennington Road to the new crosswalk across Barracks Road. This project will overlap with the US 29 NB/US 250 EB Off-Ramp Improvements project submitted by the CA-MPO at the Barracks Road and US 250 WB/US 29 SB ramp intersection.

2. **US 250 and Old Trail Drive Intersection Improvements** – This project will include installing a 2x1 hybrid roundabout (2 lanes in the E/W direction, 1 lane in the N/S direction) at the intersection of Old Trail Drive and US 250 (Rockfish Gap Tpk) with high-visibility pedestrian crosswalks and pedestrian activated signal controls on the northern, southern, and eastern legs of the roundabout; improving the shared use path on the northern (WB) side of US 250 from the intersection heading east connecting to the path accessing Henley Middle School; and adding sidewalk on the western (SB) side of Rt. 9570 from the intersection south connecting to the parking lot at the high school.
3. **US 250 / Rte 601 Roundabout Corridor Improvements** - This project will include Installing a 2x1 hybrid roundabout at US 250/Canterbury Road; installing a 2x1 hybrid roundabout at US 250/Boars Head; Installing median barrier between the two roundabouts; constructing 1 additional through lane between the roundabouts in the eastbound direction; constructing 1 additional through lane between the roundabouts in the westbound direction; constructing a shared use path on the eastbound side of US 250 between the two roundabouts; adding 1 high visibility crosswalk on the east leg of the Boars Head Roundabout; adding 1 crosswalk on the west leg of the Canterbury Roundabout; Constructing sidewalk on the westbound side of US 250 from Canterbury Rd west tying into to the existing sidewalk.
4. **US 250 / Rte 601 / Canterbury Intersection Improvements** - This project will include Installing a 2x1 hybrid roundabout at the intersection of US 250 (Ivy Road) at Old Garth Road/Canterbury Road; Constructing sidewalk on the WB (northern) side of US 250 from The Market at Bellair west to the existing sidewalk; Constructing crosswalks on the western and southern legs of the roundabout; Constructing approx. 500 ft of shared use path along the EB (southern) side of US 250; and Constructing approx. 500 ft of median along US 250 from the new roundabout west to the entrance to Commonwise Home Care for access management; and adding a loon for WB-to-EB U-turns on US 250 across from the entrance to Commonwise Home Care.

Applicant: City of Charlottesville

1. **Ridge, McIntire, & W Main – Intersection Improvements** – This project will include installing a two-way bikeway along W. Main Street and W. Water Street between 4th Street NW and 2nd Street SE; Adding a two-phased bicycle crossing with waiting area on W Water Street; Converting W. Water Street to one-way WB between Ridge–McIntire and 2nd Street SE using South Street West as the one-way pair; Converting the EB slip lane to a standard right turn lane and removing the island/relocating the statue pedestal; Converting the EB through/left lane to EB through/right lane; modifying the signal timing; Replacing the existing crosswalk on the south leg of the intersection with a high visibility crosswalk; improving the curb ramps at existing crosswalks to meet ADA requirements; signaling the WB right turn slip lane from W Water Street to NB Ridge–McIntire.