Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Agenda
MPO Citizens Transportation Advisory Committee

Wednesday, January 18, 2023 @ 7:00 p.m.
Water Street Center, 407 E. Water Street, Charlottesville, VA 22902

Link Zoom Meeting: https://us02web.zoom.us/j/85858179276?pwd=L1lsdXBCZ3ZlTmEwWGdCT0pyZ1R3QT09
Meeting ID: **858 5817 9276** Password: **518236**
(for Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public)

Item	Time	Description
0	7:00-7:05	**Attendance**
1	7:05-7:10	**Matters from the Public: Limit of 3 minutes per speaker** *Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker*
2	7:10-7:15	**Approval of Draft Meeting Minutes*** • Draft November 16, 2022 CTAC Minutes *(attachment)*
3	7:15-7:30	**Round 5 SMART SCALE Project Cost Estimates** – Sandy Shackelford, CA-MPO • Round 5 Project Estimates *(attachment)*
4	7:30-7:50	**2022 CA-MPO Transportation Update** – Chuck Proctor, VDOT; Michael Barnes, VDOT • Report *(attachment)*
5	7:50-8:25	**Update on Long Range Transportation Plan "Moving Toward 2050"** – Sandy Shackelford, CA-MPO; Ryan Mickles, CA-MPO • New LRTP Project Website https://campo.tjpdc.org/process-documents/lrtp/2050-lrtp/ • American Community Survey 5-year estimates; demographic maps & charts *(attachment)*
6	8:25-8:30	**Additional Matters from the Public: Limit of 3 minutes per speaker** *Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker*

* *A recommendation to the Policy Board and/or vote is expected for this item*

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Charlottesville-Albemarle Metropolitan Planning Organization
401 E. Water Street, Charlottesville, VA 22902
(434) 979-7310 phone ● www.tjpdc.org ● info@tjpdc.org email

Citizen Transportation Advisory Committee

Draft Meeting Minutes: November 16, 2022

Video of this meeting can be found at https://www.youtube.com/watch?v=ECM-MFOVlQo

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO *	x
Daniel Bailey, Albemarle County PC		Gretchen Thomas, TJPDC *	x
Lucas Beane, City of Charlottesville	x	Christine Jacobs, TJPDC	
Donna Chen, MPO	x	Ryan Mickles, TJPDC/CAMPO	x
Nicholas Garber, Albemarle *	x	Chuck Proctor, VDOT Culpeper District	
Greg Weaver, City of Charlottesville	x	Michael Barnes, VDOT Culpeper District	x
Ethan Heil, City of Charlottesville	x		
Marty Meth, Albemarle County	x	**GUESTS/PUBLIC**	
Karim Habbab, City of Charlottesville PC	x		
Patrick Healy, City of Charlottesville	x		

* attended virtually via Zoom

0. CALL TO ORDER.

Committee Chair, Lee Kondor, called the meeting to order at 7:00 pm. A quorum was present.

1. MATTERS FROM THE PUBLIC (MINUTE 1:33)

None

2. APPROVAL OF DRAFT MEETING MINUTES (MINUTE 1:54)

Motion/Action: Marty Meth made a motion to approve the minutes from the September 21st meeting, and Karim Habbab seconded the motion. The motion passed unanimously.

3. 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) (MINUTE 3:04)

Sandy Shackelford presented the committee with the draft logo for the 2050 LRTP. She continued by explaining the LRTP engagement process and the draft goals and objectives. She explained that the consultant suggested that the goals and objectives be drafted first and then brought to the public for their comments.

Once the goals and objectives are set, she explained that the projects will be prioritized and the public will be able to comment again.

Ms. Shackelford asked the committee for feedback on how to determine whether the public engagement for the LRTP has been successful. The committee members offered numerous suggestions including making sure that all demographics are represented in the survey responses. Donna Chen noted that it will be important to gather this information through the survey questions.

Ms. Shackelford went on to describe the focus groups and asked the committee for feedback on who or what organization might be missing.

Mr. Kondor suggested that the groups should have fewer than 10 members.

The committee discussed the suggested focus groups and why they were chosen. There were numerous suggestions about who else might be included for the focus groups.

Ms. Shackelford defined the goals, objectives, and metrics for the LRTP. She described the current draft goals and objectives and asked the members for feedback. She noted that the public will be offered the opportunity to assist with weighing the priorities.

4. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:16:21)

None

Mr. Kondor adjourned the meeting at 8:16 p.m.

The next meeting will be held on January 18, 2023 at 7:00 p.m.

		5th St. Multi-Modal (Harris Rd to Holiday Inn)	Avon Street Multi-Modal Improvements	Rivanna River Bike and Pedestrian Crossing	District Ave. Roundabout
Base Cost Estimate	PE	$ 1,740,000	$ 1,700,000	$ 2,030,000	$ 1,670,000
	RW	$ 5,040,000	$ 2,400,000	$ 1,970,000	$ 5,890,000
	CN	$ 6,180,000	$ 4,750,000	$ 14,800,000	$ 3,820,000
	TOTAL	**$ 12,960,000**	**$ 8,850,000**	**$ 18,800,000**	**$ 11,380,000**
Contingencies (including CEI)	PE	$ 174,000	$ 170,000	$ 304,500	$ 167,000
	RW	$ 2,016,000	$ 960,000	$ 886,500	$ 2,061,500
	CN	$ 2,039,400	$ 1,805,000	$ 8,436,000	$ 1,528,000
	CEI	$ 1,236,000	$ 950,000	$ 2,664,000	$ 764,000
	TOTAL	**$ 5,465,400**	**$ 3,885,000**	**$ 12,291,000**	**$ 4,520,500**
Inflation	PE	$ 240,207	$ 234,685	$ 292,979	$ 230,543
	RW	$ 1,369,569	$ 652,176	$ 656,709	$ 1,543,386
	CN	$ 2,753,412	$ 2,185,456	$ 10,075,100	$ 2,377,568
	TOTAL	**$ 4,363,188**	**$ 3,072,317**	**$ 11,024,788**	**$ 4,151,497**
PROJECT TOTAL		**$ 22,788,588**	**$ 15,807,317**	**$ 42,115,788**	**$ 20,051,997**







VDOT
Virginia Department of Transportation

2022 Culpeper District Transportation Update

From the District Engineer:



This past year has brought transition and growth to the Culpeper District. One transition that we are all grateful for is the return to normal business practices, with our offices open to the public and staff available to meet with customers.

The district is preparing for a major increase in the number of highway improvements that will move through design and into construction in the next several years. Action by the 2020 General Assembly provided $87 million in revenue from certain taxes and fees collected within the district. That allocation provided funding for 19 additional improvement projects, which are now in the preliminary engineering phase.

Those projects include long-awaited improvements to the U.S. 29 corridor and adjacent roads at the north end of Charlottesville, safety enhancements at high-crash locations in Albemarle, Culpeper and Fauquier counties, and several roundabouts in rural areas where increasing traffic volumes have made the current stop-sign controlled intersections less safe for motorists. Also advancing toward construction are several multi-modal improvement projects, including a shared-use path just south of Charlottesville along the Fifth Street corridor and a Park-and-Ride lot off Interstate 64 near Crozet.

The district continues its focus on maintaining the condition of our current assets. Our bridge condition remains above the statewide goal thanks to the efforts of our Structure and Bridge staff and their dedicated bridge inspectors and maintenance crews. The district's pavement condition is good, with focus on maintaining that condition to minimize costly major rehabilitations of our pavements.

Despite those positive results, during the past year the district's performance in other areas, notably project development and delivery, has been below the agency's targets. We are renewing our focus on meeting those targets through several initiatives. These include engaging additional outside resources to assist with design work and providing technical assistance to our local government partners to assist them in developing and delivering locally managed projects on time and on budget.

While we are all focused on meeting the targets established for these performance measures I have made clear my expectation that we will not sacrifice quality or safety to meet a benchmark. I expect that we will always make the right decisions for the right reasons to ensure that we continue to design, construct, operate and maintain a safe and efficient transportation network in Culpeper District.

Finally, a word about safety. Earlier this year the district updated our safety program with a renewed focus on the critical role it plays in every activity at VDOT. The initiative started with a request for safety messages from the district's employees. That generated more than 50 ideas, which were voted on by the district. From those results the winner was selected.

Building on the district's core values of Trust, Integrity and Respect, the updated safety program is driven from the district's leadership to all employees. Whether they work at an area headquarters, a residency office or in a support position at the district office, every employee is responsible for their safety as well as for those around them. To that end the message "Safety Takes No Days Off" applies to everyone, regardless of what activity they are engaged in on any given day.

I hope you find the review of the district's activities in this Transportation Update informing and useful. On behalf of our district staff, thank you for your support and we look forward to continuing to work with you to Keep Culpeper District, and Virginia, Moving.

CULPEPER DISTRICT
SAFETY TAKES NO DAYS OFF

Sean Nelson, P.E.
Culpeper District Engineer

Unless noted otherwise, the information in this document covers the 2022 fiscal year, which ran from July 2021 through June 2022.



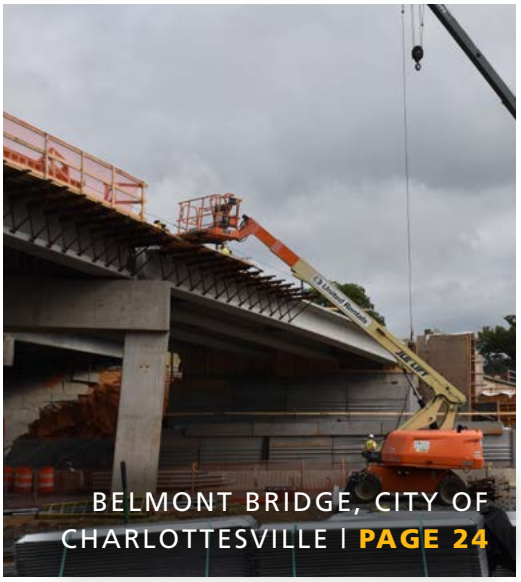
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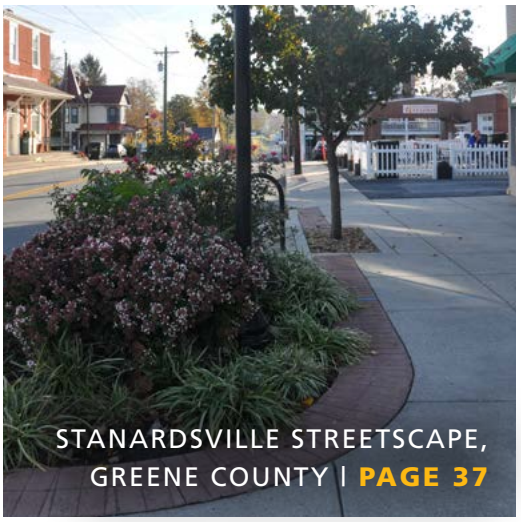
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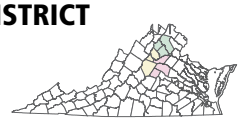
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CULPEPER DISTRICT



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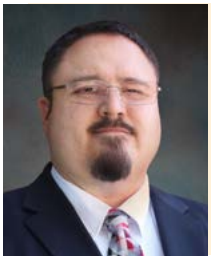
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FY 2022 District Performance

VDOT's commitment to transparency is reflected on the agency's public-facing Dashboard, which measures the agency's performance compared with targets set each year by VDOT's leadership. VDOT was a pioneer in this area when it debuted the first Dashboard back in 2003. Since that first version, which tracked on-time and on-budget project delivery, the Dashboard has expanded several times to track performance in additional areas, including Safety and Operations.

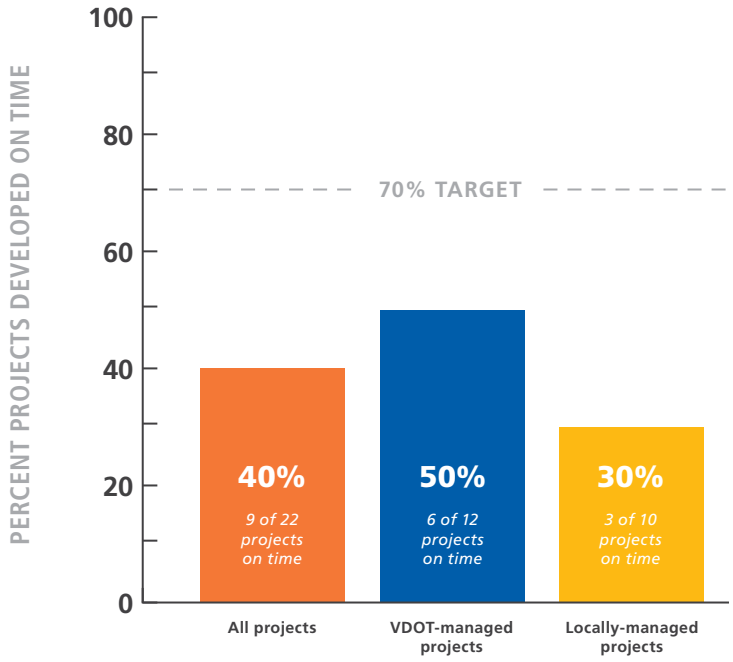
The Project Development metric measures the progress of projects through design, right-of-way acquisition and advertisement for construction. Of the 12 projects administered by VDOT in FY 2022, nine of 12 (75 percent) were on budget. Six of 12 projects were advertised on time, five are in progress but behind scheduled milestones.

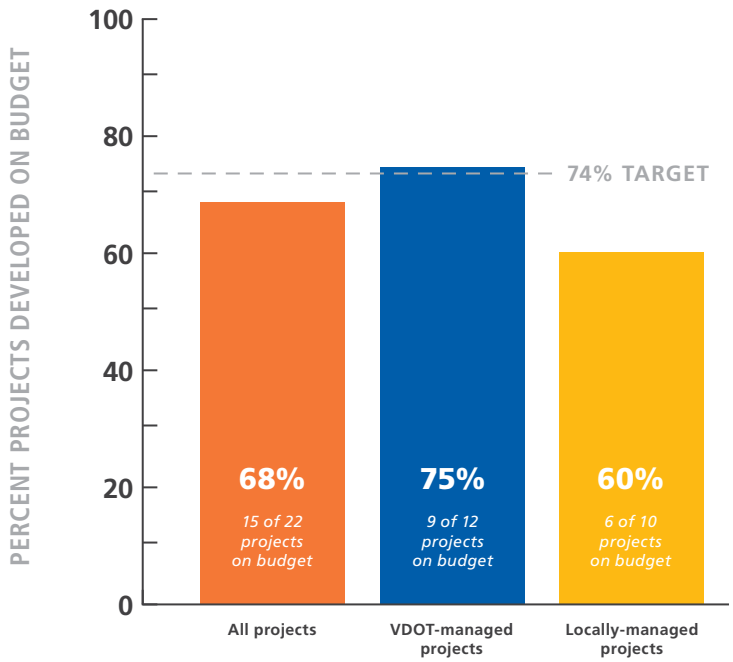
Of the 10 projects administered by local governments (city of Charlottesville, Albemarle County, town of Louisa), six of 10 (60 percent) were on budget, three of ten were advertised on time, and seven are still in progress, but behind schedule.

Project Delivery measures performance during the construction phase of the projects. During FY22, nine of the 11 projects administered by VDOT were completed on time and on budget. The on-time performance of 81 percent was above the 77 percent agency target; the on-budget performance of 81 percent was slightly below the 85 percent target.

The six locally administered projects were below both construction targets. On-time performance was 66 percent (four of six projects) measured against the 77 percent goal; the 83 percent on-budget performance (five of six projects) was slightly below the 85 percent target.

PROJECT DEVELOPMENT





FY 2022 Performance, Continued

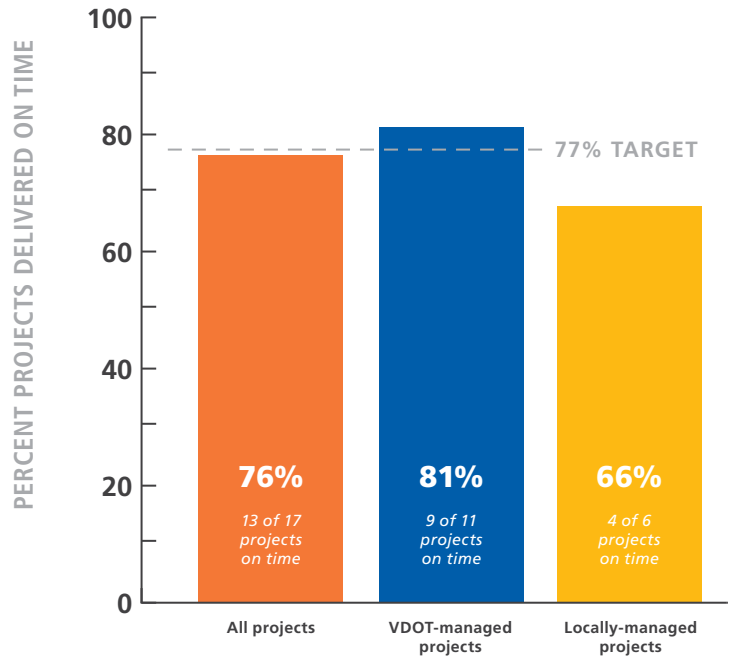
As in past years, Culpeper District's score on the Construction Quality Inspection Program continues to be high with an average CQIP score of 97 percent. This program measures all aspects of a project during construction, from documentation to field work, and is an important measure of the quality of the project.

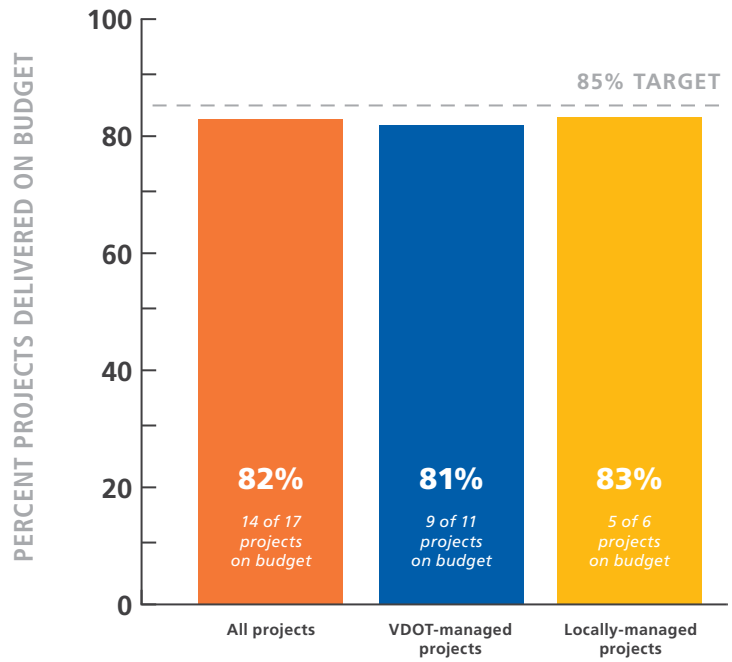
During the past fiscal year, and going forward, VDOT is working closely with our local government partners who are administering their own projects. VDOT is providing technical assistance and resources to assist the localities in delivering their projects on time and on budget with a high degree of quality.

Inflation is impacting VDOT much as it has affected other areas of the economy. There have been significant increases in project cost estimates due to higher market costs for labor, materials and right-of-way acquisition, as well as some supply-chain issues with availability of necessary materials.

According to VDOT Chief Engineer Bart Thrasher, "VDOT transportation maintenance and infrastructure costs are increasing. Many project estimates and corresponding budgets were established during times of lower cost and lower inflation. As an agency we are taking deliberate and purposeful action to adjust our estimates and review our budgets to account for the anticipated increased costs of delivering future projects."

PROJECT DELIVERY





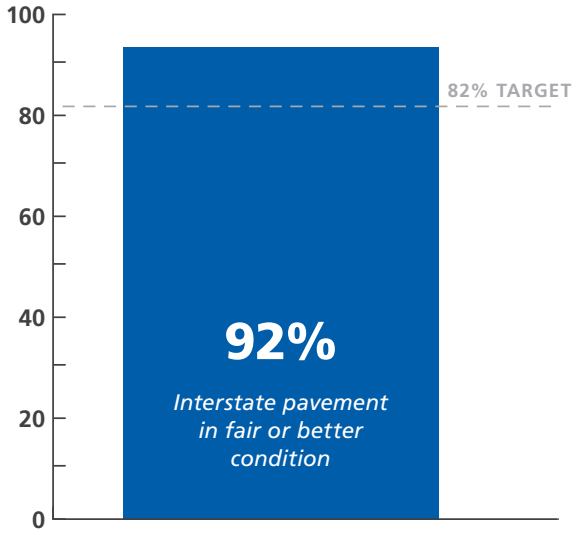
Pavement Condition and Maintenance

Virginia has the third-largest state-maintained roadway network in the nation, behind only Texas and North Carolina. That's almost 58,000 miles of pavement that VDOT is responsible to maintain. Keeping that pavement in good condition is one of VDOT's core missions, and every day the motorists who travel the state's highways evaluate how well VDOT is fulfilling that mission.

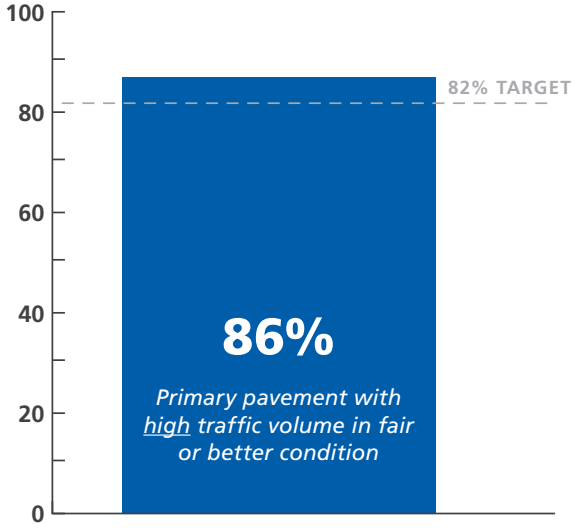
VDOT is responsible for maintenance of nearly all the roads within the Commonwealth of Virginia. The exceptions are independent cities, many incorporated towns and the counties of Arlington and Henrico as well as private roads within some neighborhoods. Newly constructed roads must meet VDOT specifications to be accepted into the state highway system.

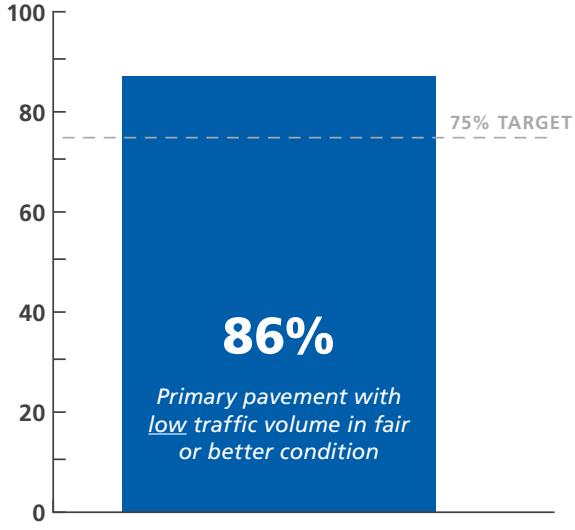
VDOT uses sophisticated electronic measuring devices and video equipment in mobile units to monitor and document pavement condition and identify deteriorating sections. Using the analysis produced by those mobile units VDOT engineers determine where pavement resurfacing or major rehabilitation is needed. The type of resurfacing selected is based on the roadway type, traffic volumes, current pavement condition and other factors.

INTERSTATE PAVEMENT CONDITION



PRIMARY ROAD PAVEMENT CONDITION





In the graphs above, "low traffic volume" roads carry 3,500 vehicles or less per day and "high traffic volume" roads see 3,500 vehicles or more per day.

Pavement, continued

In 2020, VDOT adjusted the criteria for pavement evaluations of primary and secondary highways, classifying them into two categories: those that carry more than 3,500 vehicles per day and those carrying fewer than 3,500 vehicles per day.

This additional category of classification differentiates the roadway segments with higher average daily traffic volumes. The change enables infrastructure staff, who are responsible for identifying deficient pavement, to prioritize the roads carrying more traffic and more heavy vehicles such as commercial trucks.

The reclassification ensures that VDOT's paving program focuses on the most highly traveled roads which carry the most traffic and deteriorate most rapidly, and that the program remains sustainable into the future.

District Pavement

In Culpeper District, VDOT staff at the district office and our 16 area headquarters work closely with our contractor partners to maintain the nearly 10,620 lane-miles of state roads in the district's nine counties. These roads include multi-lane divided interstates, primary highways that connect population centers and secondary roads that provide access to residential and commercial areas. In rural areas some of those roads are unpaved, and VDOT maintains those gravel surfaces too.

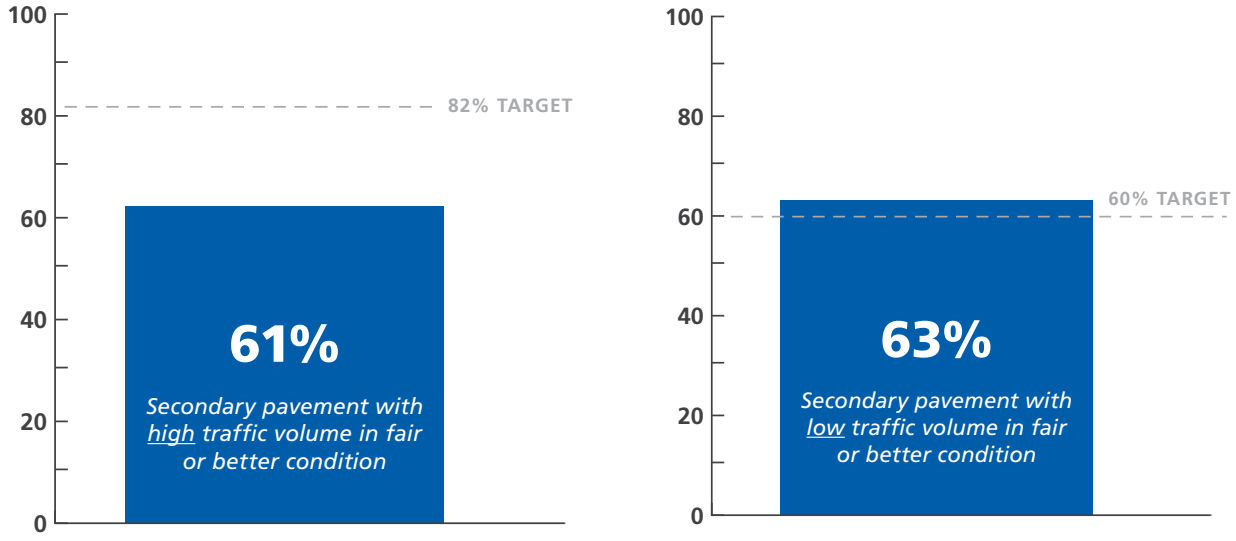
Pavement Condition Ratings

Culpeper District continues to exceed the statewide goals for pavement condition in nearly all categories. The district's interstate pavement condition rating, at 92 percent, is well above the established goal of 82 percent sufficient. The district's primary roads, both those carrying high and low traffic volumes, are also above the agency's sufficiency targets.

2022 Paving Program

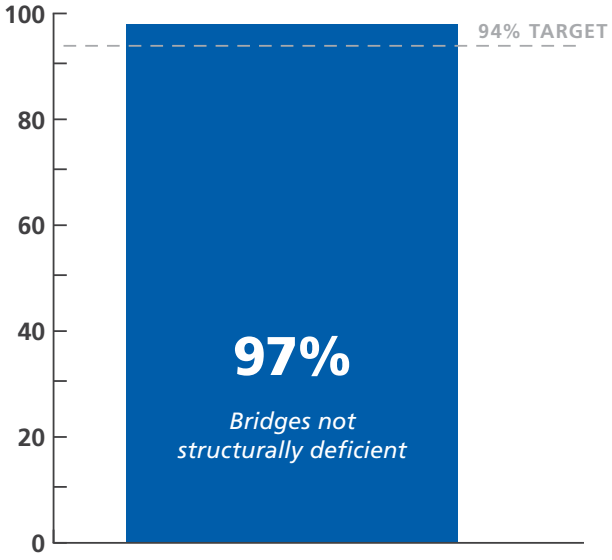
Information about the district's paving program this year, including a map depicting planned paving locations, is available at virginiadot.org/projects/culpeper/22culpeperdistrictpaving.asp. A map of VDOT's 2022 Statewide Paving Program is available at virginiaroads.org/maps/VDOT::statewide-paving-status-map-public-2022.

SECONDARY ROAD PAVEMENT CONDITION



In the graphs above, "low traffic volume" roads carry 3,500 vehicles or less per day and "high traffic volume" roads see 3,500 vehicles or more per day.

Bridge Condition



Culpeper District has more than 1,700 bridges and structures, and the maintenance, repair and replacement of these structures is the responsibility of the district's Structure and Bridge section. In addition to maintenance crews the section staff includes engineers, designers and inspectors. Each of the district's three residencies has a dedicated bridge crew, while a fourth bridge crew is based at the district headquarters office in Culpeper.

In 2022, nine structures in the district were rehabilitated or replaced. Again this year the district's overall rating for structures not in poor condition was 97 percent, well above VDOT's target of 94 percent. Structures in poor condition have a minimum general condition rating of 4 or less (on a scale of 0 to 10), which does not suggest a safety concern, but poor structures typically require repair and eventual rehabilitation to address deficiencies.

The district's four bridge crews are responsible for delivering the district's small bridge replacement program. Culpeper is one of a handful of VDOT districts with this program, which uses the state force bridge crews to replace small bridges on secondary roads that are in deficient condition. Using state forces allows the projects to be designed and construction completed more quickly and at lower cost than if the project were bid to an outside construction contractor.

The program has been successful in maintaining the district's bridge condition at a level well above the agency's target. But over the years, as the district's overall bridge condition rating improved, it has become more difficult to maintain that rating. As the remaining deficient structures age the rehabilitation is more complex, more extensive and thus more expensive. That means the projects take longer to complete and require more specialized resources to construct.

Even with those challenges, however, Culpeper's small bridge replacement program and its four district bridge crews remain critical to the district's continued ability to keep its structures in good condition and above the agency's condition target. Find more Virginia bridge information on VDOT's webpage: Bridges in Virginia.

STRUCTURES REHABILITATED IN 2022

ALBEMARLE COUNTY

- Route 240 over Lickinghole Creek
- Route 810 over Muddy Run
- Route 810 over Rocky Bar Branch

FAUQUIER COUNTY

- Route 735 over Buck Run

FLUVANNA COUNTY

- Route 639 over South Fork Cunningham Creek

GREENE COUNTY

- Route 634 over Swift Run

LOUISA COUNTY

- Route 640 over Foster Creek

MADISON COUNTY

- Route 607 over Beautiful Run

ORANGE COUNTY

- Route 614 over Keyser Run

STRUCTURE WORK STARTING SOON

- Route 689 over Stockton Creek, Albemarle County
- Route 627 over Branch Hardware River, Albemarle County
- Route 717 over Camp Creek, Louisa County
- Route 631 over East Fork Kent Branch, Fluvanna County

38 Projects Proposed for Round 5 SMART SCALE Funding

Localities and regional planning organizations in the Culpeper District submitted 38 projects during the fifth round of applications for SMART SCALE funding. (SMART SCALE is an acronym for System Management and Allocation of Resources for Transportation: Safety, Congestion, Accessibility, Land Use, Economic Development, and Environment.)

The purpose of SMART SCALE is to fund the right transportation projects using a prioritization process that evaluates each project's merits using key factors, including improvements to safety, congestion reduction, accessibility, land use, economic development, and the environment. The evaluation focuses on the degree to which a project addresses a problem or need relative to the requested funding for the project.

SMART SCALE requires the Commonwealth Transportation Board to develop and implement a quantifiable and transparent prioritization process for making funding decisions for capacity-enhancing projects within the Six-Year Improvement Program. The ultimate goal in implementing SMART SCALE is investing limited tax dollars in the right projects that meet the most critical transportation needs in Virginia.

Transparency and accountability are crucial aspects of delivering a process that project sponsors and the public will support. Each SMART SCALE project is evaluated based on a uniform set of applicable statewide measures while recognizing that factors should be valued differently based on regional priorities.

SMART SCALE *Funding the Right Transportation Projects in Virginia*

The evaluation process for Round 5 applications will move forward through the fall and winter. In early 2023 the CTB will be presented with staff recommendations for funding projects based on the evaluation results. Public hearings will be held in the spring in each VDOT district to provide the public an opportunity to comment on the recommended SMART SCALE projects as well as other transportation activities across Virginia. Next June the CTB will approve the annual update to the Six-Year Improvement Program, including the addition of Round 5 SMART SCALE projects.

Throughout the *Transportation Update*, look for this icon, which identifies projects funded through the SMART SCALE prioritization process. For more information, visit smartscale.org.

Albemarle County

Belvedere Boulevard and Rio Road Intersection Improvements

This project would install a signalized continuous Green-T intersection to replace the current stop-sign controlled "T" intersection. The project would include an at-grade pedestrian crossing of Belvedere Boulevard.

Estimated cost: $4,890,328

Fifth Street Extended Bicycle and Pedestrian Improvements

This project would extend a planned 10-foot-wide shared-use path to the north and south to create a continuous facility on the west side of Fifth Street/Old Lynchburg Road from Ambrose Commons to Old Lynchburg Road and from Wahoo Way to Afton Pond Court (Stagecoach Road).

Estimated cost: $18,686,732

SMART SCALE, continued

Avon Street Bicycle and Pedestrian Improvements
This project would construct a 10-foot-wide shared-use path approximately 1,900 feet long adjacent to Avon Street on the west side of the road from Mill Creek Drive to Peregoy Lane. This project includes the construction of two transit shelters and a pedestrian crossing south of Wood Duck Place.

Estimated cost: $11,436,481

Old Trail Drive and U.S. 250 West Intersection Improvements
This project would construct a hybrid roundabout at the Old Trail Drive/U.S. 250 intersection with pedestrian accommodations, particularly for the pedestrian movement across U.S. 250.

Estimated cost: $13,960,947

Rivanna River Bicycle and Pedestrian Bridge Crossing
The project would provide a 3,100-linear-foot, 10-foot-wide shared-use path and a bicycle and pedestrian bridge (14-foot width beam or truss bridge) across the Rivanna River at East Market Street in Woolen Mills, connecting two important development areas on either side of the river.

This project is submitted by the Charlottesville-Albemarle Metropolitan Planning Organization.

Estimated cost: $42,115,788

District Avenue Roundabout at Hydraulic Road
This project converts the existing intersection to a single/double-lane hybrid roundabout at the intersection with Hydraulic Road/Cedar Hill Road, with full access on to Cedar Hill Road.

Submitted by the Charlottesville-Albemarle Metropolitan Planning Organization.

Estimated cost: $20,051,997

U.S. 250/Rolkin Road Pedestrian Improvements
The project would be composed of two main elements:

1) An at-grade pedestrian crossing for the northern, eastern, and southern legs of the U.S. 250/Rolkin Road intersection; and 2) Continuation of the 800-foot-long sidewalk on the southern side of U.S. 250 to State Farm Boulevard. Submitted by the Thomas Jefferson Planning District Commission.

Estimated Cost: $11,927,213

U.S. 250/Route 22 (Louisa Road) Intersection Improvements
The project would result in a signalized displaced left-turn for traffic traveling east on U.S. 250 and turning north onto Route 22 (Louisa Road). Existing traffic signals would be modified.

Submitted by the Thomas Jefferson Planning District Commission.

Estimated cost: $10,986,125

U.S. 250/Milton Road Intersection Improvements
The project would construct a single-lane, 150-foot diameter roundabout at this intersection.

Submitted by the Thomas Jefferson Planning District Commission.

Estimated cost: $9,757,582

U.S. 250/Peter Jefferson Parkway Intersection Improvements and Access Management
The project would have four elements:

1) Add a right-turn lane for eastbound traffic on U.S. 250; 2) Implement a "thru-cut" at the U.S. 250/Peter Jefferson Parkway intersection; 3) Construct a new 50-space park and ride lot; and 4) Complete/close the existing median cut between Worrell Drive/Pantops Mountain Road and Peter Jefferson Parkway.

Submitted by the Thomas Jefferson Planning District Commission.

Estimated cost: $20,546,717

Charlottesville City

Fifth Street Extended Multimodal Improvements
The project is an eight-foot-wide sidewalk on both sides of Fifth Street from the Albemarle County line to Harris Road. The project eliminates northbound left turns on Fifth Street and eastbound left turns from the shopping center, and adds a directional left-turn crossover into the northern shopping center entrance.

SMART SCALE, continued

Submitted by the Charlottesville-Albemarle Metropolitan Planning Organization.

Estimated cost: $22,788,588

Avon Street Multimodal Improvements

The project adds a shared-use path on the east side of Avon Street from Avon Court to Palentine Drive, including a new pedestrian bridge across Moores Creek and sidewalk on the west side of Avon Street. It would also add bike lanes on both sides of Avon Street from Palentine Drive to Druid Avenue.

Submitted by the Charlottesville-Albemarle Metropolitan Planning Organization.

Estimated cost: $15,807,317

Culpeper County

Route 229/Route 694 Roundabout

The project would improve and replace a four-way signalized intersection with a single/double-lane hybrid roundabout.

Estimated cost: $15,592,264

Route 229/Route 621 Roundabout

Convert the existing intersection to a single-lane roundabout at the intersection of Route 229 (Rixeyville Road) and Route 621 (Colvin Road).

Estimated cost: $10,042,765

U.S. 29/Route 633 Intersection Improvement

Construct a Median U-Turn intersection at this location. This project would help improve safety by eliminating certain turning movements at the current median crossover location.

Estimated cost: $8,383,105

Route 3/Route 669 Intersection Improvement

This project would construct a partial Restricted Crossing U-Turn (R-CUT) with a right-turn splitter island on the southbound approach and improvements to the adjacent crossover to the west for U-turns.

Estimated cost: $4,686,393

Fauquier County

Route 28 and Route 667 Roundabout

The project would convert the existing signalized intersection of Route 28 (Catlett Road) and Route 667 (Old Dumfries Road) / Route 806 (Elk Run Road) into a single-lane roundabout.

Estimated cost: $13,796,091

Route 605 and Route 603 Roundabout

The project would convert the intersection of Route 605 (Dumfries Road) and Route 603 (Greenwich Road) into a single-lane roundabout.

Estimated cost: $9,239,056

Route 28 and Station Drive Roundabout

The project would convert the existing signalized intersection of Route 28 (Catlett Road) and Route 852 (Station Drive)/Bengu Gerek Avenue (formally Independence Avenue) into a single-lane roundabout.

Estimated cost: $9,254,511

Fluvanna County

Route 631 and U.S. 15 Intersection

The project would add a left-turn lane on northbound U.S. 15 onto Route 631 (Troy Road) and a right-turn lane eastbound from Route 631 onto U.S. 15. The project would also realign the intersection to address the sight distance and vertical curve issue.

Estimated cost: $14,515,666

Route 1015 and Route 53 Roundabout

This project constructs a single-lane roundabout at the existing three-leg intersection of Route 53 (Thomas Jefferson Parkway) and Route 1015 (Turkeysag Trail) as well as a shared-use path in Fluvanna County.

Estimated cost: $10,974,414

Route 53 and Route 618 Intersection Improvements

The project would construct a westbound left-turn lane on Route 53 for vehicles turning onto Route 618 (Martin Kings Road) and realign the driveway on the north side

SMART SCALE, continued

connecting to the intersection.

Estimated cost: $6,548,650

Greene County

U.S. 29/Route 616/Commerce Drive Improvements

This project would include modification of a 0.73 mile section of U.S. 29 (Seminole Trail) with existing median crossings into a Superstreet, as recommended in a safety and operation study to facilitate safer movements crossing U.S. 29. The improvements would include the intersections of Route 616 (Carpenters Mill Road) and Commerce Drive.

Estimated cost: $18,033,492

U.S. 33 – Route 743 and Route 1050 Intersections

The safety improvement project would modify a 0.4 mile corridor on U.S. 33 (Spotswood Trail) by closing existing median crossovers at Route 743 (Advance Mills Road) and at Route 1050 (Greencroft Drive) and adjust the existing crossover just west of Advance Mills Road. It also adds a new directional crossover just east of Greencroft Road for the relocated U-Turn movements.

Estimated cost: $9,951,087

Louisa County

Spring Creek/Camp Creek/U.S. 15 Intersection Improvements

The project converts the intersection and the adjacent intersection on either side of U.S. 15 into a bowtie intersection configuration. It includes a hybrid roundabout at Camp Creek and Main Street intersection and another at Wood Ridge Terrace and Spring Creek Parkway. The proposed project also includes expansion of the adjacent Park and Ride Lot and shared-use paths next to the improvements.

Estimated Cost: $42,567,228

U.S. 250 and U.S. 15 Intersection Improvement

This project would convert the existing signal-controlled intersection of U.S. 250 (Three Notch Road) and U.S. 15 (James Madison Highway) to a single/double-lane hybrid roundabout to include a shared-use path.

Estimated cost: $14,149,386

Route 208 and U.S. 250 Intersection Improvement

This project would convert the intersection of Route 208 (Courthouse Road) and U.S. 250 (Three Notch Road) to a single-lane roundabout. This project would include a Park and Ride lot on the parcel to the northeast of the intersection.

Estimated cost: $13,288,364

Madison County

Route 230 and Route 687 Intersection Improvements

This project would convert the current stop-sign controlled intersection of Route 230 (Orange Road) and Route 687 (Fairground Road) to a single-lane roundabout.

Estimated cost: $11,320,633

Orange County

Route 3 and Post Office Intersection Improvements

This project converts a four-leg intersection at Route 3 and the private road to the post office in Orange County into an unsignalized R-CUT Intersection.

Estimated cost: $9,869,320

Route 3 and Goodwin Drive Improvement

This project converts a four-leg, signal-controlled intersection between Route 3 and Lake of the Woods/ Goodwin Drive into a signalized R-CUT Intersection.

Estimated cost: $14,106,511

Route 3 and Route 20 Intersection Improvements

This project converts a four-leg, signal-controlled intersection between two primary highways in Orange County (Route 3 / Germanna Highway and Route 20 / Constitution Highway) into a continuous Green-T intersection.

Estimated cost: $16,980,924

Route 20 and Route 601 Intersection Improvement

This project converts the signalized intersection of Route 20 (Constitution Highway) and Route 601 (Flat Run Road) into a single-lane roundabout.

Estimated cost: $9,930,009

SMART SCALE, continued

Town Of Culpeper

Orange Road/Fredericksburg Road Roundabout
The project converts the Orange Road/Fredericksburg Road signalized intersection to a single-lane roundabout. The project includes adding pedestrian crosswalks and sidewalks on each approaching roadway.

Estimated cost: $12,636,129

Old Brandy Road Sidewalk Extension
The Old Brandy Road sidewalk extension project proposes approximately 2,800 feet of five-foot-wide sidewalk along the north side of Old Brandy Road from the existing sidewalk infrastructure near Wine Street Memorial Park to James Madison Highway and adjacent commercial development.

Estimated cost: $8,292,885

Orange Road Sidewalk Extension
This project proposes construction of approximately 2,500 linear feet of five-foot-wide sidewalk along the east side of Orange Road from Standpipe Road and just south of the Orange Road/Fredericksburg Road intersection.

Estimated cost: $8,592,462

Town Of Warrenton

Business U.S. 17/Broadview Avenue/Shopping Center Intersection Improvement
This project would convert the existing intersection into a peanut-shaped hybrid roundabout and includes bicycle/pedestrian facilities and crosswalks.

Estimated cost: $14,890,760

West Lee Street/U.S. 17 Business/Winchester Street Intersection Improvement
This project would convert an existing intersection to a single/double-lane hybrid roundabout and includes a shared-use path, sidewalks, crosswalks and bike lanes.

Estimated cost: $15,128,120

Lee Highway/Blackwell Road Safety Improvement
The project would convert an existing intersection to a single/double-lane hybrid roundabout and includes a shared-use path, sidewalks, crosswalks and replacement of the box culvert on Blackwell Road.

Estimated cost: $14,066,640

SMART SCALE Round 5

38 Culpeper District project applications

$541,688,348 total value

Project Funding Programs

Revenue Sharing

The Revenue Sharing Program provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth.

Locality funds are matched, dollar for dollar, with state funds, with statutory and Commonwealth Transportation Board Policy limitations on the amount of state funds authorized per locality.

Rural Additions

At the request of the county Board of Supervisors, routes meeting certain criteria may be added to the state system of secondary highways and improved to current standards with rural addition funds or funds appropriated for that use by the local government.

Rural Rustic Roads

Through VDOT's Rural Rustic Roads program, low-volume gravel roads are improved with minimal, context-sensitive engineering and reconstruction for drainage, sight distance and grading, followed by surface treatment. Local governments must meet certain conditions for a road to be considered for this program.

State of Good Repair

The State of Good Repair (SGR) program provides funding for deteriorated pavements and Poor Condition — otherwise known as structurally deficient — bridges owned or maintained by VDOT and or localities, as approved by the Commonwealth Transportation Board.

Transportation Alternatives

The federally funded Transportation Alternatives Program helps local sponsors fund community-based projects for non-vehicular travel and improves the cultural, historical and environmental aspects of the transportation infrastructure.

Virginia Highway Safety Improvement Program

The Virginia Highway Safety Improvement Program (VHSIP) is guided by our Strategic Highway Safety Plan and receives federal and state safety funding to implement safety improvements across the roadway network in Virginia. The program, authorized by Fixing America's Surface Transportation (FAST) Act, requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on safety performance. VDOT advances highway safety improvement projects that have the greatest potential to reduce the roadway fatalities and serious injuries.



The Virginia 2022-2026 Strategic Highway Safety Plan

Virginia's Strategic Highway Safety Plan is the guiding five-year plan for road safety efforts in the Commonwealth. The plan's theme — "Arrive Alive" — provides direction and focus to the programs and projects that will provide a transportation system for residents and visitors to arrive safely at their destinations. The plan sets forth a vision and mission that link directly to Virginia's Toward Zero Deaths initiative that is supported by the Federal Highway Administration, National Highway Traffic Safety Administration and other national organizations.

Meet Your CTB Members

The Commonwealth Transportation Board (CTB) consists of 17 members appointed by the governor and chaired by the Secretary of Transportation. Each of the nine VDOT districts has a representative, plus additional at-large members who represent the state's rural and urban interests. The VDOT Commissioner and the Director of the Virginia Department of Rail and Public Transportation also serve on the CTB.

The board is responsible for managing the third-largest state-maintained highway system in the nation, behind Texas and North Carolina, as well as the other state agencies under the Secretary of Transportation: DRPT, Virginia Port Authority, Department of Aviation, Virginia Commercial Space Flight Authority, Department of Motor Vehicles and the Motor Vehicles Dealer Board.

The CTB oversees transportation projects and initiatives for the Commonwealth of Virginia, including the SMART SCALE selection process. This is the award-winning, performance-based approach used to select highway improvement projects that will generate the most benefit for tax dollars invested.

The board usually meets in Richmond on the third Tuesday and Wednesday of the month. The CTB also occasionally travels through the state to hold its regular meetings within one of VDOT's nine districts. Its meetings are live-streamed and can be accessed from the CTB website.

Captain Darrell Byers,

District CTB Representative



Darrell R. Byers, of Palmyra, is a police captain with the Albemarle County Police Department.

Byers is assigned to the Professional Standards Division, where he is accountable for all activity relating to internal affairs, recruiting and training, accreditation, information requests and support specialists.

Capt. Byers was appointed to the CTB in July of this year by Governor Glenn Youngkin. His four-year term will expire June 30, 2026.

He previously served as an officer with the University of Virginia Police Department.

Byers attended the National Criminal Justice Command College. A graduate of Liberty University, Byers has received the Chief's Award, a Bureau Commendation and a professionalism award.

Contact Capt. Byers: Darrell.Byers@CTB.Virginia.gov

Greg Yates,

At-Large Rural CTB Representative



Greg Yates founded Yates Properties, LC in 1987. He serves as Principal Broker for the firm, which owns and manages more than 300 commercial and residential properties and self-storage facilities across Central Virginia. Mr. Yates is also the owner of Deer Ridge Development Inc., a real estate development company.

In 2016 Mr. Yates was appointed to the CTB as an at-large rural representative by Governor Terry McAuliffe and reappointed in 2020 by Governor Ralph Northam. His current term will expire June 30, 2024.

Mr. Yates graduated from the University of Richmond with a Bachelor of Arts in Economics. He has long been active in the Culpeper community, having been elected to the Culpeper County Board of Supervisors and also served on its Planning Commission. He is a former trustee of Wakefield School and St. Luke's School. He is also the past Chair of the Shenandoah National Park Trust.

Greg and his wife Liz live in Culpeper County. They are excited to have two new grandsons, one each from their son Cameron, and their daughter, Jessica, and a granddaughter. Much of his leisure time is spent hiking, playing tennis, and traveling with his family.

Contact Mr.Yates: Greg.Yates@CTB.Virginia.gov

PROJECT UPDATES

ALBEMARLE COUNTY



The roundabout at U.S. 250 and Route 151 at Afton is entering the final phase of construction, with traffic switched to the final configuration in mid-November.

Design-Build Projects

CONTRACTOR: Curtis Contracting, Inc. of West Point | **CONTRACT AMOUNT:** $28.5 million | **COMPLETION DATE:** February 2023

VDOT is in the final stages of completing its design-build bundle, a combination of six projects funded through SMART SCALE or the Highway Safety Improvement Program (HSIP). In 2022, the contractor completed modifications to the I-64 Interchange at Exit 118, Fontaine Avenue ramp improvements and the Rio Mills Road/Berkmar Drive Connection. The roundabout at Routes 20/649 was completed in October 2022 and the contractor is on pace to finish the remaining two projects on time in February 2023.

Recently Completed

Route 20 at Route 649 Roundabout

This project eliminated the two-way, stop sign-controlled intersection at Route 20 (Stony

Point Road) and Route 649 (Proffit Road). The one-lane roundabout calms traffic and removes high-impact conflict points, thereby improving safety. Drivers moved into the final configuration in May 2022 and all permanent signage is in place.

Under Construction

Interstate 64 at Exit 124 Interchange Improvements

Construction began in December 2020 on a project to build a diverging diamond interchange (DDI) on U.S. 250 and make other low-cost improvements for safety and congestion relief.

This innovative intersection design reduces left turns dramatically, decreasing high-impact conflict points and increasing safety. Traffic flows faster with fewer signalized intersections, adding more "green time" for drivers. The project also includes ramp improvements, drainage improvements and utility relocations. Virginia's first DDI opened in 2014 at the I-64/U.S. 15 interchange in Zion Crossroads in Louisa County.

U.S. 250 at Route 151 Roundabout

Funded by SMART SCALE and HSIP, this project will reconstruct the intersection of U.S. 250 (Rockfish Gap Turnpike) and Route 151 (Critzers Shop Road) in Afton, near the Nelson County line, as a roundabout.



A roundabout replaced the stop-sign controlled intersection at Route 20 and Route 649 north of Charlottesville. The roundabout will improve safety and movement at the intersection during high-volume periods.

This intersection has a high crash rate history. In 2017, VDOT installed temporary traffic calming measures to improve safety, but the larger scope project will improve operations and safety at the busy intersection while managing traffic speeds and correcting geometrical deficiencies that contribute to the high crash rate.

Recently Completed

Rehabilitation of Route 240 Bridge

A project to rehabilitate the bridge on Route 240 over Lickinghole Creek south of Crozet, finished in July 2022. The project replaced a deteriorating superstructure, including the beams and deck that were originally built in 1921. The new superstructure has a pre-stressed concrete slab with a reinforced concrete deck and continues to accommodate two lanes of traffic. Work began to restore the structure in November 2021. Clearwater Construction Inc. completed the work under the $1.13 million construction contract.

Rehabilitation of Route 810 Bridge over Rocky Bar Branch

Work began in May 2022 to replace the superstructure and repair the substructure of the bridge over Rocky Bar Branch in Crozet, which was originally built in 1932. During work, crews maintained a pedestrian bridge for walkers, runners, and bicyclists. State forces completed the project in early August 2022.

In Design

Park and Ride Lot at I-64 Exit 107 at Crozet

VDOT will design and construct a park and ride lot in the Crozet area at I-64 Exit 107. This $3.3 million SMART SCALE project will include two dozen parking spaces with a bus pull through, bike racks and a shelter for bus passengers, and improvements at the intersection of Route 250 (Rockfish Gap Turnpike) and Patterson Mill Lane. The project will also extend the westbound left turn lane on U.S. 250. Construction advertisement is expected in October 2024.

I-64 Afton Mountain Congestion Warning System

This $2 million Innovation and Technology Transportation Fund project will install a congestion detection system on Interstate 64 west on Afton Mountain along with additional message boards to alert drivers about slow traffic ahead. The system will detect vehicle speeds and automatically post an alert on the message boards when the majority of traffic is traveling below a certain speed. The advanced warning system will better prepare motorists for travel conditions between Crozet and the top of Afton Mountain at mile marker 99. Construction advertisement is expected February 2023.

Interchange Lighting on I-64 at Exit 99

Preliminary work is under way on this $2 million project to install upgraded lighting on Interstate 64 at mile marker 99, at the top of Afton Mountain. The lights will improve visibility for motorists with a combination of full-pole mounted, bridge-mounted and wall-mounted fixtures. VDOT is working with the National Park Service on the final design. Construction advertisement is expected December 2023.

Pedestrian Crossings on U.S. 29 at Routes 866 and 1417

The Highway Safety Improvement Program (HSIP) will fund this $600,000 project to install signalized pedestrian crossings on U.S. 29 (Seminole Trail) at Route 866

Design-Build Roundabouts Bundle

VDOT is combining the following three roundabout projects into one design-build bundle procurement, funded by SMART SCALE and a $5 million county contribution. VDOT anticipates advertising for the bundle in spring 2023.

In Design

1 Route 20/53 Intersection Roundabout

This $9.5 million project will improve safety and pedestrian connectivity at the intersection of Route 20 (Scottsville Road) and Route 53 (Thomas Jefferson Parkway) by replacing the existing signalized intersection with a two-lane roundabout and sidewalks. It will also improve bicycle access along Bike Route 76.

2 Rio Road and John Warner Parkway Roundabout

This $10.1 million project will be built at the intersection of Route 2500 (John Warner Parkway) and Route 631 (Rio Road East). The goal is to improve traffic flow by replacing the existing signalized intersection with a two-lane roundabout. This configuration has the additional benefit of eliminating pattern crashes associated with signalized intersections.

3 Old Lynchburg Road/5th Street Extension Roundabout

This $7.2 million project will improve safety and pedestrian connectivity with a roundabout at the intersection of Route 631 (Rio Road) and Route 780 (Old Lynchburg Road). The project includes sidewalks and marked crosswalks.

(Greenbrier Drive) and Route 1417 (Woodbrook Drive). The project will enhance pedestrian access and safety at these two intersections. Currently in design with construction anticipated to begin spring 2023.

U.S. 29 and Fontaine Avenue Interchange Improvement

SMART SCALE funding will improve traffic flow by separating conflicting movements and reducing conflict points through the U.S. 29/Fontaine Avenue intersection. This will accommodate tractor trailers making a U-turn from northbound to southbound U.S. 29 at this interchange. This movement provides an alternative to the existing direct left turn onto U.S. 29 which currently is over capacity. The displaced left design proposed accomplishes both goals. The $12.3 million project is currently in design.

U.S. 29 Shared-Use Path

VDOT will design and construct a shared-use path along U.S. 29 (Seminole Trail) between Route 854 (Carrsbrook Drive) and Seminole Lane to include ADA ramps and crosswalks at the entrances and side street connections. This $3.5 million SMART SCALE project will include signal modifications at the intersection of Route 1488 (Hilton Heights) and U.S. 29. Construction advertisement anticipated winter 2025.

Construction of Roundabout at Route 240 and U.S. 250

Preliminary engineering is under way on a project to construct a roundabout at the intersection of U.S. 250 and Routes 240 and 680 in Crozet. The $4.1 million project will be funded through High-Risk Rural Road dollars, Open Container funds and the Highway Safety Improvement Program. This location has a strong prevalence of angle, or turning-related crashes with high traffic volumes, poor sight distance and speed as contributing factors. The roundabout will improve safety and traffic flow by creating gaps in U.S. 250 traffic that will allow vehicles on Routes 240 and 680 to merge more easily. A design public hearing was held in June 2019. The project will be advertised in fall 2023.

Intersection and Roadway Improvements Bundle at U.S. 250/Route 20

Two SMART SCALE projects are joining in a bundle to improve the intersection of U.S. 250 (Richmond Road) and Route 20 (Stony Point Road), and reconstruct a segment of U.S. 250 between Route 20 and Rolkin Road in Pantops.

The $14.7 million project bundle will include pedestrian improvements, additional turn lanes, right of way, medians and new traffic signals to enhance safety and operations. VDOT expects to hold a public hearing for this project in 2023.

Hydraulic Road and U.S. 29 Improvements

This $24 million design-build project consists of four elements, focused on the intersection of Route 743 (Hydraulic Road) and U.S. 29 (Emmet Street North). Several studies have identified the intersection and surrounding road network as a high priority for improvements to enhance safety and reduce congestion on U.S. 29, Hydraulic Road and the U.S. 250 Bypass.

The city of Charlottesville, Albemarle County and local businesses are among the stakeholders. Funding is through a combination of leftover money from the Route 29 Solutions program and SMART SCALE.

VDOT proposes the following:

- Construct a pedestrian bridge over U.S. 29 with bus stops and shelters near Zan Road
- Construct a signalized pedestrian crossing and reconfigured traffic movements at the Hydraulic Road and U.S. 29 intersection
- Reconstruct the Hillsdale and Hydraulic Road intersection as a roundabout
- Improve access management the Hydraulic Road/ Brandywine Drive and Hydraulic Road/Michie Drive intersections

Fifth Street Hub and Trails

Construction is scheduled to start on this $9.8 million SMART SCALE project in spring 2026. VDOT will design and construct a shared-use path from the development on 5th Street along Moores Creek to 5th Street Station Parkway and north of the fork of Moores Creek/Biscuit Run, crossing to the east side of the creek to the 5th Street Station parking lot.

Berkmar Drive Connector Road

VDOT is administering this $11 million revenue-sharing project to construct a 0.4 mile road to extend Berkmar Drive to Route 649 (Airport Road). When complete, Berkmar Drive will serve as an alternate route to U.S. 29 between the Charlottesville Albemarle Airport and Rio Road. Construction advertisement is expected December 2024.

Rehabilitation of Route 667 Bridge

This winter, VDOT will advertise a project to replace the existing Route 667 (Catterton Road) bridge over Piney Creek with a slightly wider aluminum structural arch culvert with an asphalt riding surface. The existing bridge was built in 1932 and is considered in "poor" condition. During construction, Route 667 will close to through traffic near Route 665 (Buck Mountain Road) with a posted detour. When complete, the new bridge will open to all legal weight vehicles. This rehabilitation project will be funded through the State of Good Repair program.

Rehabilitation of Route 708 Bridge

In spring 2023, VDOT will advertise a project to rehabilitate the substandard Route 708 (Red Hill Road) bridge over North Fork Hardware River. The existing steel girder with concrete deck bridge was built in 1959, and the new superstructure will contain similar steel girders with a concrete deck riding surface.

During construction, Route 708 will be reduced to one lane controlled by a temporary traffic signal at each end of the bridge. This rehabilitation project will be funded through the State of Good Repair program.

Rehabilitation of Route 702 Bridge

This past summer, VDOT advertised a $3.5 million project to replace the Route 702 (Fontaine Avenue Extended) bridge over Morey Creek, but the bidding process was unsuccessful. The project is now being re-evaluated in order to better determine the appropriate structure type to replace the existing structurally deficient concrete slab bridge.

Eastern Avenue South Connection

Preliminary engineering is set to begin on this $16.2 million revenue-sharing project with Albemarle County in winter of 2024. This project will extend Eastern Avenue over Lickinghole Creek to U.S. 250 (Rockfish Gap Turnpike) at Cory Farm Road to improve connectivity around Crozet. Construction advertisement should begin in 2029.

Locally Administered

Berkmar Drive Bicycle and Pedestrian Improvements

Albemarle County and VDOT are working together on this $2.6 million revenue-sharing project to construct a shared-use path or enhanced sidewalk from Route 631 (Rio Road) to Route 1433 (Hilton Heights Road) in order to connect with the new shared-use path on Route 1403 (Berkmar Extended).

The path would be about 1.1 miles long. The project is currently in design, with anticipated construction advertisment in spring 2023.

Crozet Square/Oak Street Improvements

This $1.5 million revenue-sharing project with Albemarle County will reconstruct Route 1217 (Crozet Square) and Oak Street to connect Route 867 (Library Avenue) to improve the street network.

Crozet Square will become a one-way road with angled parking and improved drainage and pedestrian accommodations. The project is in the right of way stage and design is 60 percent complete. Construction advertisement is scheduled for spring 2023.

Commonwealth Drive/Dominion Drive Sidewalks

VDOT and Albemarle County are working together on this $3.3 million revenue-sharing project designed to improve walkability from Route 743 (Hydraulic Road) to U.S. 29 (Seminole Trail). It includes sidewalk improvements and installations along Route 852 (Commonwealth Drive) and Route 851 (Dominion Drive). The project is now in design and construction advertisment is scheduled for spring 2025.

Library Avenue Extension to Parkside Village

This $4.9 million revenue-sharing project with Crozet will construct the extension of Route 867 (Library Avenue) east to connect Route 1204 (High Street) with two roundabouts. It will continue east to Route 1014 (Hilltop Street) and include pedestrian and bicycle facilities. A consultant is now working on the design which is about 60 percent complete. The next step is to procure right of way.

Transportation Alternatives

Learn more about this program on page 16.

Mountain View, Greer and Jack Jouett Elementary Schools Bicycle and Pedestrian Improvements

Albemarle County is constructing new bicycle and pedestrian accommodations near three elementary schools. Construction near Mountain View (formerly known as Cale) Elementary is complete, and pedestrian and bicycle improvements near Greer Elementary/Jack Jouett are under way.

Scottsville Pedestrian Improvements

Design work is under way on a project to improve safety by adding sidewalk along Route 1301 (Bird Street) between Route 1303 (Page Street) and Route 1304 (Harrison Street). VDOT will also make Americans with Disabilities Act improvements at the intersection of Bird Street and Harrison Street, and at Bird Street and Page Street, with access to the library. Construction advertisement is anticipated in early 2026.



Two SMART SCALE projects are being bundled to reconstruct a segment of U.S. 250 (Richmond Road) between Route 20 (Stony Point Road) and Rolkin Road at Pantops.

Rural Rustic Roads

Learn more about this program on page 16.

This season, Rural Rustic Road projects were completed on:

- Route 702 (Reservoir Road) from the end of state maintenance to 0.9 mile east of the end of state maintenance.
- Route 712 (Coles Rolling Road) from 1.1 miles east of Route 713 (Glendower Road) to 2.7 miles east.
- Route 784 (Burnt Mill Road) from Route 1009 (Cindy Lane) to Route 734 (Watts Passage Road).
- Route 720 (Harris Creek Road) from Route 20 (Scottsville Road) to the end of state maintenance.
- Route 760 (Red Hill School Road) from U.S. 29 (Monacan Trail) to Route 712 (North Garden).

A project is under way on:

- Route 612 (Hammocks Gap Road) from Route 20 (Stony Point Road) to 0.6 mile east.

Projects are under development on:

- Route 633 (Cove Garden PH 1) from 1.5 miles east of U.S. 29 to 3 miles east of U.S. 29.
- Route 633 (Cove Garden PH 2) from 3 miles east of U.S. 29 to Route 712.

CITY OF CHARLOTTESVILLE



The aging Belmont Bridge in Charlottesville is being replaced through a $35.4 million project. Construction is under way; completion is scheduled by January 2024.

In Design

U.S. 250 Bypass and Hydraulic Road Turn Lane Extension

VDOT is working with the city of Charlottesville on this revenue-sharing project to improve traffic operations at the intersection of Route 743 (Hydraulic Road) and U.S. 250. This will extend the turn lane for drivers headed north on Hydraulic from U.S. 250 east. This project has been added to the Hydraulic Road/U.S. 29 improvement bundle, and will be administered by VDOT.

Locally Administered

Replacement of Belmont Bridge

Construction is advancing on a $35.4 million project, administered by the City of Charlottesville, to replace the aging Belmont Bridge. Built in 1962, it carries Route 20 (Avon Street) over the Buckingham Branch Railroad, connecting the downtown area with Belmont and other neighborhoods south of the railroad. Traffic is anticipated to begin using the new northbound bridge by the middle of December 2022. At that time, the southbound bridge will be closed and demolition will begin in preparation for constructing that new bridge. Construction is anticipated to be complete by January 2024.

East High Street Streetscape Improvements

Design work is under way on this $9.6 million project to add bike lanes, rebuild sidewalks, and complete roadway reconfigurations, or "road diets." Construction advertisement for this SMART SCALE project is expected in early 2023.

Emmet Street Bicycle and Pedestrian Improvements

This proposed $20.4 million SMART SCALE project provides bicycle and pedestrian accommodations along

Emmet Street between Arlington Boulevard and Barracks Road to include a shared-use path on the east side of Emmet Street and on-road bicycle facilities along both sides of the road. The city of Charlottesville anticipates design work to begin mid-2026.

Emmet Street Corridor Streetscape Improvements

This $12.1 million SMART SCALE project will enhance bicycle and pedestrian accommodations along Emmet Street from the intersection of University Avenue/ Ivy Road to Arlington Boulevard. The scope includes a shared-use path, improved bike lanes, landscaping and improved pedestrian crossings at intersections along Emmet Street. The city anticipates construction advertisement late November 2023.

Ridge Street Safety Improvements

The city expects to start planning for this $8.7 million project. SMART SCALE project in fiscal year 2026. The goal is to create improvements to reduce congestion, improve safety and accommodate bicyclists, pedestrians, and transit along the Ridge Street corridor.

Design work is set to start mid-2026 on a project to construct multi-modal improvements along the Ridge Street Corridor. Those include sidewalk and curb ramp upgrades, signal improvements at Monticello, curb extensions on Ridge Street at Dice Street, and Oak Street, including bicycle lanes.



The intersection of Emmet Street and Barracks Road will be reconfigured to include additional turn lanes and a multi-use sidewalk along Emmet Street.

Fontaine Avenue Streetscape Improvements

The Commonwealth Transportation Board approved a budget increase to $17.9 million on this SMART SCALE project in October, and the city is working with VDOT on right-of-way issues as the design phase moves forward. The project will improve safety and traffic flow on Fontaine Avenue from Maury/Jefferson Park Avenue to the city line.

Fontaine Avenue will be reconstructed to three lanes with a tree-lined median, dedicated left-turn lanes, bike lanes, walking paths, enhanced pedestrian crossings and street lighting. The city is expecting to advertise the project late next year.

Barracks Road and Emmet Street Intersection

The city is working to acquire right of way for this $8.6 million SMART SCALE project, which will add right-turn lanes to northbound Emmet Street and westbound Barracks Road. The project also includes a multi-use sidewalk along Emmet Street to connect to a future trail network that will extend down Meadowbrook Road.

5th Street SW Corridor Improvements

This proposed $6.1 million project would reduce congestion, improve safety, and accommodate bicyclists, pedestrians, and transit at the intersection of Ridge Street, Cherry Avenue, and Elliot Avenue. The city is planning to focus on this project in 2024.

Hillcrest Multi-Use Path

The city is currently reviewing right-of-way plans for this project to improve pedestrian access along McIntire Road. Funding from the Highway Safety Improvement Program (HSIP) will go to improve pedestrian and bicyclist visibility at two intersections along Monticello Avenue.

Sidewalk will be added on Hillcrest Road, and wind south

to the end of the road to connect via the stairway at the McIntire/Harris Street intersection. Americans with Disabilities Act (ADA) improvements will also be made at the following intersections: Birdwood Road/Edge Hill Road, Birdwood Court/Edge Hill Road, and Edge Hill Road/Hillcrest Road. The city plans to begin construction in late 2023.

Washington Park/Madison Avenue Bicycle Connector Trail

The final design is set for this Charlottesville Parks Department project, and it is currently being advertised. Funding from the Highway Safety Improvement Program will improve bicycle and pedestrian connections near Booker T. Washington Park. The project includes an eight-foot-wide paved trail connecting the park to Madison Avenue. The new path will begin at the parking lot off Preston Avenue near the basketball court and connect to the existing sidewalk and bike lanes on Madison Avenue. The city plans to award the contract in early 2023.

Pedestrian Improvements at Preston Avenue/Harris Street

Authorization for preliminary engineering is under way for this project which will utilize funding from the Highway Safety Improvement Program. The city of Charlottesville is now searching for a consultant to design a crosswalk for the intersection of Preston Avenue and Harris Street. The city anticipates awarding a construction contract in mid-2025.



The City of Charlottesville and the University of Virginia are collaborating on the design for Emmet Street as it approaches the UVa Grounds. Bike lanes and a multi-use path are included in the concept.



A concept drawing for the re-envisioned Emmet Street corridor.

Monticello Avenue and 2nd Street Pedestrian Improvements

Highway Safety Improvement Program (HSIP) funds together with revenue sharing will fund this project to construct curb extensions at the intersection. This will increase pedestrian visibility and reduce the crossing distance. It includes a new bus stop, constructed to encourage passengers getting on and off to cross behind the bus allowing it to safely enter the travel stream. This project is combined with a federal project to build new sidewalks, trails, and improvements following the Americans with Disabilities Act (ADA) guidelines, across Charlottesville. The city anticipates construction advertisement in spring 2023.

Pedestrian Improvement at Ridge Street and Cherry Avenue

This project is not yet funded, but the city of Charlottesville is proposing that the Highway Safety Improvement Program invest in improving the pedestrian facilities at this intersection. VDOT is working with the city to focus on this area in fall 2024.

Dairy Road over U.S. 250 Bridge Replacement

This federally funded State of Good Repair (SGR) project will replace the bridge that carries Dairy Road over the

U.S. 250 Bypass.The city asked for bids to design the $7.2 million project earlier this year. Bids were received in late October and are under review.

Transportation Alternatives

More about this program is on page 16.

Meadow Creek Valley Trail

The Charlottesville Parks Department is overseeing this project to design and construct a bicycle and pedestrian bridge over Meadow Creek to complete the multi-use trail system in the northwest area of Charlottesville. This federally-funded project will utilize Transportation Alternatives funds and it is now in the design phase. The city anticipates construction to begin in the fall of 2023.

Rugby Avenue Shared-Use Path

Funds are available and design work is complete on this project to construct a paved shared-use path along Rugby Avenue from McIntire Park to the U.S. 250 Bypass Commuter Trail. VDOT is now working with the city to get federal approval to move into the right of way phase.

Safe Routes to School

Transportation Alternatives will fund the next two years of the city's Safe Routes to School program for eight K-8 grade public schools and two private schools, reaching 3,500 students. The $183,843 in TA funds will be matched by a $45,960 local match and $50,150 in additional funding. The program includes a SRTS coordinator, resources and materials and outreach to the schools.

CHARLOTTESVILLE CANCELS FOUR CITY PROJECTS

Earlier this year the city of Charlottesville cancelled four previously funded transportation improvement projects. The action was taken by the City Council to right-size their program. The council also authorized the reimbursement of any state funds already expended on the projects and termination of any agreements related to the projects. Where feasible, unexpended funds will be reallocated to other transportation improvement projects within the city.

Preston Avenue and Grady Avenue Intersection Improvements

The project involved multimodal, community-focused improvements to increase safety and enhance operations for all users at the intersection of Preston Avenue, Grady Avenue and 10th Street. It was determined that some elements of this project are included in another city project.

West Main Streetscape

There were three phases to this multi-modal improvement plan, stretching from Jefferson Park Avenue to Ridge Street. The plan included reconfiguring the street to address increased travel demand/capacity by converting on-street parking to bicyclist/ pedestrian facilities, adding bus shelters and improving pedestrian crossings to meet ADA standards.

Emmet Street Traffic Signal Coordination

This project would have upgraded the traffic signals along the Emmet Street corridor at the north end of the city to allow monitoring and adjustment of the signals in real time and provide connectivity and coordination with the VDOT-maintained signals on the U.S. 29 corridor from Hydraulic Road north through Albemarle County. VDOT and the city plan to review overall traffic operations along the Emmet Street corridor in both Charlottesville and Albemarle County.

Monticello Avenue/Ridge Street Pedestrian Improvements

This project would have reconfigured the intersection and approaches to provide a dedicated bike lane and a "bike box" at the intersection to improve safety and mobility for bicyclists. The project would have also rebuilt the sidewalks at the intersection to improve pedestrian access and safety.

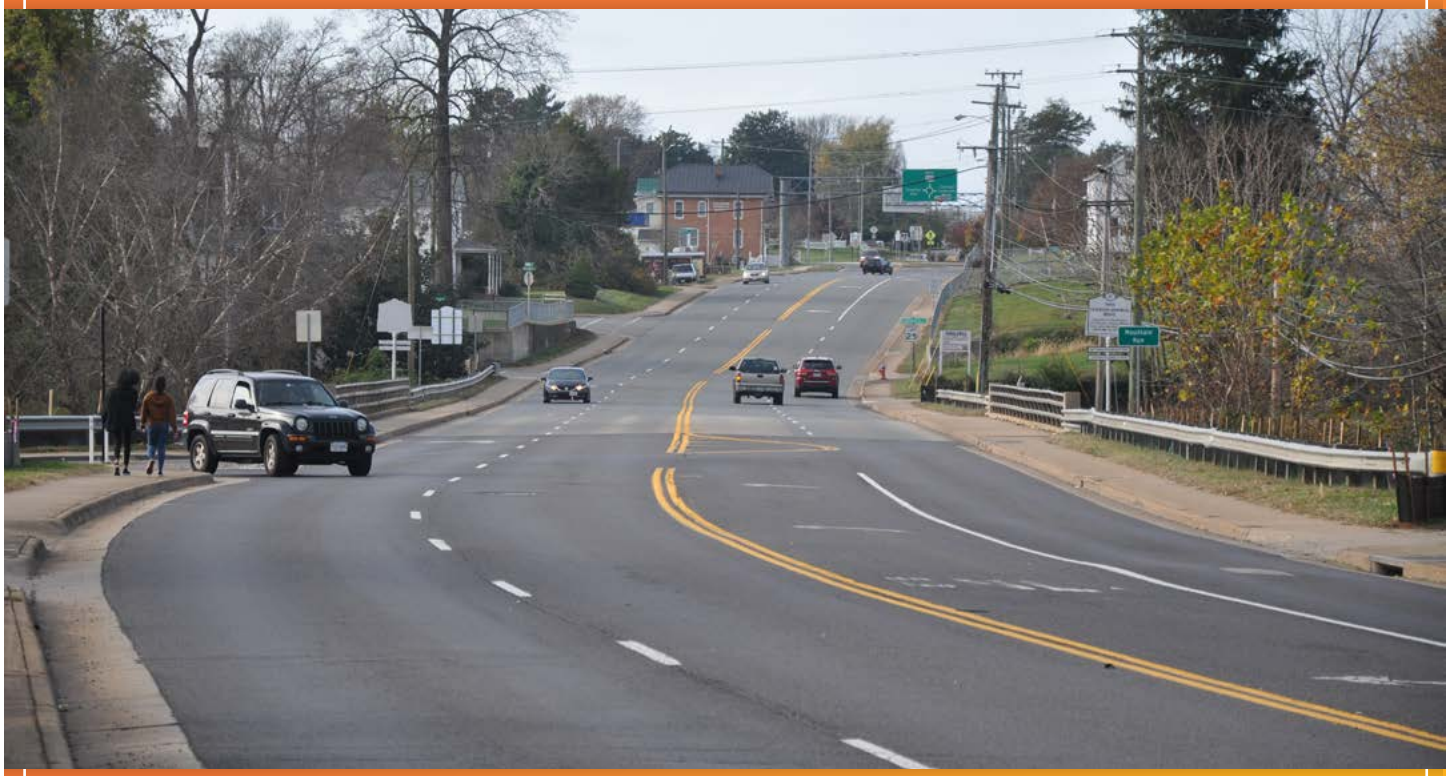


This graphic depicts the locations of four elements that are part of the Hydraulic Road and U.S. 29 Improvements project to enhance safety and reduce congestion at the intersection of Route 743 (Hydraulic Road) and U.S. 29 (Emmet Street North).



Preliminary engineering work continues on the locally administered project to replace the Dairy Road bridge over the U.S. 250 Bypass. To the right is the recently completed pedestrian bridge over the U.S. 250 Bypass.

CULPEPER COUNTY



U.S. 522 (Sperryville Pike) will be subject to a "road diet" from North West Street west. The project includes a mini-roundabout at Blue Ridge Avenue, in the foreground.

In Design

Roundabout at Route 3 and McDevitt Drive

A public hearing held in April 2022 focused on this $6.2 million SMART SCALE project to construct a single-lane roundabout at Route 3 (Germanna Highway) and Route 799 (McDevitt Drive) in the town of Culpeper.

With a history of crashes at the intersection, this project aims to improve safety by slowing vehicle speeds and reducing conflict points that result from turning movements. Construction advertisement is expected fall 2024.

Locally Administered

U.S. 522 Road Diet

Construction will begin by the end of the year on a project to improve bike and pedestrian accommodations on U.S. 522 (Sperryville Pike) from the intersection at North West Street to 0.8 mile west. A mini-roundabout will be constructed at the intersection of Blue Ridge Avenue and U.S. 522.

Called a "road diet," this project strategy converts a travel lane to another element, such as a turn lane or multi-use path, to help reduce speeding and improve bicycle and pedestrian safety. Road diets are also shown to reduce rear-end and turning-related crashes.

Transportation Alternatives

Learn more about this program on page 16.

Sperryville Pike Sidewalk Extension

VDOT is working with the town of Culpeper to create a pedestrian connection with 1,300 feet of five-foot-wide sidewalk along the north shoulder of U.S. 522 (Sperryville Pike). The walkway will connect Yowell Elementary School. This includes proposed crosswalks at Virginia Avenue and Blossom Tree Road. Construction advertisment anticipated fall 2024.

North Blue Ridge Avenue Sidewalk Extension

This proposed project in the town of Culpeper will improve walkability on North Blue Ridge Avenue by adding about 700 feet of five-foot wide sidewalk along the west side of the avenue. The extension would connect with the sidewalk that ends mid-block near West Culpeper Street to the front of Yowell Meadow Park.

Construction advertisement is expected winter 2027.

Rural Rustic Roads

Learn more about this program on page 16.

This season, Rural Rustic Road projects are under way on:

- Route 730 (Indian Run Road) from Route 639 (Holly Springs Road) to 0.8 mile north of Route 639.
- Route 626 (Black Hill Road) Phase 1, from Route 1170 (Quail Ridge Drive) about 0.8 mile west to One Lane Bridge.

Projects are under development on:

- Route 626 (Black Hill Road) Phase 2, from One Lane Bridge about 1.1 miles west to Route 624 (Sheads Mountain Road).
- Route 721 (White Oak Road) from U.S. 15 (North James Madison Highway) about 1.1 miles south to U.S. 15 (North James Madison Highway).
- Route 1162 (Wayland Road) from Route 612 (Wayland Road) about 0.2 mile south to end of state maintenance.
- Route 629 (Settle School Road) Phase 2 from Route 628 (Hazel River Road) about 0.6 mile south on Route 629.
- Route 629 (Settle School Road) Phase 3 from Route 632 (Dutch Hollow Road) to about 0.9 mile south on Route 629.



This image shows the current conditions along Route 3 at McDevitt Drive, where a roundabout project will be constructed in the town of Culpeper.

PROJECT UPDATES

FAUQUIER COUNTY



Replacement of the Route 647 bridge over the East Branch Thumb Run was completed Nov. 9.

Recently Completed

Reconstruction of Route 602

On Aug. 15, work was completed on this project to reconstruct Route 602 (Rogues Road) from Academic Avenue at Kettle Run High School to 0.4 mile north. Drivers now have a northbound left-turn lane between Route 602 and Route 652 (Kennedy Road). The improvements also include signal modifications to provide a pedestrian crossing at Academic Drive and a 10-foot-wide shared use path from Grapewood Drive to Kennedy Road.

Extension of Salem Avenue

Construction finished in September 2021 on this $2 million project to extend Route 1006 (Salem Avenue) from its current terminus to connect with Route 55 (West Main Street) in Marshall.

Replacement of Route 647 Bridge Over East Branch Thumb Run

This project to replace the Route 647 (Crest Hill Road) bridge over East Branch Thumb Run, southwest of Marshall, was completed and the road re-opened to traffic on Nov. 9.

Warrenton Branch Greenway and Palmer Trail Extension

Construction finished in October 2021 on this project to expand Warrenton's network of mixed-use trails. This includes the one-mile Palmer Extension, which is part of the Warrenton Branch Greenway, and now runs along the old Orange and Alexandria Railway.



Crews pour concrete for the new deck of the U.S. 17 Southbound bridge over Norfolk Southern Railroad and Route 805.

Under Construction

Rehabilitation of U.S. 17 Southbound Bridge over Norfolk Southern Railroad and Route 805

CONTRACTOR: Caton Construction Group, Inc. of Charlottesville
CONTRACT AMOUNT: $4.9 million
COMPLETION DATE: Dec. 8, 2022

A VDOT contractor is replacing the superstructure, including the deck and railings, of the U.S. 17 (Marsh Road) southbound bridge that spans the Norfolk Southern Railroad and Route 805 (Bealeton Road). The existing bridge was built in 1948.

The new bridge will have two 12-foot travel lanes with improved shoulders; the deck will be 38 feet wide from rail to rail. Southbound traffic is restricted to one 12-foot travel lane for the majority of the project with a reduced speed limit of 35 miles per hour through the work zone.

In Design

Safety Improvements at I-66 Exit 31

Design work is underway on this $1.1 million project to improve safety on Interstate 66 at exit 31. VDOT will make improvements to address recurring crashes at this location on the interstate. Interstate Corridor funds will be used and advertising for construction begins July 2024.

I-66 Sequential Dynamic Chevrons

Preliminary engineering is under way for this safety project on Interstate 66 west at mile marker 22 in Marshall.

This project, which uses Interstate Corridor funds, will install LED chevrons to alert drivers to the upcoming exit 28. Construction anticipated to begin February 2025.

I-66 CCTV Cameras

VDOT will use Interstate Corridor funds to install cameras on Interstate 66 exit 23. These cameras provide more traffic monitoring for the Traffic Operations Center, and will be part of the VA511 system of cameras. Construction anticipated to begin July 2024.

I-66 Changeable Message Signs (CMS)

With this project, VDOT will install changeable message signs on westbound Interstate 66 just east of exits 28 and 29. CMS provides information that supports quick and appropriate decisions by motorists in response to abnormal roadway, traffic, weather or security conditions. Construction anticipated to begin July 2024.

Interstate 66/U.S. 17 Safety Improvements

Design work began early this year on this $16.4 million SMART SCALE project to improve safety, increase visibility, and reduce congestion. It will restructure the way drivers navigate the exits and combines several alternative intersections to improve safety. VDOT expects to advertise this project in the winter of 2026.

Intersection Improvements at U.S. 15/29 and Vint Hill Road

Advertisement for construction is complete for this $3.3 million SMART SCALE project. This project has been recommended for award; the apparent low bidder is Chemung Contracting Corp., of Mitchells. Construction will begin in early 2023. The project focuses on the intersection of U.S. 29 (Lee Highway) and Route 215 (Vint Hill Road), just west of the Prince William County line, and will include the construction of intersection and signal improvements.

U.S. 17 and Covingtons Corner Road R-CUT

This $7.8 million project converts the intersection of U.S. 17 (Marsh Road) and Route 663 (Covingtons Corner Road) into a restricted crossing U-turn (R-CUT) intersection. Design work began in late 2022 and it will advertise for construction beginning in late 2024.

U.S. 29/Broad Run Church Road Improvements

SMART SCALE funding will add an additional left turn lane at the Route 600 (Broad Run Church Road) approach to U.S. 29 (Lee Highway) north of the town of Warrenton, along with traffic signal modifications. The cost is $3.2 million and advertising for construction will begin early 2025.

U.S. 29 and Lees Mill Road Intersection R-CUT

Preliminary engineering begins on this restricted crossing U-turn (R-CUT) at the intersection of Route 651 (Lees Mill Road) and U.S. 29 (James Madison Highway) in November 2025. Using priority transportation funding, VDOT will design and construct the R-CUT south of Warrenton, in the Opal area.

Route 55/709 Roundabout

VDOT will begin preliminary engineering of this $10.3 million roundabout at the intersection of Route 55 (Zulla Road) and Route 709 (John Marshall Highway). This SMART SCALE project will convert the intersection into a roundabout with crosswalks along all four lanes of the intersection. Advertisement for construction should begin in winter 2025.

Broadview Avenue Access Management and Frost Avenue Intersection Improvements

Right of way acquisition is moving forward for two SMART SCALE projects totaling $10.2 million in the town of Warrenton. VDOT will make safety improvements along U.S. 211 (Frost Avenue) including:

- Reconstruction of the intersection of Frost Avenue and Broadview Avenue
- Signal modifications
- Installation of short medians to improve safety and manage access
- Crosswalk and sidewalk upgrades
- 5-foot bike lanes on both sides of the road

VDOT expects to advertise for construction in September 2023. Construction will take about 18 to 24 months.



A project planned along Broadview Avenue in the town of Warrenton will address pedestrian and motorist safety through a number of improvements.

Whiting Road Railroad Crossing Upgrades

Design work is in progress on this $2 million project to construct a segment of Route 622 (Whiting Road) across the Norfolk Southern Railroad for access to U.S. 17 (Winchester Road) / Interstate 66 Industrial Park. VDOT is coordinating with the railroad company regarding right of way, with work anticipated in mid 2023.

Locally Administered

Town of Marshall Streetscape Project

This $6.8 million streetscape project along Main Street in Marshall is currently under construction. The project includes undergrounding utility lines, improving the sidewalks, crosswalks and marked parking, new signage, as well as adding trees/plantings, and additional street lighting. Storm drainage will also be improved near and along Frost Street.

Main Street Pedestrian Improvements

This $1.4 million revenue-sharing project with the town of Warrenton will include pedestrian crossings, sidewalks, and traffic calming measures between Waterloo Street and North Calhoun Street. VDOT is currently preparing a project agreement for the town to review. Warrenton anticipates to advertise for a design consultant in summer 2027.

Transportation Alternatives

Learn more about this program on page 16.

Safe Routes to School (SRTS) Improvements at Grace Miller Elementary School

This project includes a new sidewalk beginning at the existing sidewalk just south of Route 28 (Catlett Road). This project will continue from the north side of Catlett Road on Independence Avenue to Grace Miller Elementary, and continue to Liberty High. This project includes a crosswalk and pedestrian signal heads at Catlett Road and Route 853 (Station Drive). Fauquier County is in the process of finalizing a design consultant for this Bealeton area project.

Town of Remington Railway Depot

The town of Remington is planning to renovate its railway depot, which was relocated in spring 2015. The project, which is on the verge of being advertised for construction, will make extensive renovations to the outside of the building, originally built in 1919.

Timber Fence Trail

The first segment of the Timber Fence Trail is complete and the second segment's design is nearly complete. The project consists of a 10-foot-wide paved trail near Fauquier High School. The 1,458-foot-long portion will run along Waterloo Road from the bus parking lot to the edge of the school's athletic fields.

Rural Rustic Roads

Learn more about this program on page 16.

This season, a Rural Rustic Road project is under way on:

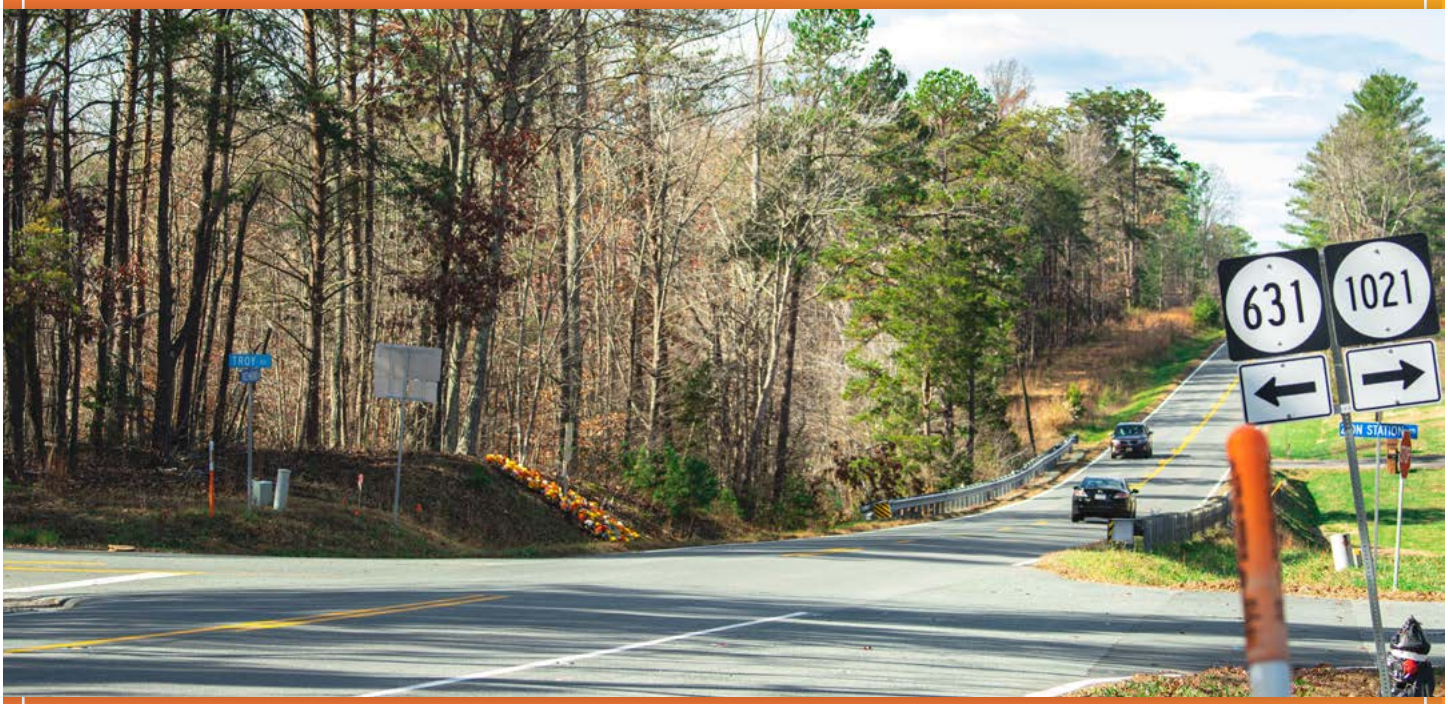
- Route 803 (Curtis Mount Ephraim Road) from about 1.1 miles south of Route 615 to end of state maintenance.

Projects are under development on:

- Route 664 (Grace Church Lane) from Route 602 Rogues Road, about 0.3 mile north to end of state maintenance.
- Route 834 (Old Morgansburg Road) from Route 841 (Elk Marsh Road) about 0.3 mile north to end of state maintenance.

PROJECT UPDATES

FLUVANNA COUNTY



VDOT will construct a roundabout at the intersection of U.S. 250 and Route 631 in Troy.

In Design

Roundabout at U.S. 250 and Route 631

SMART SCALE will fund this $9.2 million project to design and construct a roundabout at the existing four-leg intersection of U.S. 250 (Richmond Road) and Route 631 (Troy Road) in the Troy community. The project is scheduled to advertise for construction in September 2025 and on track to break ground in spring 2026.

Route 600/618 Intersection Improvements

This $3.9 million SMART SCALE project at the intersection of Route 600 (South Boston Road) and Route 618 (Lake Monticello Road) will add a left-turn lane to address the angle and rear end crash pattern at the intersection. It is slated for construction advertisement in fall 2025, and breaking ground in spring 2026.

Transportation Alternatives

Palmyra Sidewalk Improvements

Preliminary engineering starts on this $1.2 million project in December 2022. VDOT will construct five-feet-wide sidewalks, crosswalks, and curb ramps to provide pedestrian connectivity to the historic Pleasant Grove park, from Route 1001 (Main Street) and Route 1004 (Stone Jail Street) as well as Court Square in the Fluvanna County seat of Palmyra.

The project will also close off travel through the park and turn that area into green space. VDOT plans to advertise for construction in January 2026.

GREENE COUNTY



Construction for the road improvements at U.S. 33 and U.S. 29 in Ruckersville is under way, with anticipated project completion in July 2023.

Under Construction

U.S. 33 Road Improvement at U.S. 29 Intersection

CONTRACTOR: All Construction of Mount Storm, WV
CONTRACT AMOUNT: $4.5 million
COMPLETION DATE: July 27, 2023

Construction is in progress on this SMART SCALE project to improve safety and traffic flow at the intersection of U.S. 33 (Spotswood Trail) and U.S. 29 (Seminole Trail) in Ruckersville.

The project will address capacity and access management issues and includes a raised median with crossovers and additional lanes at the U.S. 29 intersection. Some modifications to the project design were made to reduce impacts to residential properties on the east side of U.S. 29. Moore Road at U.S. 33 will be constructed as presented at the public hearing. The alternative right-in, right-out concept was not chosen as part of this project based on public feedback.

In Design

Rehabilitation of Route 638 Bridge Over South River

Early next year, VDOT will advertise the a project to replace the existing Route 638 (Turkey Ridge Road) bridge over South River in Greene County with a wider concrete slab bridge with an asphalt riding surface.

The existing bridge was built in 1932 and is considered in "poor" condition. During construction, Route 638 will be closed to through traffic near Route 637 (South River Road) with a posted detour.



Route 638 bridge over South River

Route 670 Connector Road

Using $5.4 million of SMART SCALE funding, this project will construct a connector road between U.S. 29 (Seminole Trail) and Route 670 (Preddy Creek Road). The proposed roadway will be two lanes, one in each direction, with four-foot paved shoulders on each side.

A location public hearing was held in spring 2019 to present three options to the public. Greene County approved Alternative B.

Design is in progress and the new two-lane roadway will intersect U.S. 29 approximately 1,250 feet south of the signalized intersection of Route 607 (Matthew Mill Road).

Transportation Alternatives

Learn more about this program on page 16.

Stanardsville Main Street Pedestrian Improvements

In September, several townspeople gathered to watch the final piece of this project settle into place as contractor crews lowered a pedestrian bridge over Mitchell Creek on U.S. 33 (Main Street Business). The Thomas Jefferson Planning District Commission, along with Greene County and the town of Stanardsville worked together to build new sidewalks and Americans with Disabilities Act compliant curb ramps on Main Street. Construction began in November 2021. This was the final phase of a multi-year streetscape improvement project in the historic town.

Rural Rustic Roads

Learn more about this program on page 16.

A project is under way on:

- Route 603 (Bingham Mountain Road) from Route 633 (Amicus Road) to Route 612 (March Road).

A project is under development on:

- Route 628 (Simmons Gap) from Route 614 (Brokenback Mountain Road) to Route 601 (Mission Home Road).



The Main Street Streetscape project in Stanardsville was completed in September.

PROJECT UPDATES

LOUISA COUNTY



Construction of the roundabout at U.S. 250 and U.S. 522 in Gum Spring was completed in August.

Recently Completed

Relocation of School Bus Road to Chalklevel Road

Chemung Contracting Corp. of Mitchells completed this $7.5 million SMART SCALE project in February. The project relocated Route 767 (School Bus Road) to align with Route 625 (Chalklevel Road) across Route 22/208 and added turn lanes to improve the intersection.

Construction of Roundabout at U.S. 250 and U.S. 522

Construction wrapped up in August on this $3.1 million Highway Safety Improvement Program (HSIP) project to construct a single-lane roundabout at U.S. 250 (Broad Street Road) and U.S. 522 (Cross County Road) in Gum Spring.

In Design

Construction of Roundabout at U.S. 522 and U.S. 208

Right of way acquisition is under way on this $5.4 million project to improve safety at the intersection of U.S. 522 (Zachary Taylor Highway) and Route 208 (New Bridge Road) at Wares Crossroads. VDOT expects to advertise the project in fall 2023.

The intersection has been studied multiple times over



The existing intersection of U.S. 522 and U.S. 208 will be reconstructed as a roundabout.

the last several years and results have shown that the intersection does not meet the required warrants for a traffic signal.

A roundabout will improve the safety and efficiency of the intersection. Roundabouts are safer than traffic signals and conventional stop-controlled intersections because traffic can continually and efficiently flow through the intersection and vehicle operating speeds are lower. Additionally, roundabouts help reduce air pollution and fuel use due to reduced idling.

Rehabilitation of Route 701 Bridge over Little River

In the spring of 2023, VDOT will advertise a project to rehabilitate the substandard Route 701 (Belle Meade Road) bridge over Little River in Louisa County. The existing concrete span bridge was built in 1985, and the new superstructure will be concrete slabs with an asphalt riding surface.

During construction, Route 701 will be reduced to one lane controlled by a temporary traffic signal at each end of the bridge. Once work is completed, the bridge will be open to all legal weight vehicles.

This rehabilitation project will be funded through the State of Good Repair program.

Transportation Alternatives

Learn more about this program on page 16.

West Main Street Pedestrian Improvements

This $1.4 million project is now in the design phase. VDOT is working with the town of Louisa to install 1,680 feet of new sidewalk compliant with the Americans with Disabilities Act (ADA). The project will also replace about 18 feet of sidewalk, which is not ADA compliant, along West Main Street.

Rural Rustic Roads

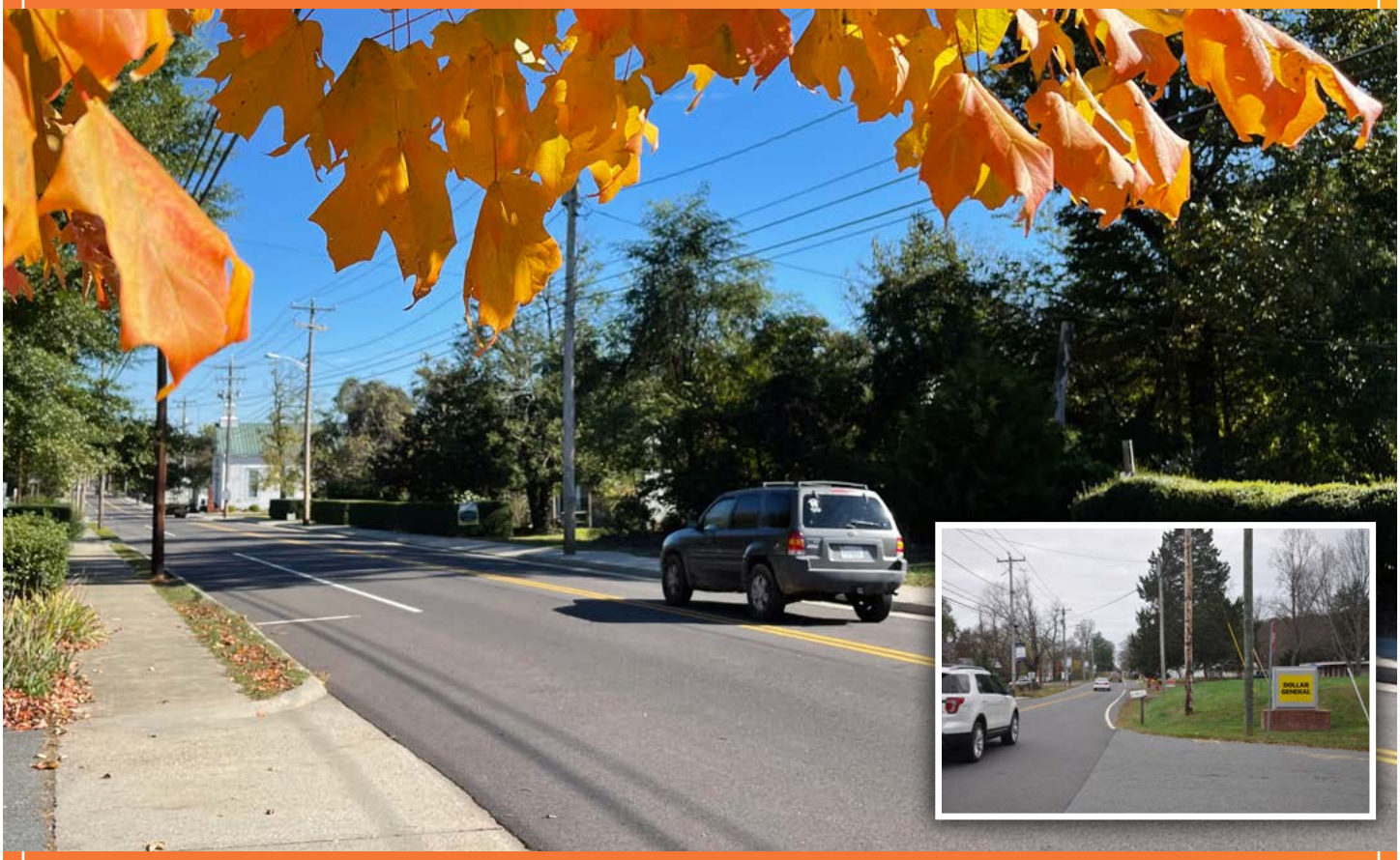
Learn more about this program on page 16.

This season, a Rural Rustic Road project was completed on:

- Route 698 (Rolling Path Road), from Route 606 (Waltons Store Road) to Route 640 (East Old Mountain Road).

PROJECT UPDATES

MADISON COUNTY



A sidewalk extension project on South Main Street in the town of Madison will enhance pedestrian access just as the color-changing leaves enhance the street's beauty each fall.

In Design

Restricted Crossing U-Turn at U.S. 29 and Route 662

This $4.7 million project will use funding from SMART SCALE and the Highway Safety Improvement Program (HSIP) to reconstruct the the intersection of U.S. 29 (Seminole Trail) and Route 662 (Shelby Road) as a restricted crossing U-turn (R-CUT) intersection.

R-CUT intersections reduce the probability of angle crashes and conflict points. A public hearing was held in October 2021 and VDOT anticipates advertising for construction in fall 2023.

Transportation Alternatives

Learn more about this program on page 16.

South Main Street Sidewalk

Preliminary engineering begins in spring 2023 on this $1.4 million project. This project in the town of Madison involves adding sidewalk to extend the existing sidewalk south along the west side of South Main Street, beginning in front of the Dollar General store. Construction advertisement expected in spring 2026.

Rural Rustic Roads

Learn more about this program on page 16.

This season, a Rural Rustic Road project was completed on:

- Route 671 (Forest Drive) from U.S. 15 (James Madison Highway) to the end of state maintenance.

A project is under way on:

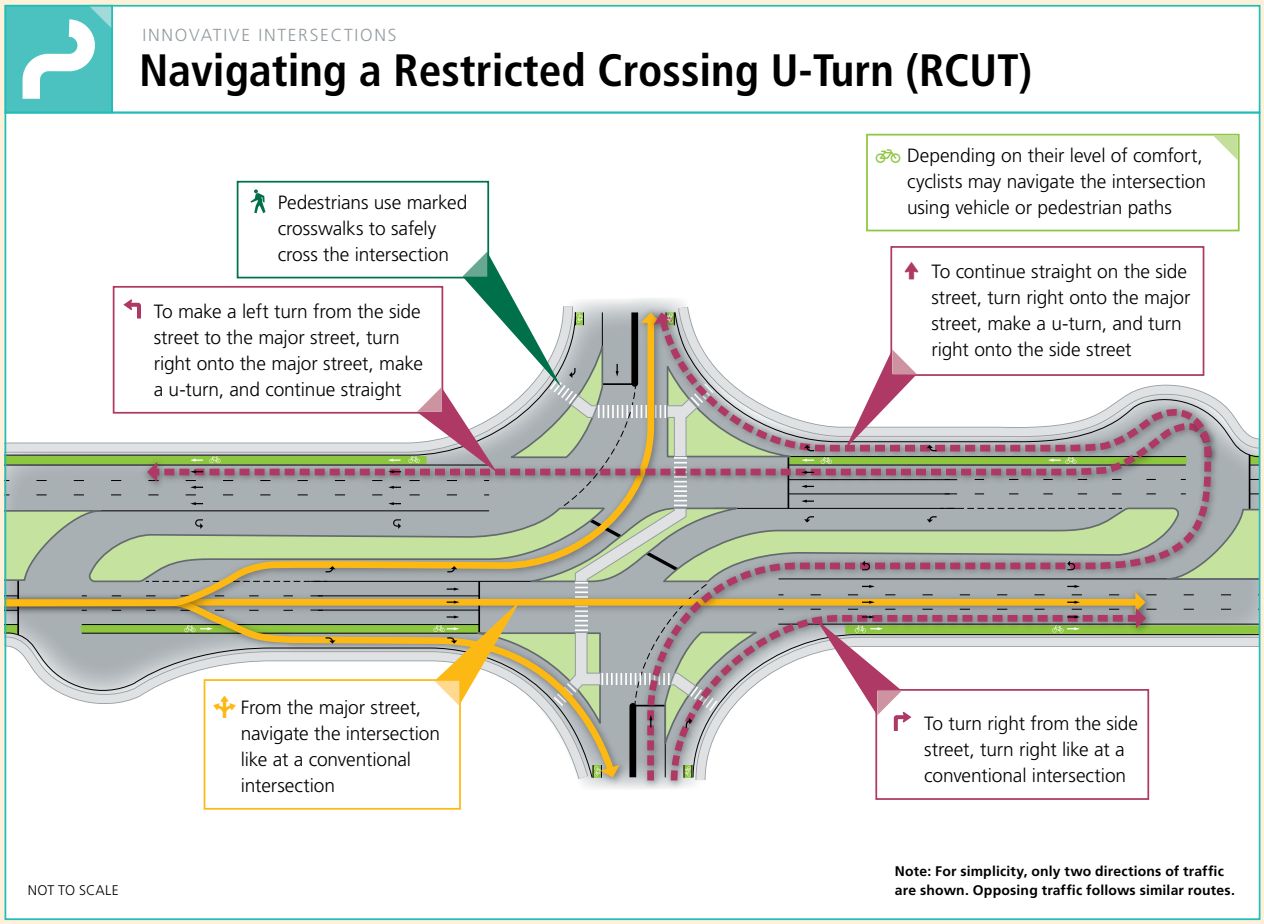
- Route 666 (Pea Ridge Road) from Route 230 (Wolftown-Hood Road) to the end of state maintenance.

A project is under development on:

- Route 606 (Desert Road) from Route 609 (West Hoover Road) to 1.26 miles north of Route 609 (Hoover Road).

WHAT ARE RESTRICTED CROSSING U-TURN (R-CUT) INTERSECTIONS?

R-CUT intersections are a cost-effective design that improves safety and increases overall intersection capacity. In an R-CUT, all side street movements begin with a right turn. Side street left-turn and through vehicles turn right and make a U-turn at a dedicated downstream median opening to complete the desired movement. Main intersection and median U-turns can be designed as signalized, stop controlled, or yield controlled.



PROJECT UPDATES

ORANGE COUNTY



In recent years, the town of Gordonsville has leveraged Transportation Alternative program funds to help transform the area's functionality and curb appeal, the latter of which is further enhanced by their lights and decorations displayed during the holidays.

In Design

Construction of Roundabout at U.S. 33 and Route 20

Preliminary engineering is under way on a $5.5 million SMART SCALE project to construct a single-lane roundabout at the eastern intersection of U.S. 33 (Spotswood Trail) and Route 20 (Constitution Highway) in Barboursville. A directional median is also proposed at the intersection of U.S. 33 and Route 738 (Old Barboursville Road). The directional median restricts various left-turn movements at this intersection to improve safety. VDOT held a public hearing in February 2022 and right-of-way acquisition is anticipated to begin in spring 2023. Construction advertisement for this project is expected in fall 2024.

Route 20/U.S. 522 Roundabout

Funded by Virginia's Priority Transportation Fund, this $10.9 million project will reconfigure the intersection of U.S. 522 (Zachary Taylor Highway) and Route 20 (Constitution Highway) in Unionville into a roundabout. Preliminary engineering is expected to begin winter 2025.

Construction of Roundabout at Route 231 and High Street

Preliminary engineering is under way for this $7.7 million SMART SCALE project to design and construct a single lane roundabout at Route 231 (West Gordon Avenue) and Route 1006 (High Street) in Gordonsville. With this project, crosswalks will be constructed to improve pedestrian accommodations.

Route 601 Low-Speed Curve Mitigation

This $1.4 million SMART SCALE project on Route 601 (Flat Run Road) in Locust Grove is designed to mitigate crash rates at a sharp curve just north of Back Gate Lane. It will add flashing signs to warn drivers, shoulder widening and surface treatment to help drivers stop. It will include tree removal near the roadway to reduce the possibility of injury for drivers who leave the roadway. VDOT expects to advertise for construction in spring 2026.

Locally Administered

Town of Orange Traffic Signal and Pedestrian Improvements

This Highway Safety Improvement Program (HSIP) project administered by the town of Orange will upgrade several signal locations along U.S. 15 (South Madison Road) between Route 20 (Berry Hill Road) and Route 842 (East Main Street). The improvements will improve safety for pedestrians and motorists. Construction advertisement is expected in the spring of 2023 and design work is nearly complete.

Town of Orange Milling and Paving

The town of Orange is currently reviewing a revenue sharing project with VDOT to mill, pave and reconstruct several streets, including U.S. 15 (Caroline Street), Jefferson Street, East Washington Street, Dabney Street, Route 633 (Spicers Mill Road) and Harper Drive.

Transportation Alternatives

Learn more about this program on page 16.

Gordon-Barbour Access Improvements

This project is in the design phase and will improve bicycle and pedestrian connections to existing infrastructure serving Gordon-Barbour Elementary School in the town of Gordonsville. VDOT expects to advertise for construction in December 2025.

Rural Rustic Roads

Learn more about this program on page 16.

This season, Rural Rustic Road projects are under way on on:

- Route 630 (Matthews Mill Road) from Route 629 (Lahore Road) to Route 677 (Piney Woods Road).
- Route 602 (Old Office Road) from 0.48 mile west Route 692 (Burr HIll Road) to Route 622 (Old Office Road).

Rural Additions

Learn more about this program on page 16.

This season, a Rural Addition project is under way on:

- Route 689 (Harbor Drive) from 0.25 mile west of Route 600 (Kendall Road) to 0.95 mile west of Route 600 (Kendall Road).



A Continuous Green-T (CGT) intersection improvement is proposed in SMART SCALE Round 5 for the current four-way signalized intersection at Routes 3 and 20 in Locust Grove.

PROJECT UPDATES

RAPPAHANNOCK COUNTY



The Rural Rustic Road Program is a practical approach to paving Virginia's low-volume roads. It aims to keep traditional rural lane ambience, while improving the road surface within the current right-of-way. A Rural Rustic Road project is in progress for this segment of Route 614.

Rural Rustic Roads

Learn more about this program on page 16.

This season, a Rural Rustic Road project is under way on:

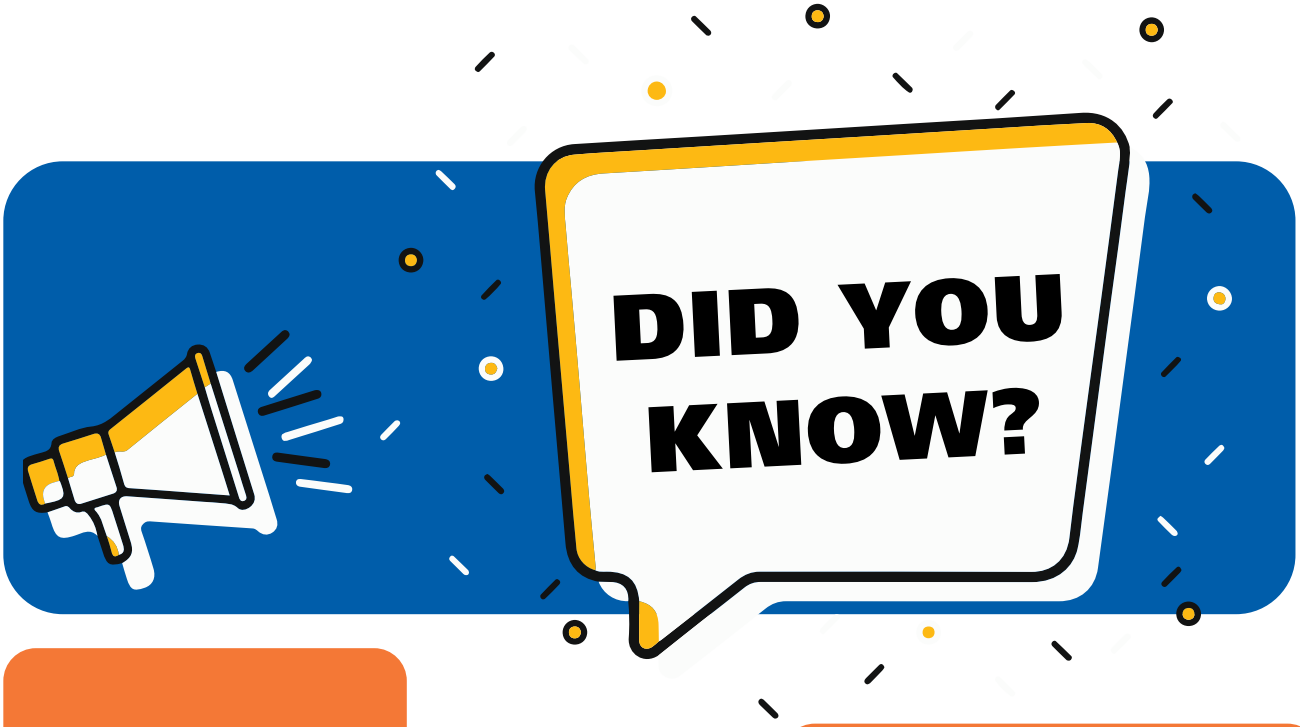
- Route 614 (Keyser Run Road) from Route 623 (Pullins Bluff Road) to about 0.29 mile north.

TROUT STREAM RESTORATION

VDOT, in coordination with and with funds from the Piedmont Environmental Council, replaced a stream crossing in Rappahannock to allow for better passage of native brook trout and aquatic organisms.

The project, completed in August 2021, replaced the culvert carrying Bolton Branch under Route 631 (Mill Hill Road).

The project replaced the old corrugated metal pipes and low-water slab crossing with two larger culverts, countersunk to provide a more natural stream bottom.



VDOT is prepared for weather this winter with more than 6,800 pieces of equipment at the ready.

A total of 334 lane miles were repaved in the district in 2021.

Culpeper District employs approximately 494 maintenance operators and supervisors, inspectors, engineers, specialty crew members and support staff.

In calendar year 2021 the Culpeper District accepted 17.23 lane miles into the district's secondary road system. There are now almost 10,620 lane-miles of state-maintained roads in the district.

More than $43 million of $101.7 million total discretionary spending, was awarded to SWAM vendors (Small, Women and Minority) by the district in FY 2022.

District employees contribute thousands of dollars each year to the Combined Virginia Campaign, which benefits local and regional charitable organizations.







VDOT
Virginia Department of Transportation

Published by the Culpeper District
Office of Communications
on November 30, 2022.

All images courtesy of VDOT.

Community Profile

American Community Survey Comparisons (2015 & 2021)

ACS 5-Year Estimates, Graphics:
-Household Characteristics
-Industry
-Travel Time to Work, Means to Work
-Median Age
-Median Income
-Language
-Poverty
-Disability
-Race and more

Charlottesville/Albemarle MPO
MOVING TOWARD 2050
LONG RANGE TRANSPORTATION PLAN

Demographics - Race

American Community Survey 5-Year Estimates	Albemarle (2021)	Charlottesville (2021)	Albemarle & Charlottesville (2021)	Albemarle (2015)	Charlottesville (2015)	Albemarle & Charlottesville (2015)	Albemarle Percent Change (2015-2021)	Charlottesville Percent Change (2015-2021)	Albemarle & Charlottesville % Change (2015-2021)
Total:	111,438	46,597	158,035	103,108	45,084	148,192	8%	3%	7%
Not Hispanic or Latino:	104,901	43,947	148,848	97,257	42,847	140,104	8%	3%	6%
White alone	85,123	30,485	115,608	79,817	29,944	109,761	7%	2%	5%
Black or African American alone	9,712	8,348	18,060	9,539	8,664	18,203	2%	-4%	-1%
American Indian & Alaska Native alone	324	76	400	187	74	261	73%	3%	53%
Asian alone	6,174	3,257	9,431	4,578	2,983	7,561	35%	9%	25%
Native Hawaiian and Other Pacific Islar	61	5	66	15	71	86	307%	-93%	-23%
Some other race alone	213	251	464	303	20	323	-30%	1155%	44%
Two or more races:	3,294	1,525	4,819	2,818	1,091	3,909	17%	40%	23%
Two races including Some other race	535	170	705	59	35	94	807%	386%	650%
Two races excluding Some other race, and three or more races	2,759	1,355	4,114	2,759	1,056	3,815	0%	28%	8%
Hispanic or Latino:	6,537	2,650	9,187	5,851	2,237	8,088	12%	18%	14%
White alone	3,951	1,987	5,938	4,242	1,943	6,185	-7%	2%	-4%
Black or African American alone	39	56	95	119	9	128	-67%	522%	-26%
American Indian and Alaska Native alone	47	0	47	71	14	85	-34%	-100%	-45%
Asian alone	30	0	30	0	21	21	-	-100%	43%
Native Hawaiian and Other Pacific Islander alone	0	0	0	0	0	0	-	0%	0%
Some other race alone	1,031	168	1,199	1,086	120	1,206	-5%	40%	-1%
Two or more races:	1,439	439	1,878	333	130	463	332%	238%	306%
Two races including Some other race	1,237	324	1,561	187	68	255	561%	376%	512%
Two races excluding Some other race, and three or more races	202	115	317	146	62	208	38%	85%	52%

Demographics – Vehicles Available

American Community Survey 5-Year Estimates	Albemarle (2021)	Charlottesville (2021)	Albemarle & Charlottesville (2021)	Albemarle (2015)	Charlottesville (2015)	Albemarle & Charlottesville (2015)	Albemarle Percent Change (2015-2021)	Charlottesville Percent Change (2015-2021)	Albemarle & Charlottesville % Change (2015-2021)
Total:	43,066	19,312	62,378	38,853	17,752	56,605	11%	9%	10%
No vehicle available	1,984	2,097	4,081	1,706	1,846	3,552	16%	14%	15%
1 vehicle available	12,957	7,848	20,805	12,420	7,632	20,052	4%	3%	4%
2 vehicles available	17,470	6,627	24,097	15,313	5,895	21,208	14%	12%	14%
3 vehicles available	7,578	1,832	9,410	6,414	1,692	8,106	18%	8%	16%
4 or more vehicles available	3,077	908	3,985	3,000	687	3,687	3%	32%	8%

Demographics – Poverty Rate by Education

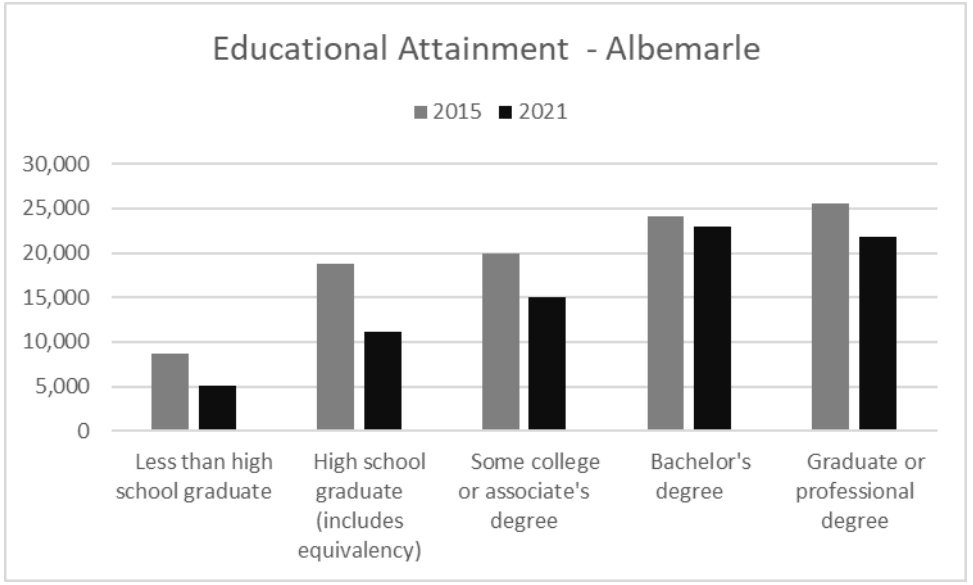
American Community Survey 5-Year Estimates	Albemarle (2021)	Charlottesville (2021)	Albemarle & Charlottesville (2021)	Albemarle (2015)	Charlottesville (2015)	Albemarle & Charlottesville (2015)	Albemarle Percent Change (2015-2021)	Charlottesville Percent Change (2015-2021)	Albemarle & Charlottesville % Change (2015-2021)
Total:	74,750	29,806	104,556	67,705	27,518	95,223	10%	8%	10%
Income in the past 12 months below poverty level:	4,299	3,564	7,863	5,638	4,205	9,843	-24%	-15%	-20%
Less than high school graduate	805	627	1,432	1,134	770	1,904	-29%	-19%	-25%
High school graduate (includes equivalency)	981	937	1,918	1,375	1,252	2,627	-29%	-25%	-27%
Some college, associate's degree	1,290	772	2,062	1,405	864	2,269	-8%	-11%	-9%
Bachelor's degree or higher	1,223	1,228	2,451	1,724	1,319	3,043	-29%	-7%	-19%

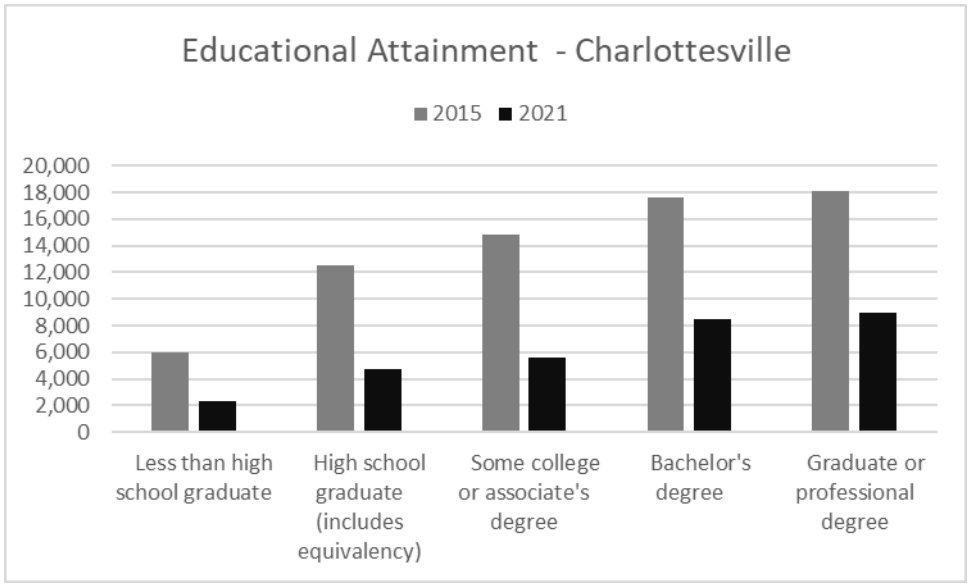
Demographics – Household Income

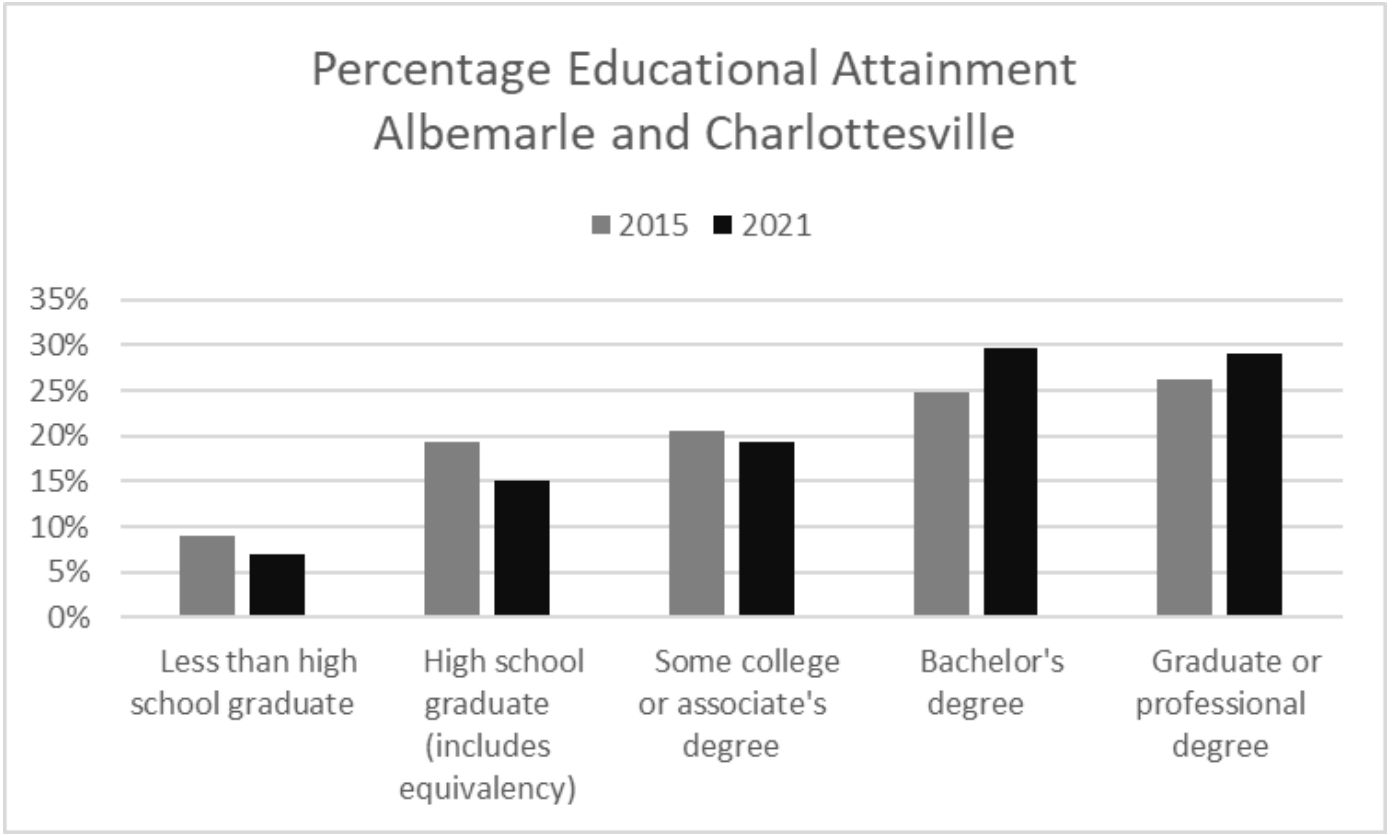
American Community Survey 5-Year Estimates	Albemarle (2021)	Charlottesville (2021)	Albemarle & Charlottesville (2021)	Albemarle (2015)	Charlottesville (2015)	Albemarle & Charlottesville (2015)	Albemarle Percent Change (2015-2021)	Charlottesville Percent Change (2015-2021)	Albemarle & Charlottesville % Change (2015-2021)
Total:	43,066	19,312	62,378	38,853	17,752	56,605	11%	9%	10%
$24.9k and less	4,618	4,420	9,038	6,252	4,982	11,234	-26%	-11%	-20%
$25k - $49.9k	7,012	2,919	9,931	8,041	3,920	11,961	-13%	-26%	-17%
$50k - $74.9k	6,593	3,118	9,711	6,907	2,753	9,660	-5%	13%	1%
$75K - $99.9k	5,488	2,910	8,398	4,838	1,786	6,624	13%	63%	27%
$100k - $149.9k	7,829	2,740	10,569	6,018	2,402	8,420	30%	14%	26%
$150k - $199.9k	5,286	2,941	8,227	2,884	804	3,688	83%	266%	123%
$200k and more	6,240	3,279	9519	3913	1105	5018	59%	197%	90%

Demographics – Educational Attainment

**data reported Fall 2022*

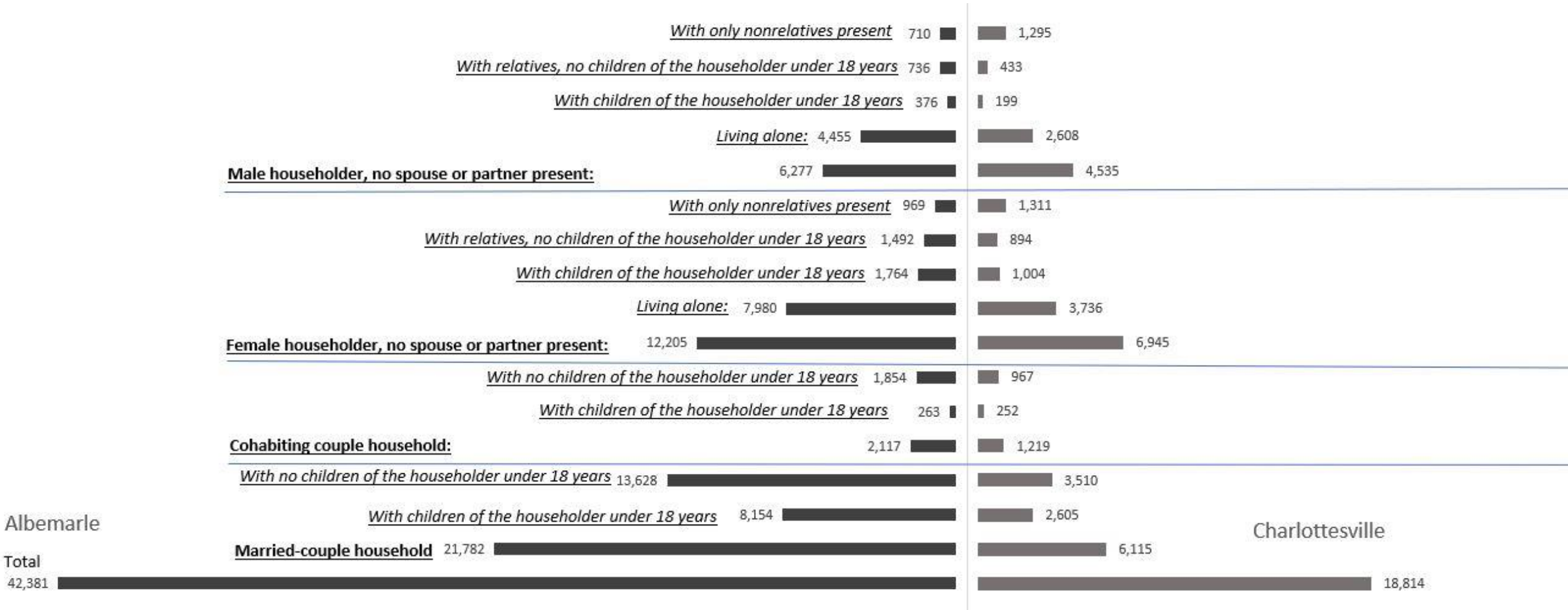






Household Characteristics

**data reported Fall 2022*

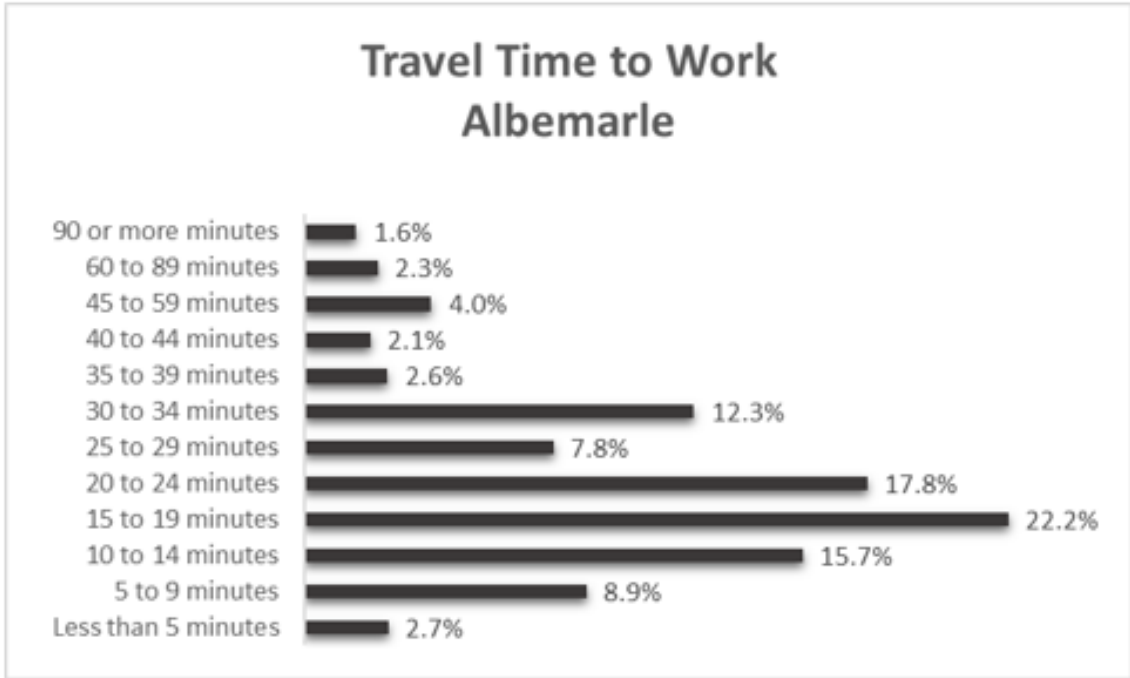


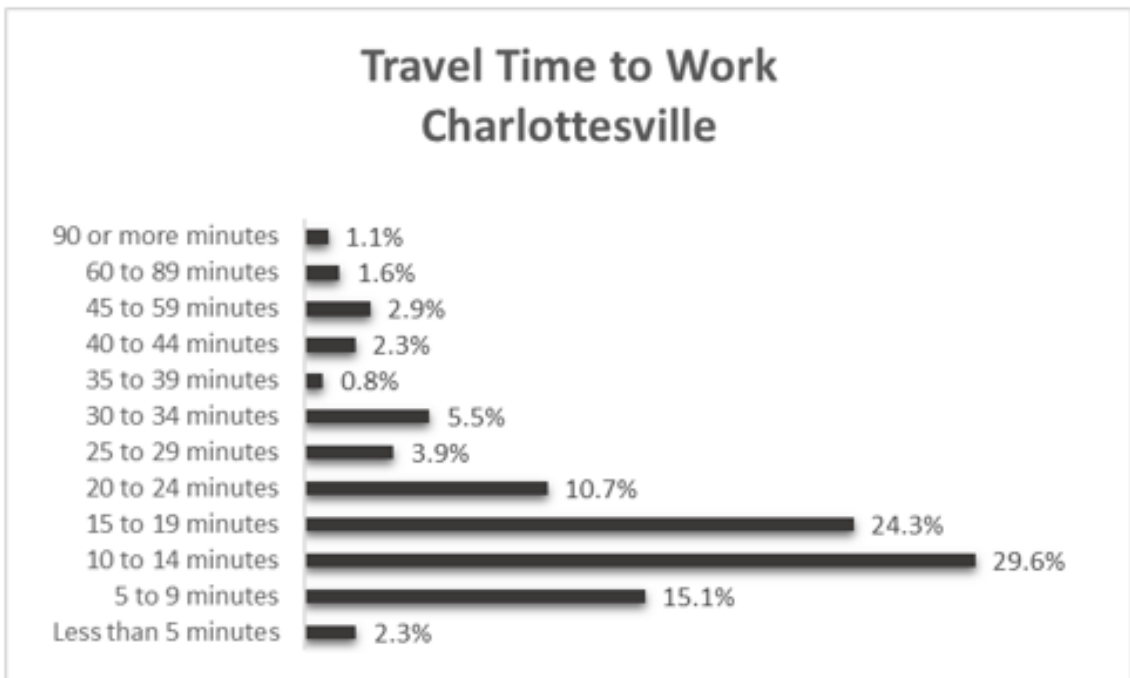
Industry Characteristics

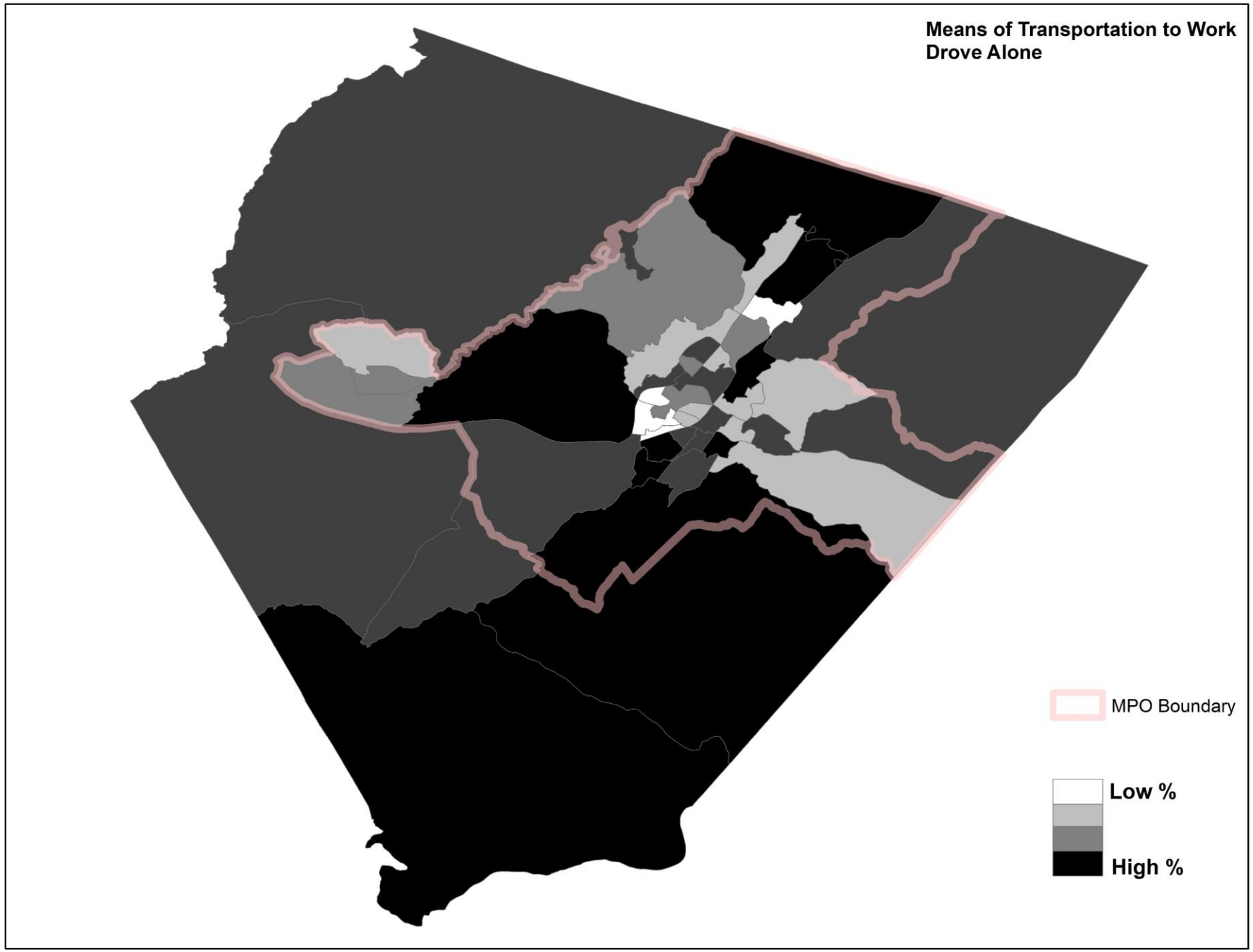
**data reported Fall 2022*

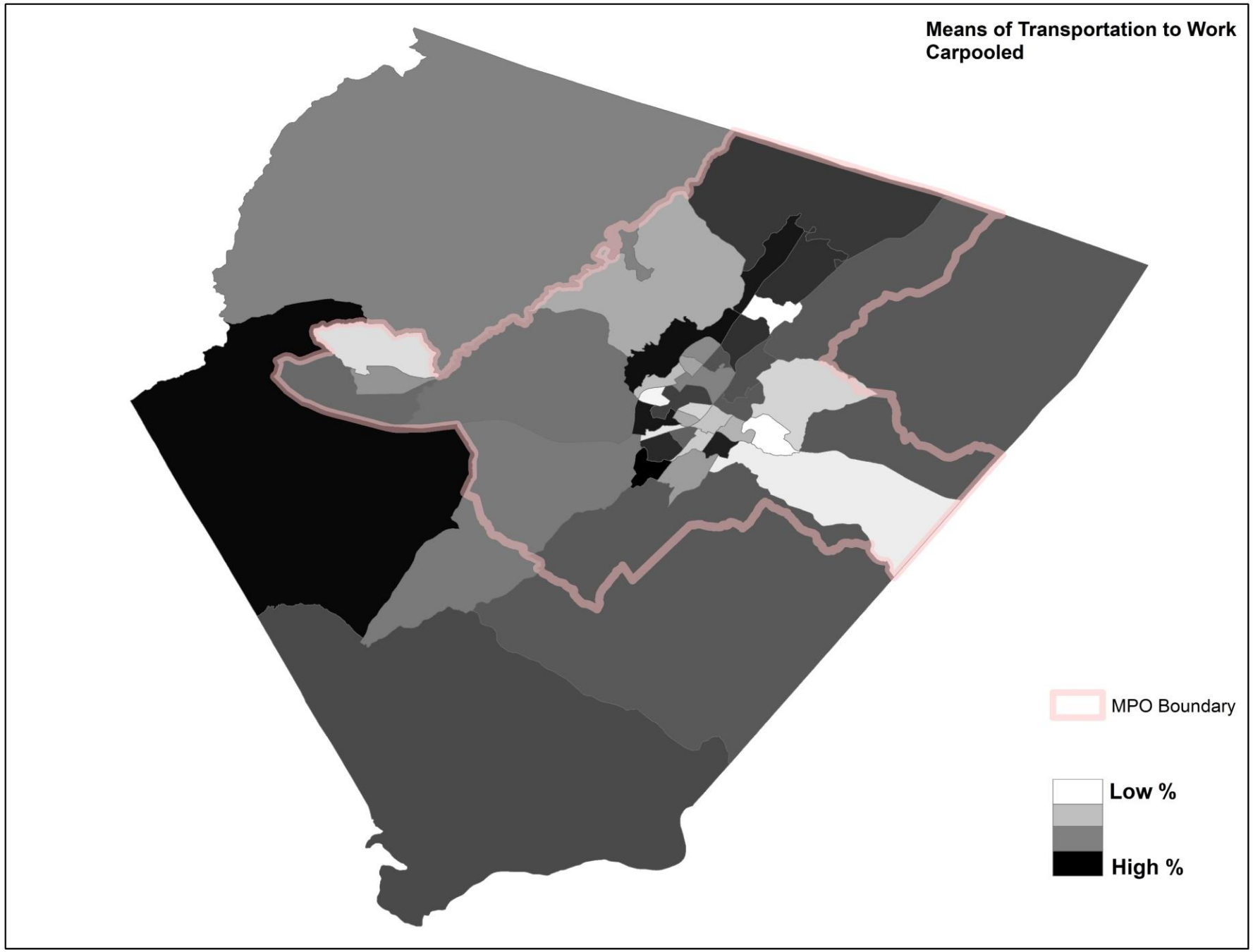


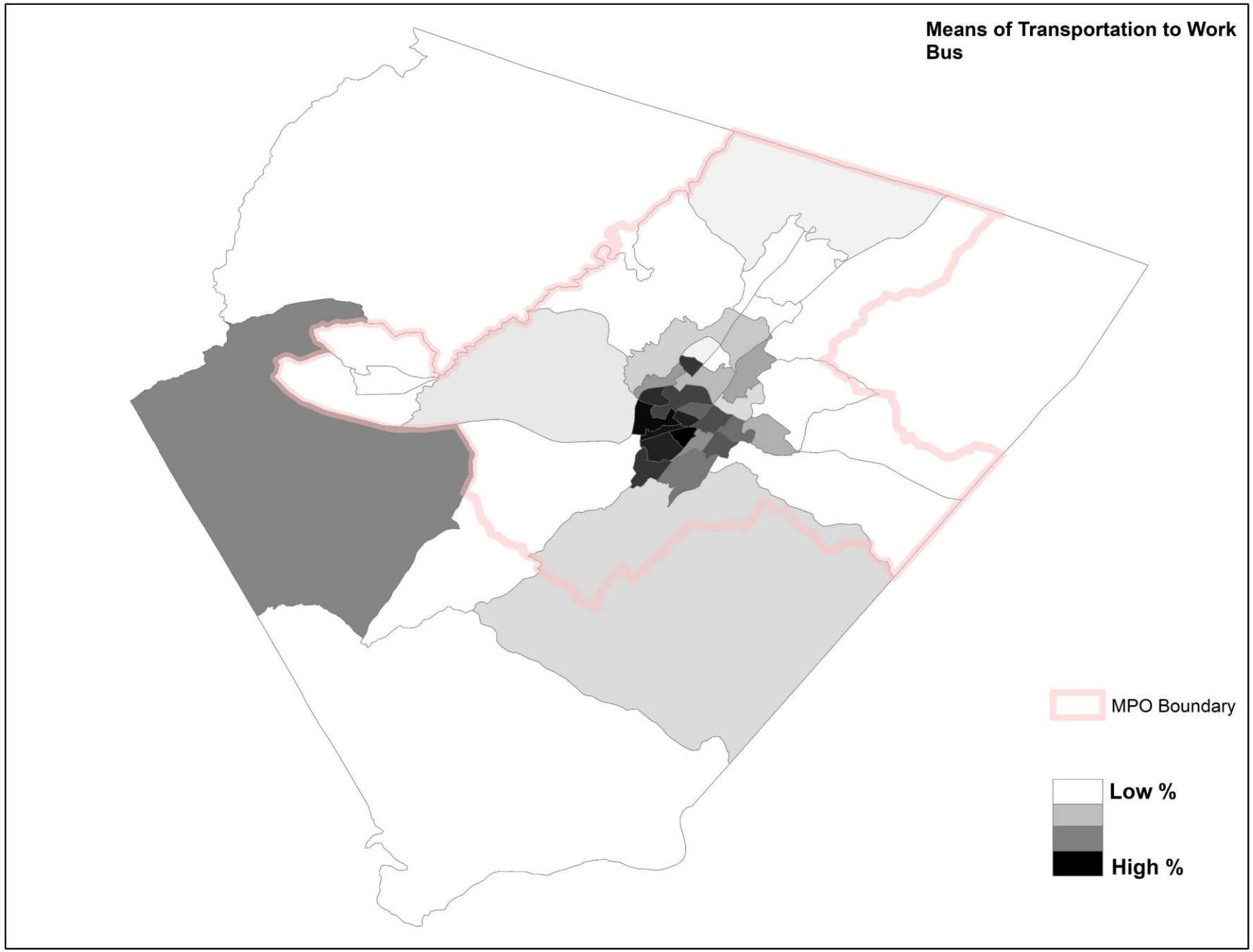
Travel Time to Work
**data reported Fall 2022*

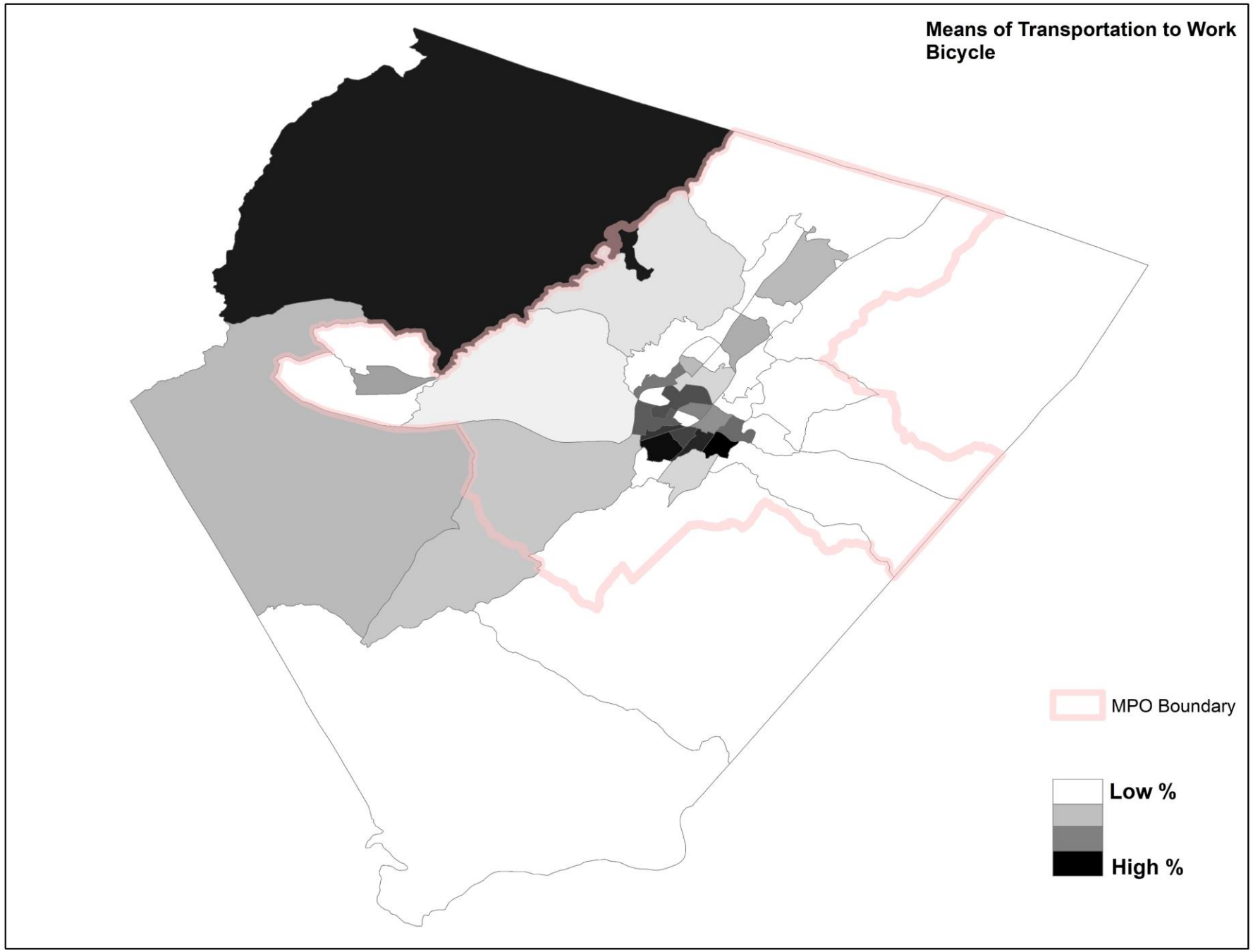


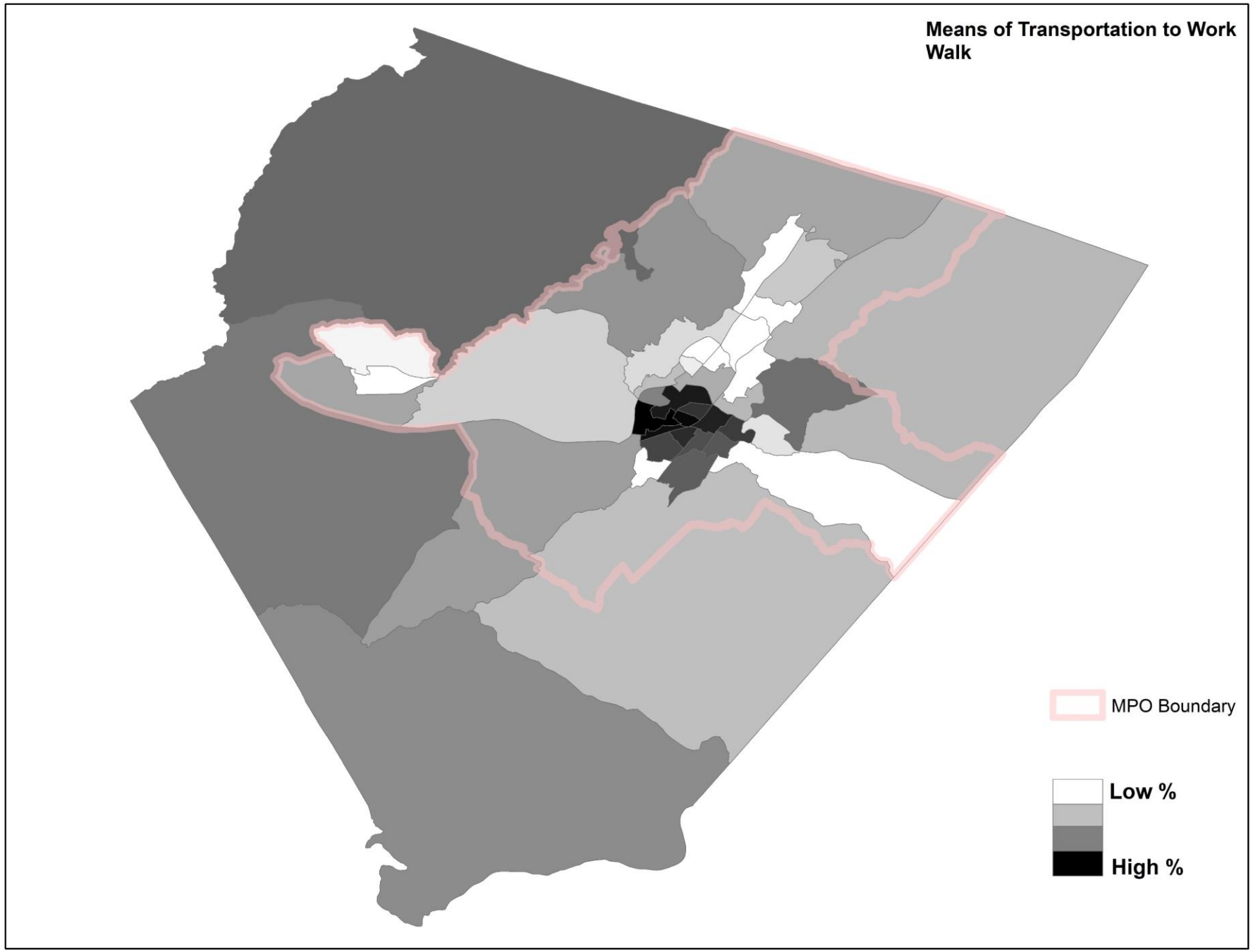


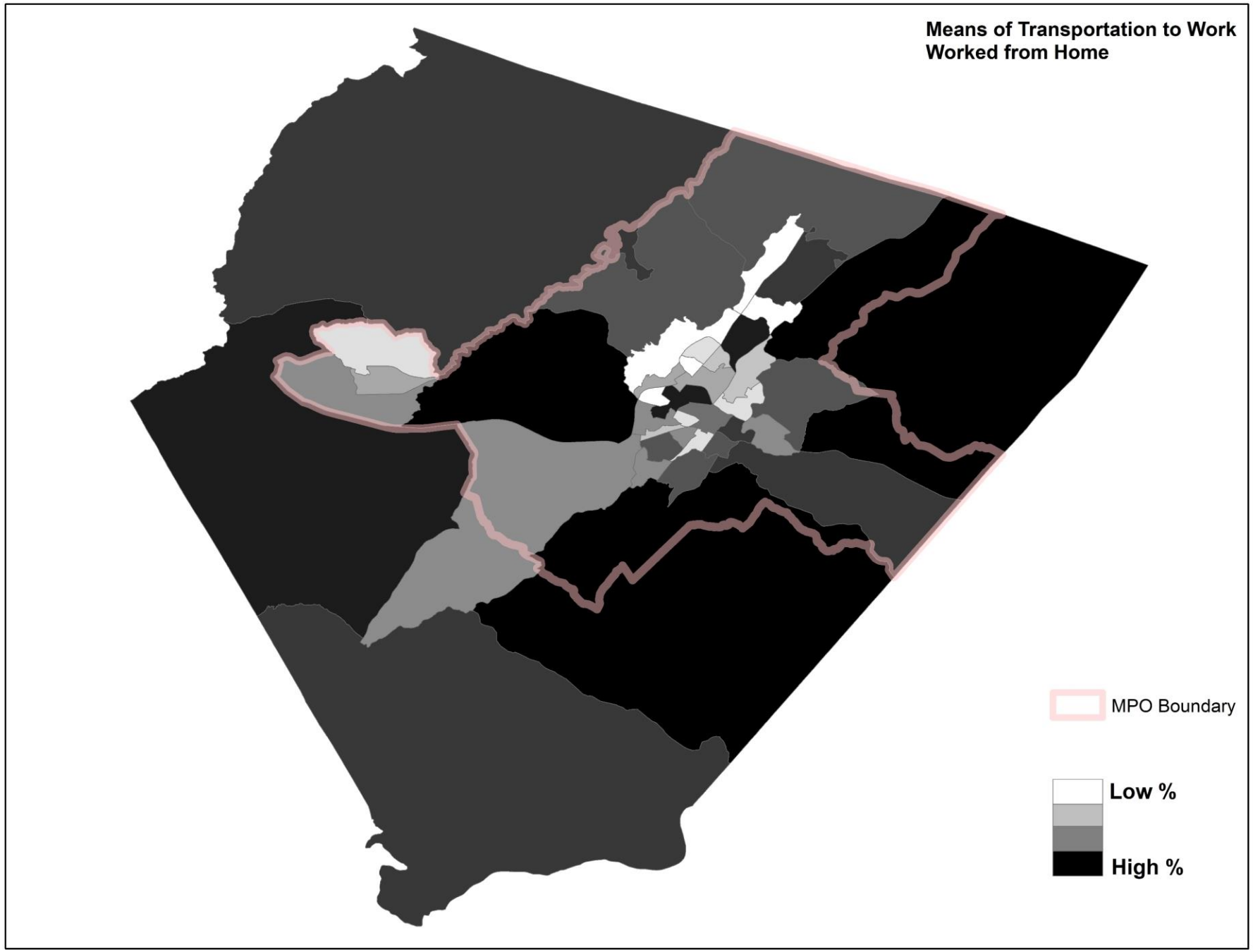

Means of Transportation to Work
Drove Alone
MPO Boundary
Low %
High %


Means of Transportation to Work
Carpooled
MPO Boundary
Low %
High %

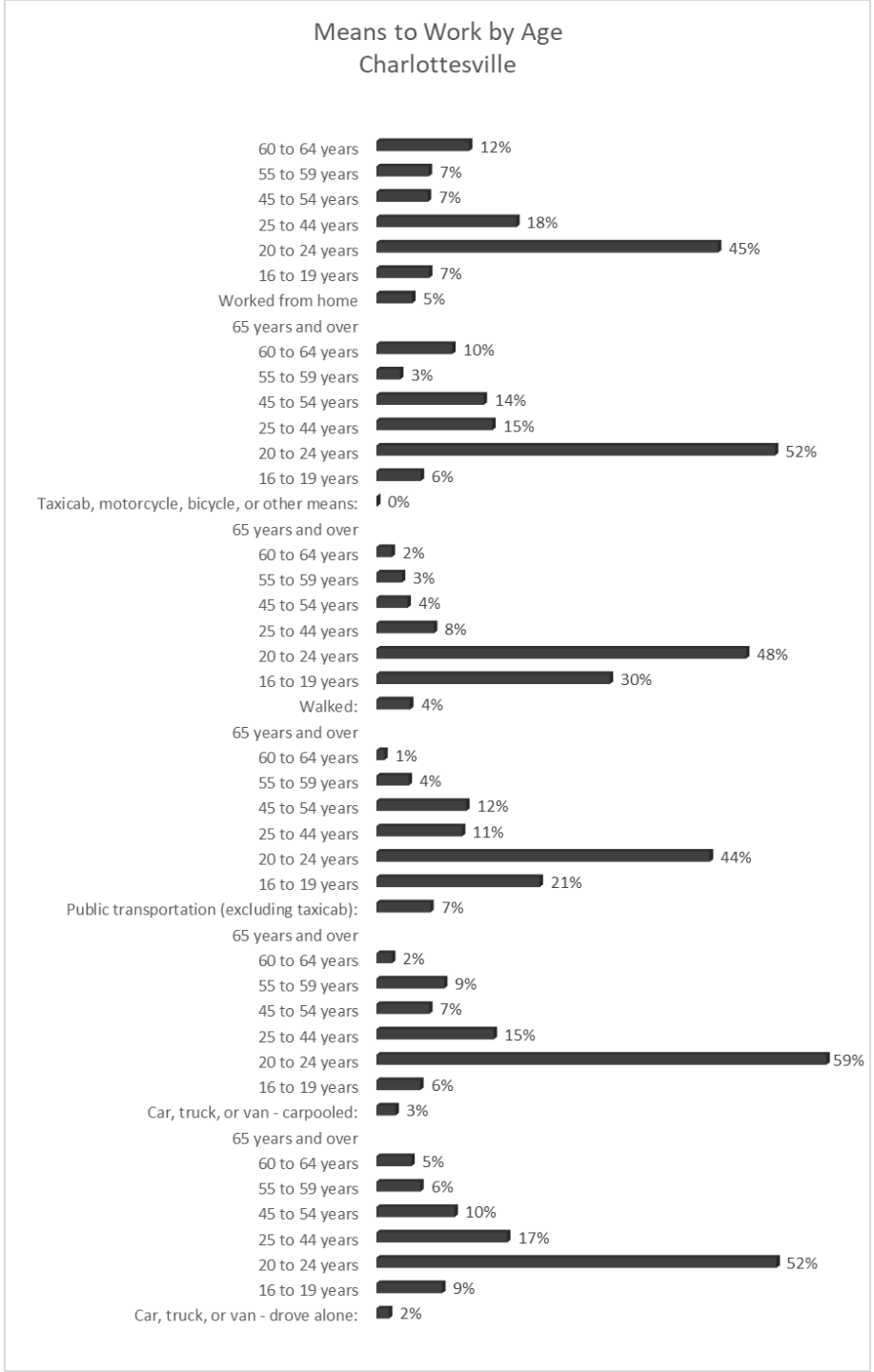

Means of Transportation to Work
Bus
MPO Boundary
Low %
High %

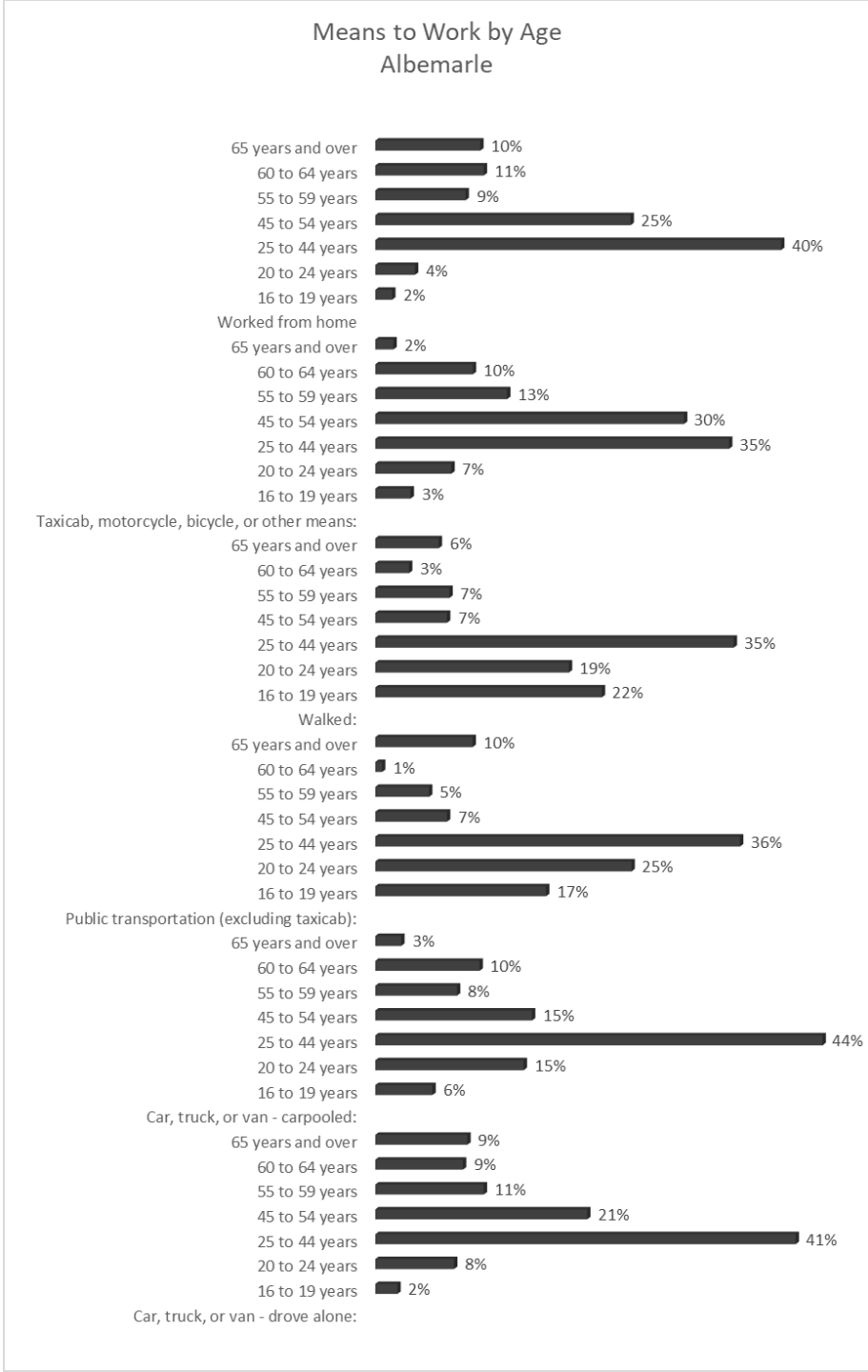

Means of Transportation to Work
Bicycle
MPO Boundary
Low %
High %


Means of Transportation to Work
Walk
MPO Boundary
Low %
High %

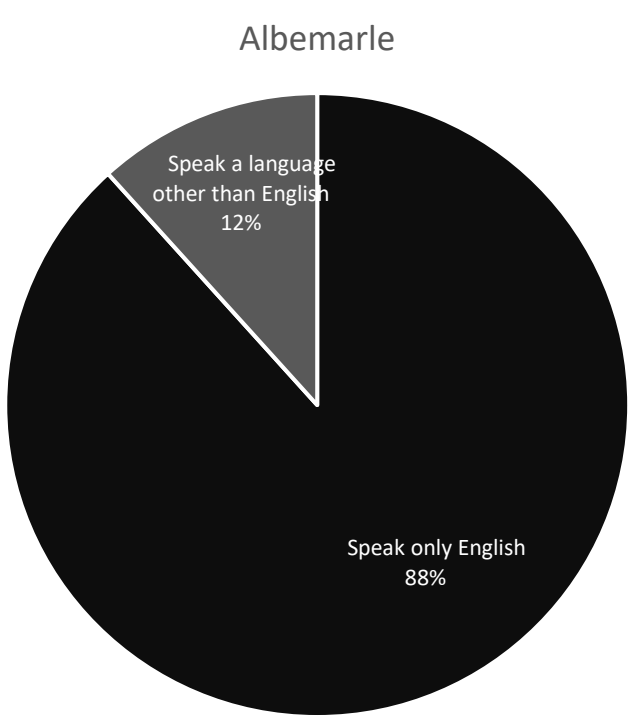

Means of Transportation to Work
Worked from Home
MPO Boundary
Low %
High %

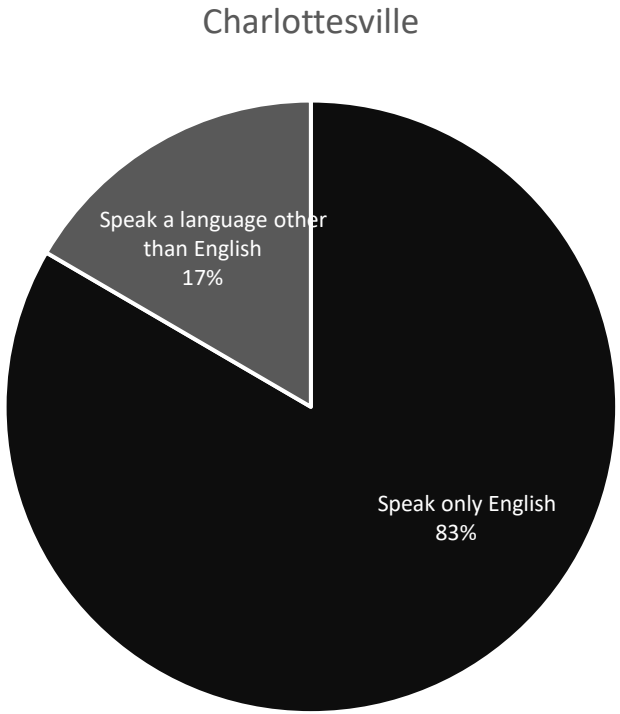
Means to Work by Age
**data reported Fall 2022*



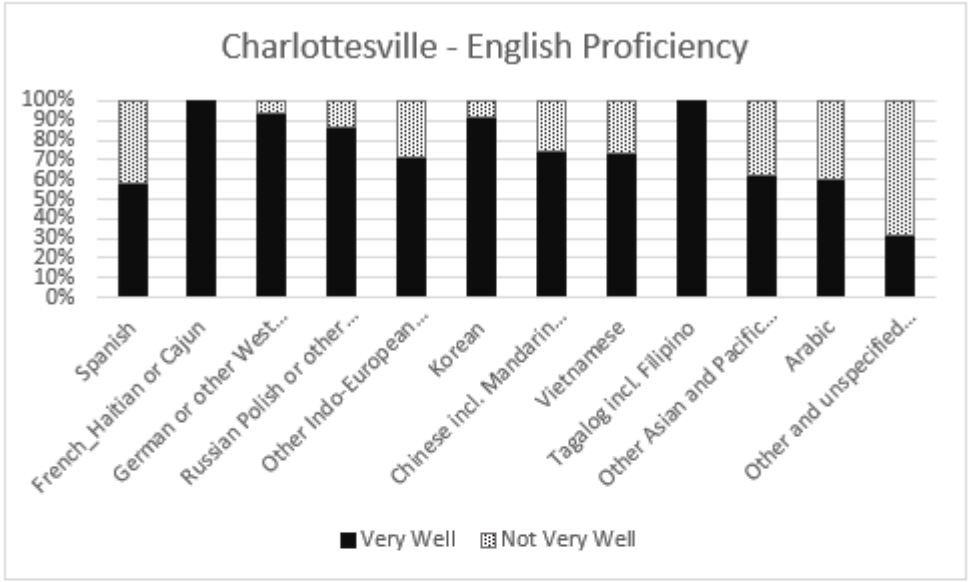


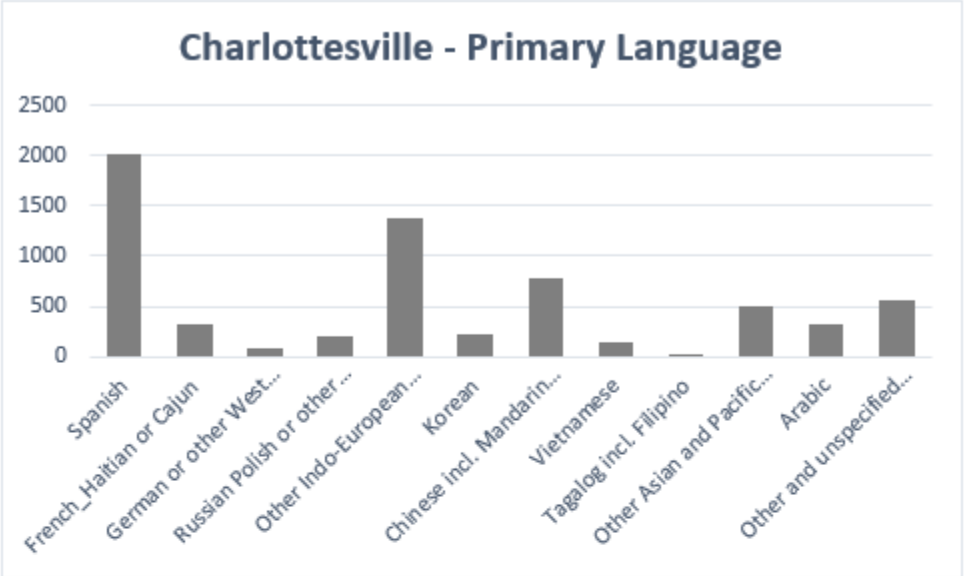
Speak Only English

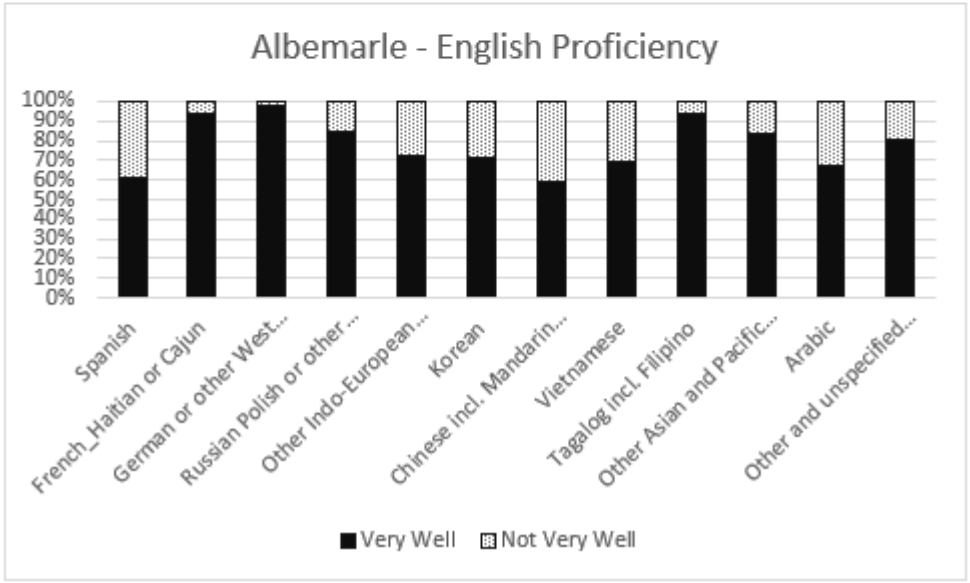


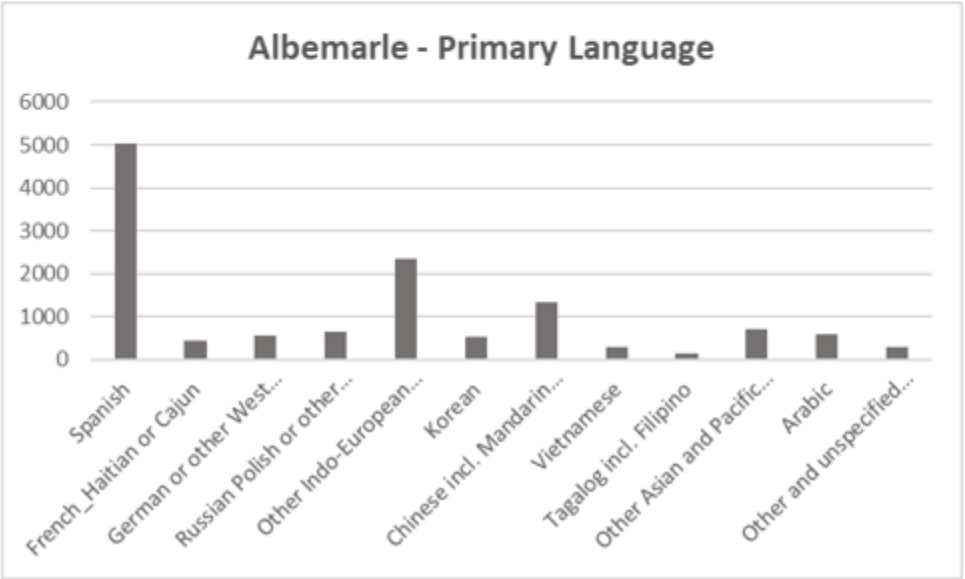


Language Characteristics
**data reported Fall 2022*







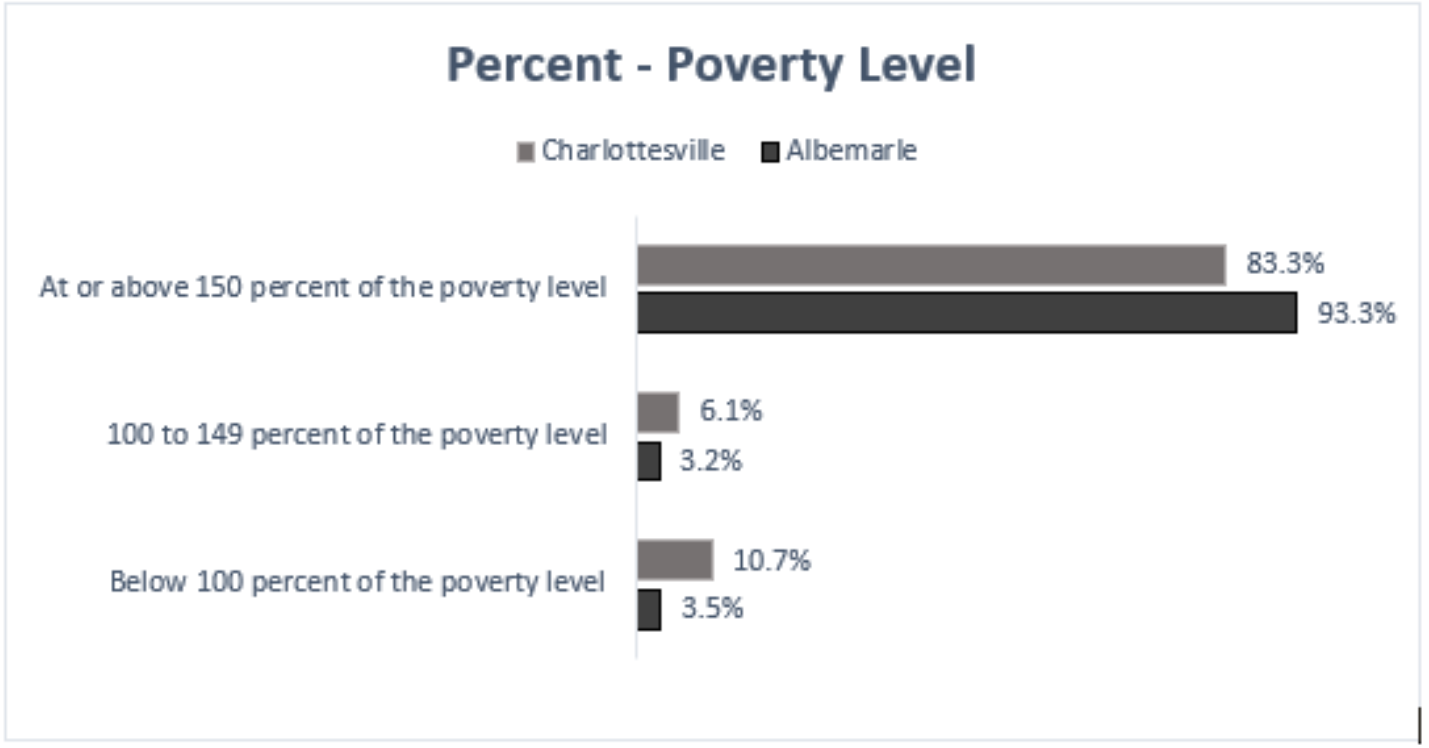


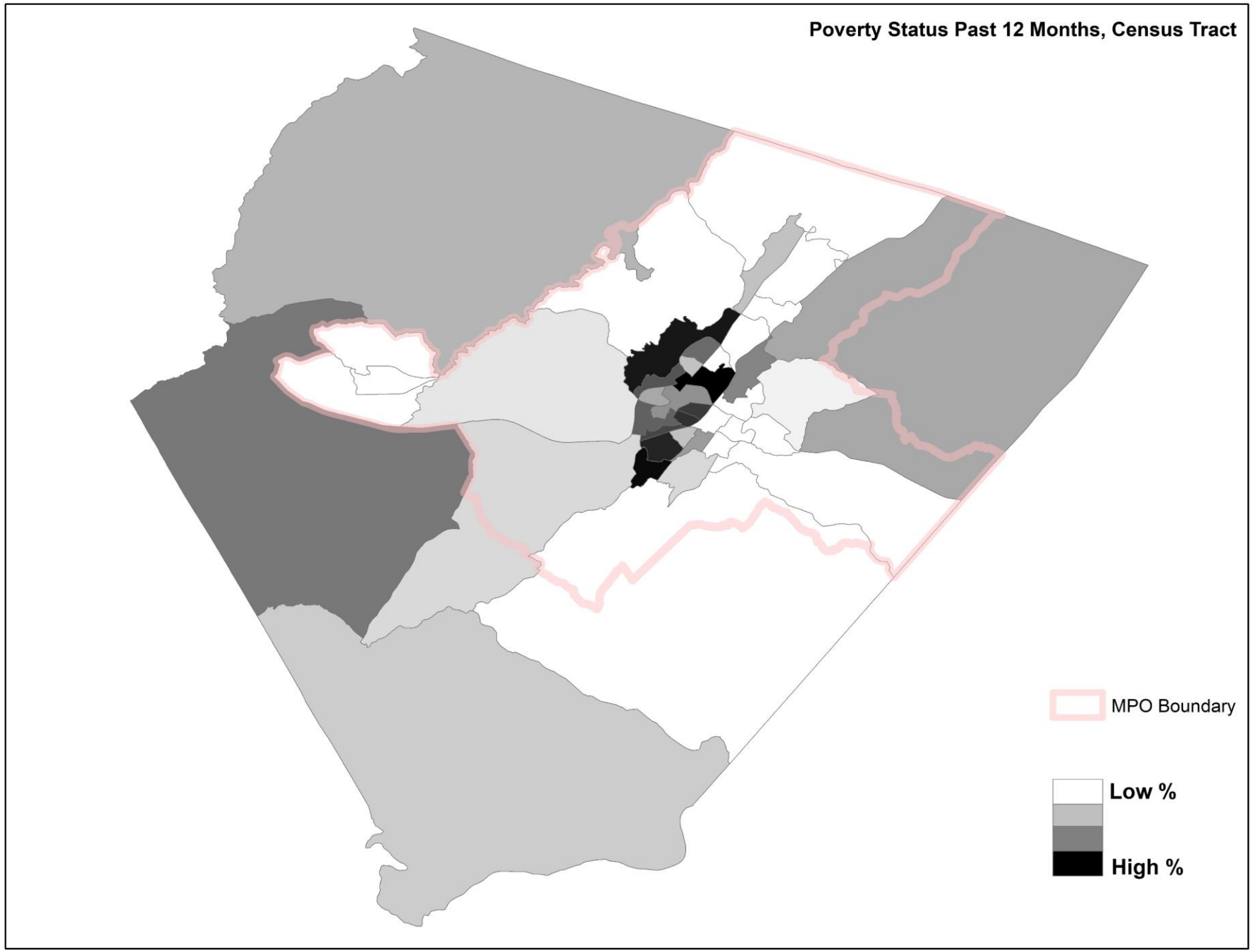
Language Spoken at Home
**data reported Fall 2022*

C16001: Language Spoken at Home (5-yr Est. 2020 American Community Survey, age: 5yrs +)	Albemarle County, Virginia		Charlottesville city, Virginia		Charlottessville-Albemarle	
Label	Estimate	Percent of Total	Estimate	Percent of Total	Estimate	Percent of Total
Total:	102,895		44,737		147,632	
Speak only English	90,054	87.52%	38,196	85.38%	128,250	86.87%
Spanish:	5,030	4.89%	2,018	4.51%	7,048	4.77%
Speak English "very well"	3,075	2.99%	1,180	2.64%	4,255	2.88%
Speak English less than "very	1,955	1.90%	838	1.87%	2,793	1.89%
French, Haitian, or Cajun:	439	0.43%	328	0.73%	767	0.52%
Speak English "very well"	410	0.40%	328	0.73%	738	0.50%
Speak English less than "very	29	0.03%	0	0.00%	29	0.02%
German or other West Germanic	542	0.53%	75	0.17%	617	0.42%
Speak English "very well"	533	0.52%	70	0.16%	603	0.41%
Speak English less than "very	9	0.01%	5	0.01%	14	0.01%
Russian, Polish, or other Slavic	642	0.62%	205	0.46%	847	0.57%
Speak English "very well"	546	0.53%	177	0.40%	723	0.49%
Speak English less than "very	96	0.09%	28	0.06%	124	0.08%
Other Indo-European languages:	2,356	2.29%	1,373	3.07%	3,729	2.53%
Speak English "very well"	1,713	1.66%	986	2.20%	2,699	1.83%
Speak English less than "very	643	0.62%	387	0.87%	1,030	0.70%
Korean:	515	0.50%	223	0.50%	738	0.50%
Speak English "very well"	366	0.36%	205	0.46%	571	0.39%
Speak English less than "very	149	0.14%	18	0.04%	167	0.11%
Chinese (incl. Mandarin,	1,318	1.28%	785	1.75%	2,103	1.42%
Speak English "very well"	784	0.76%	586	1.31%	1,370	0.93%
Speak English less than "very	534	0.52%	199	0.44%	733	0.50%
Vietnamese:	294	0.29%	134	0.30%	428	0.29%
Speak English "very well"	203	0.20%	99	0.22%	302	0.20%
Speak English less than "very	91	0.09%	35	0.08%	126	0.09%
Tagalog (incl. Filipino):	122	0.12%	11	0.02%	133	0.09%
Speak English "very well"	114	0.11%	11	0.02%	125	0.08%
Speak English less than "very	8	0.01%	0	0.00%	8	0.01%
Other Asian and Pacific Island	709	0.69%	502	1.12%	1,211	0.82%
Speak English "very well"	590	0.57%	312	0.70%	902	0.61%
Speak English less than "very	119	0.12%	190	0.42%	309	0.21%
Arabic:	590	0.57%	322	0.72%	912	0.62%

Poverty Status

**data reported Fall 2022*

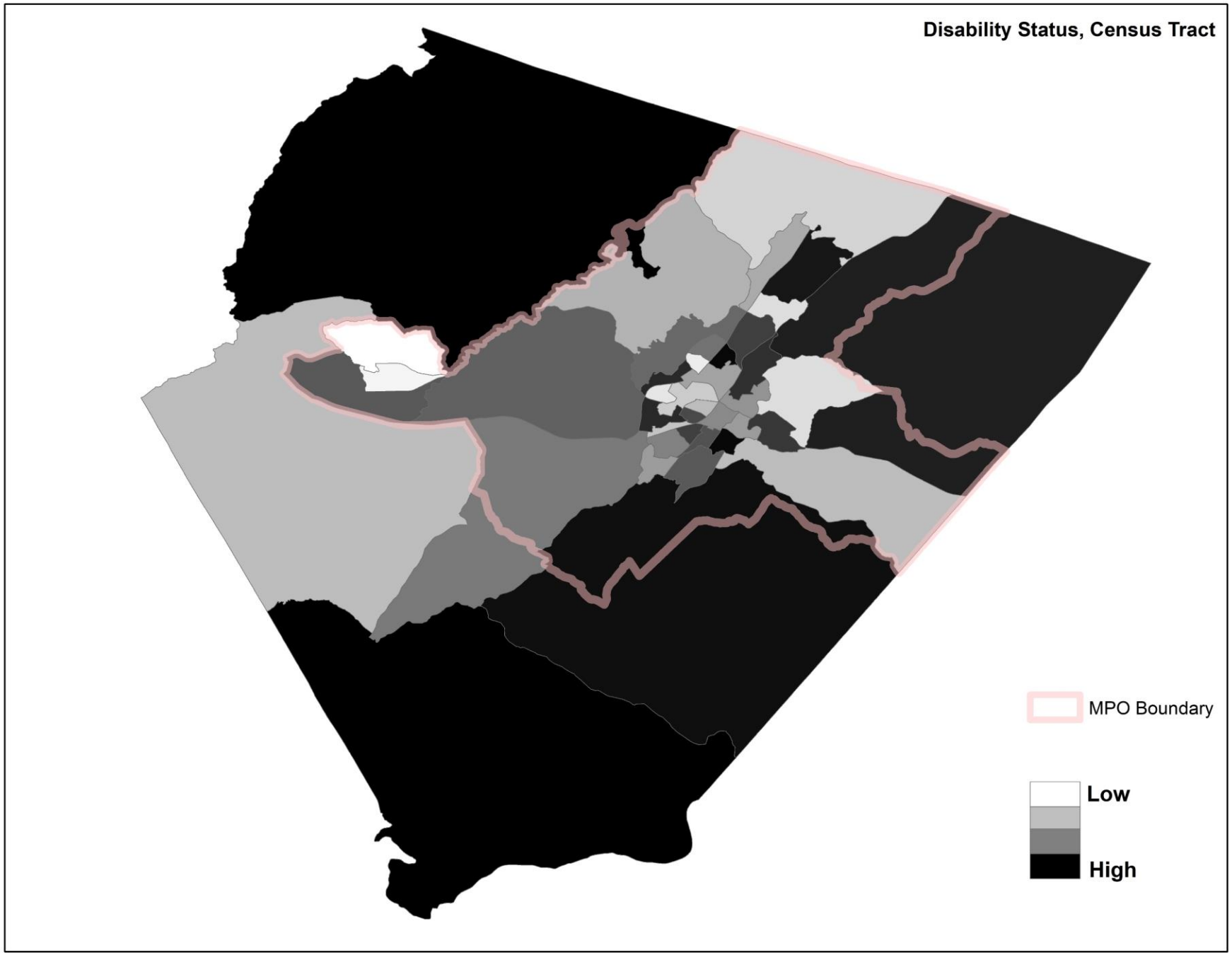


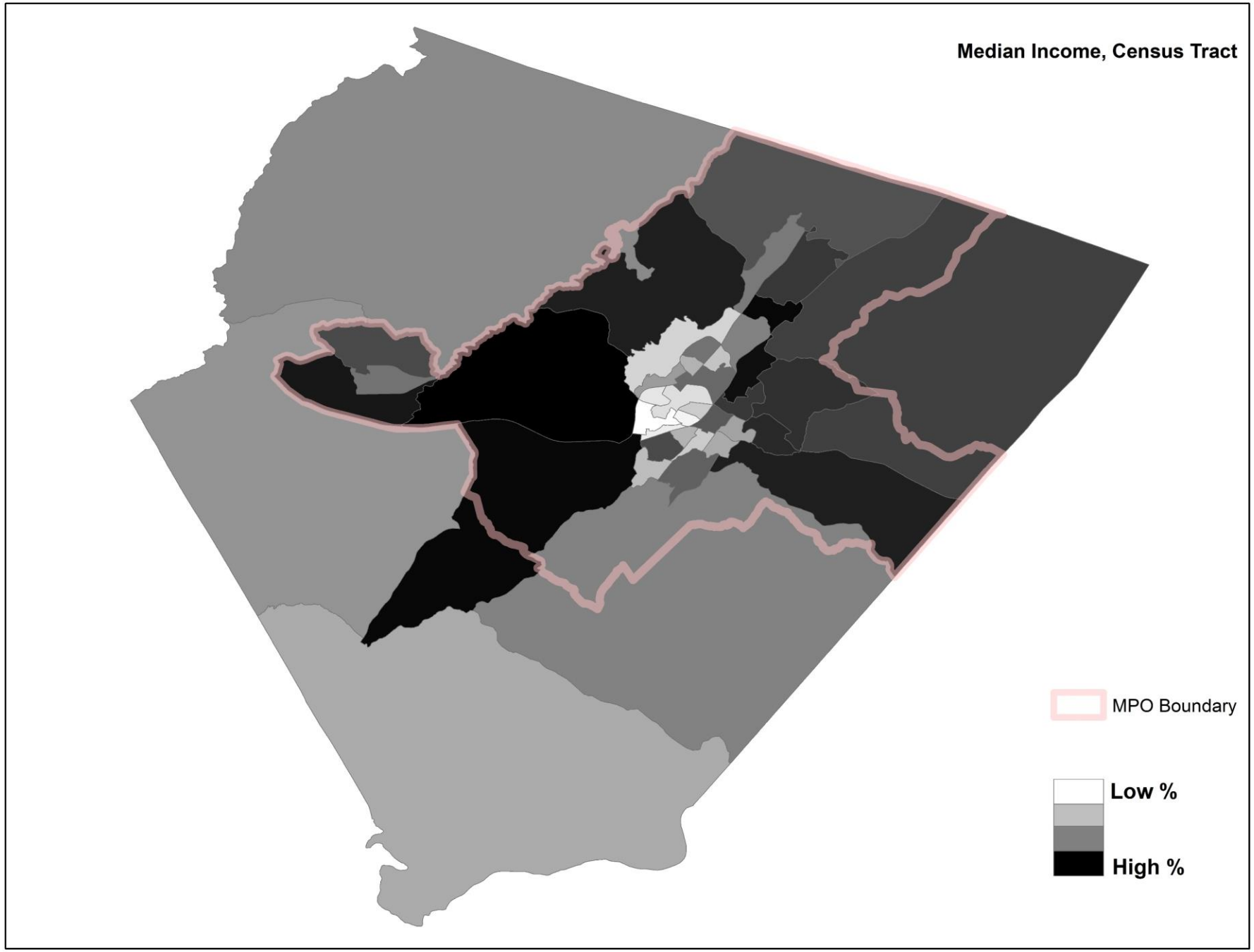

Poverty Status Past 12 Months, Census Tract
MPO Boundary
Low %
High %

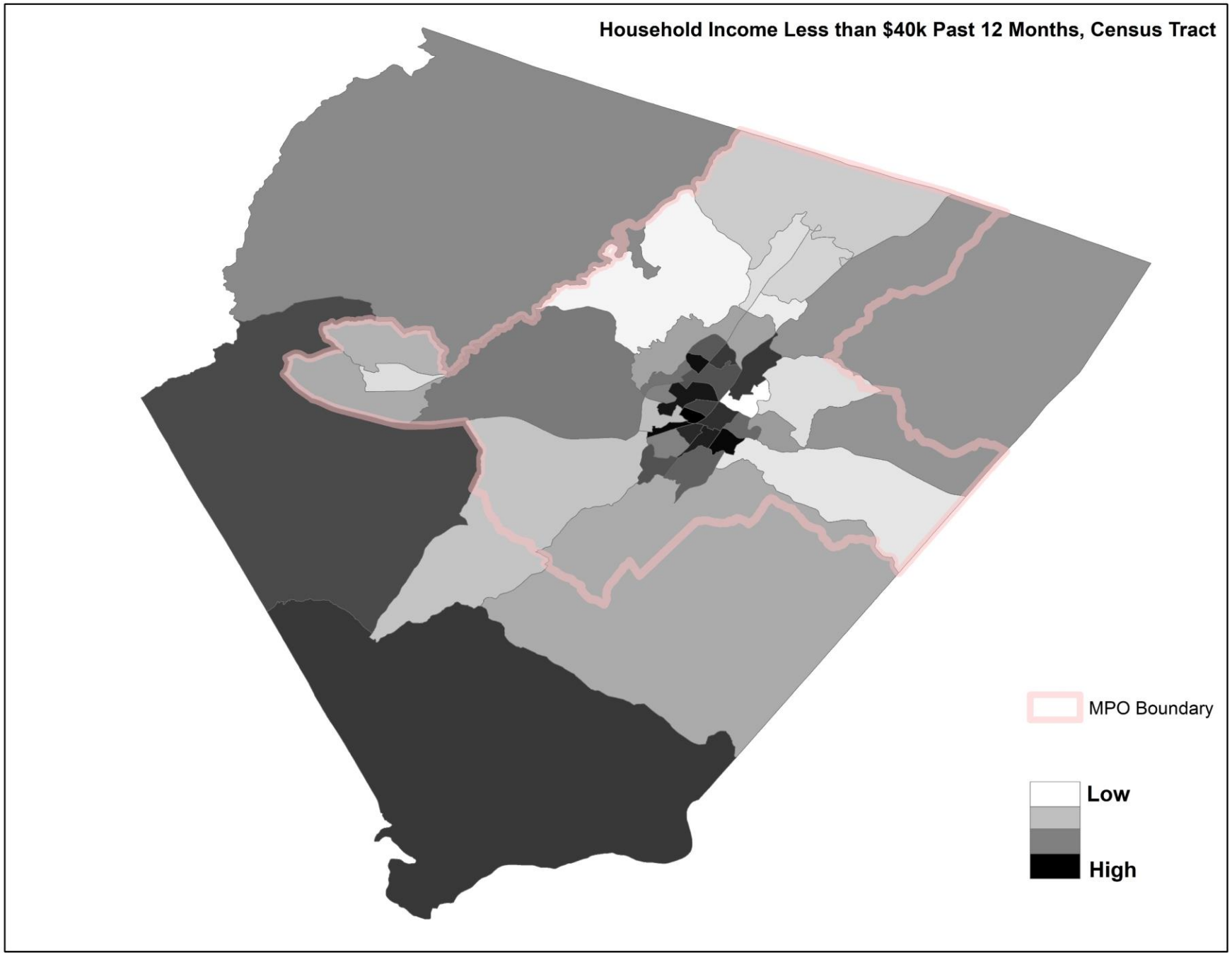
Disability Characteristics

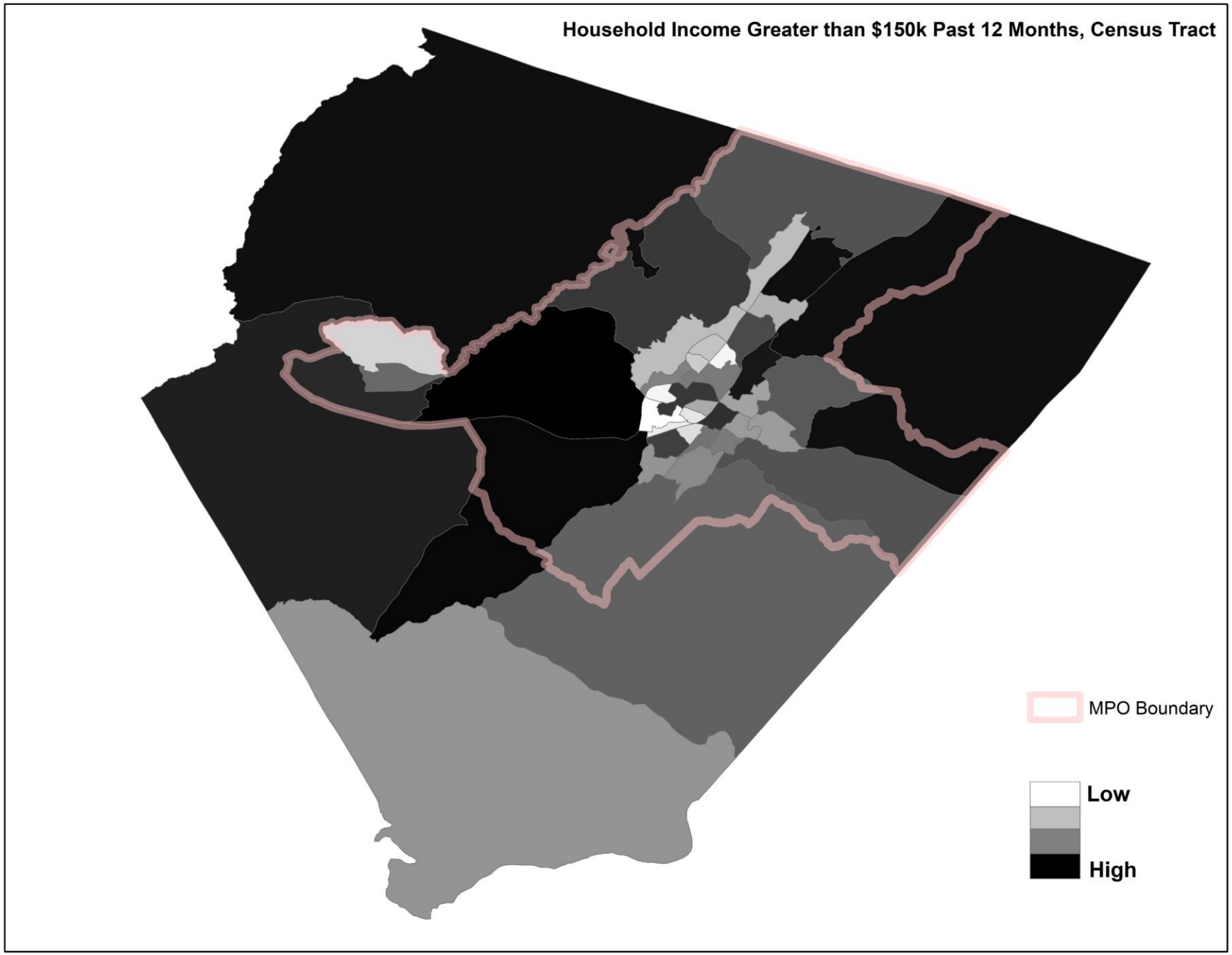
**data reported Fall 2022*

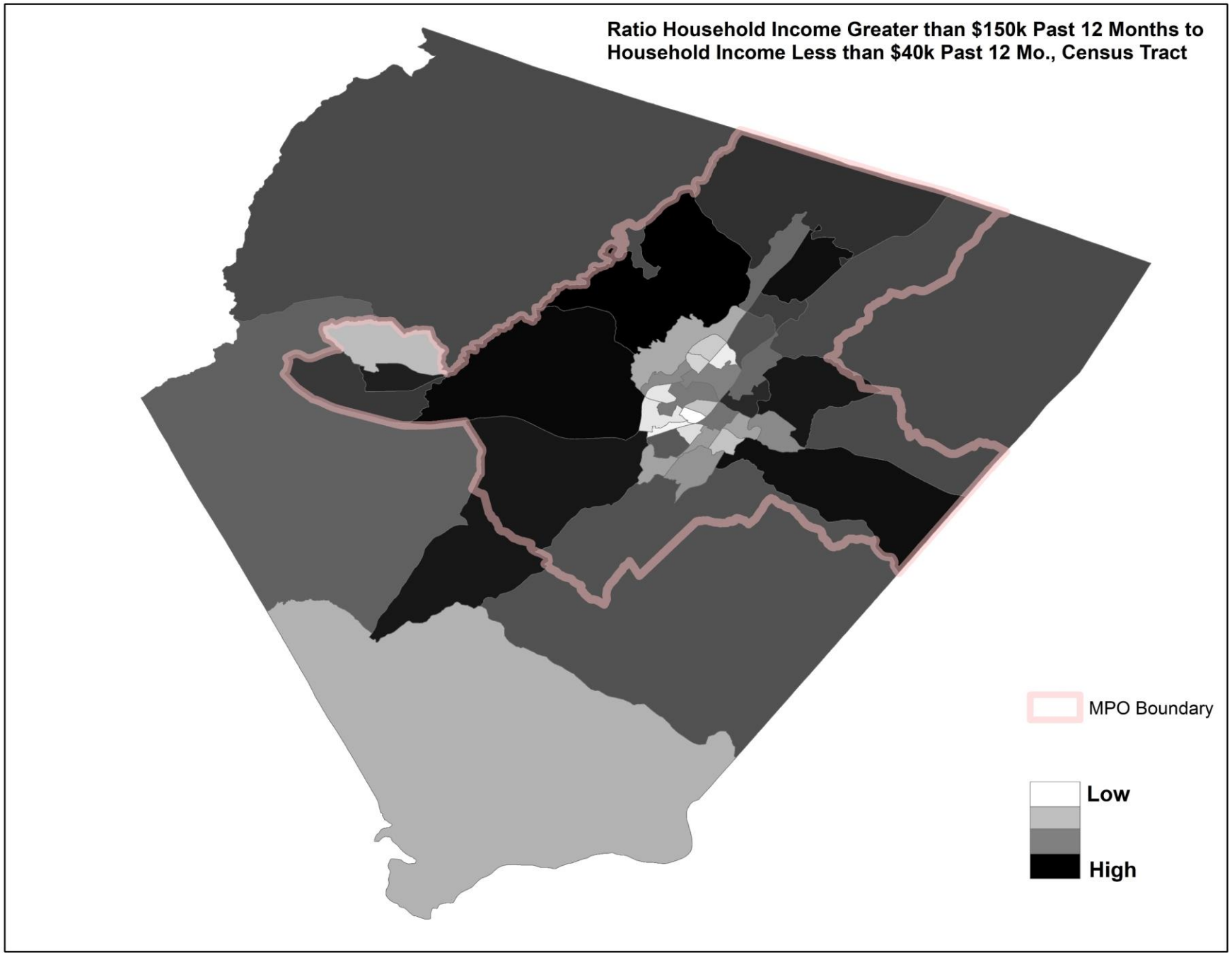
S1810 Disability Characteristics (5-yr Est. 2020 American Community Survey)	Albemarle County, Virginia			Charlottesville city, Virginia			Charlottesville-Albemarle		
	Total	With a disability	Percent with a disability	Total	With a disability	Percent with a disability	Total	With a disabiltiy	Percent with a disability
Label	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Total civilian noninstitutionalized	107,475	9,638	9.0%	46,830	4,036	8.6%	154,305	13674	8.9%
SEX									
Male	51,009	4,654	9.1%	22,395	1,683	7.5%	73,404	6337	4.1%
Female	56,466	4,984	8.8%	24,435	2,353	9.6%	80,901	7337	4.8%
RACE AND HISPANIC OR LATINO ORIGIN									0.0%
White alone	87,000	8,119	9.3%	32,793	2,586	7.9%	119,793	10705	6.9%
Black or African American alone	9,564	880	9.2%	8,666	1,193	13.8%	18,230	2073	1.3%
American Indian and Alaska Native alone	314	20	6.4%	147	43	29.3%	461	63	0.0%
Asian alone	5,979	232	3.9%	3,306	92	2.8%	9,285	324	0.2%
Native Hawaiian and Other Pacific Islander alone	48	21	43.8%	5	0	0.0%	53	21	0.0%
Some other race alone	989	101	10.2%	306	0	0.0%	1,295	101	0.1%
Two or more races	3,581	265	7.4%	1,607	122	7.6%	5,188	387	0.3%
White alone, not Hispanic or Latino	82,590	7,880	9.5%	30,744	2,565	8.3%	113,334	10445	6.8%
Hispanic or Latino (of any race)	6,201	371	6.0%	2,565	26	1.0%	8,766	397	0.3%
AGE									
Under 5 years	5,921	35	0.6%	2,480	0	0.0%	8,401	35	0.0%
5 to 17 years	15,902	577	3.6%	4,811	148	3.1%	20,713	725	0.5%
18 to 34 years	26,425	1,185	4.5%	18,747	540	2.9%	45,172	1725	1.1%
35 to 64 years	39,443	2,762	7.0%	15,416	1,494	9.7%	54,859	4256	2.8%
65 to 74 years	11,435	1,528	13.4%	3,412	941	27.6%	14,847	2469	1.6%
75 years and over	8,349	3,551	42.5%	1,964	913	46.5%	10,313	4464	2.9%
DISABILITY TYPE BY DETAILED AGE									
With a hearing difficulty	(X)	3,156	2.9%	(X)	767	1.6%	-	3923	2.5%
With a vision difficulty	(X)	1,859	1.7%	(X)	763	1.6%	-	2622	1.7%
With a cognitive difficulty	(X)	3,269	3.2%	(X)	1,480	3.3%	-	4749	3.1%
With an ambulatory difficulty	(X)	4,450	4.4%	(X)	2,198	5.0%	-	6648	4.3%
With a self-care difficulty	(X)	2,153	2.1%	(X)	812	1.8%	-	2965	1.9%
With an independent living difficulty	(X)	3,614	4.2%	(X)	1,668	4.2%	-	5282	3.4%

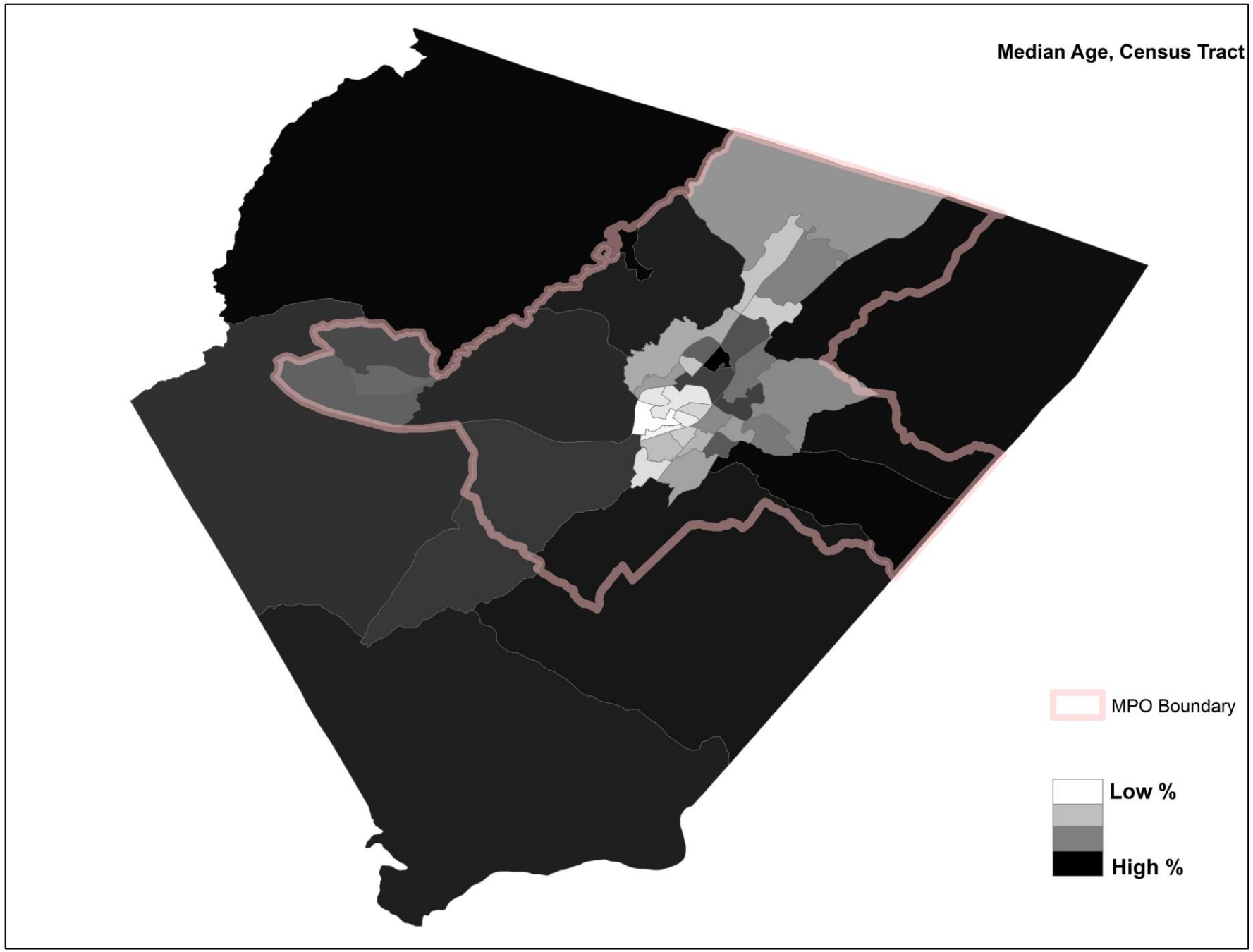

Disability Status, Census Tract
MPO Boundary
Low
High


Median Income, Census Tract
MPO Boundary
Low %
High %

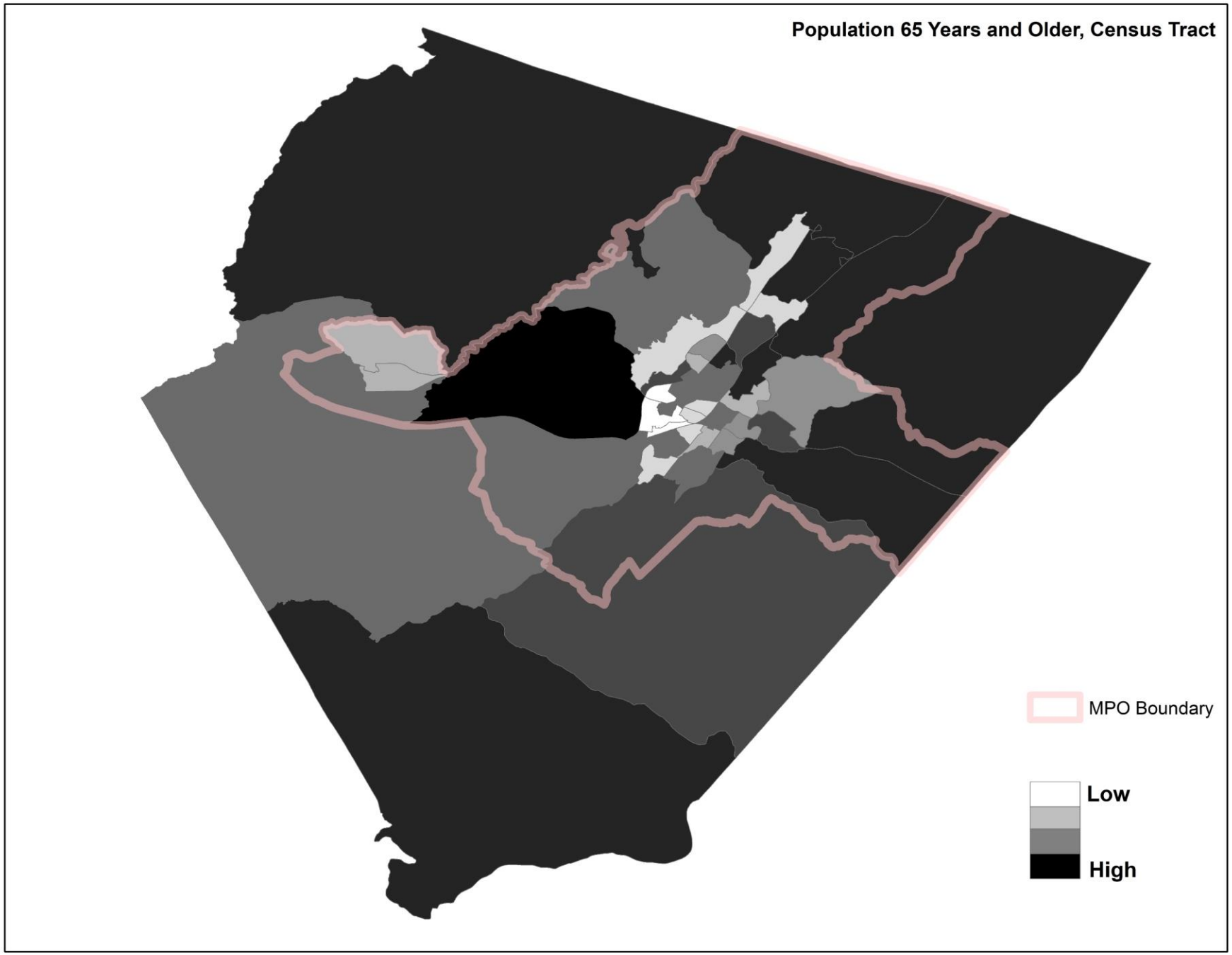

Household Income Less than $40k Past 12 Months, Census Tract
MPO Boundary
Low
High

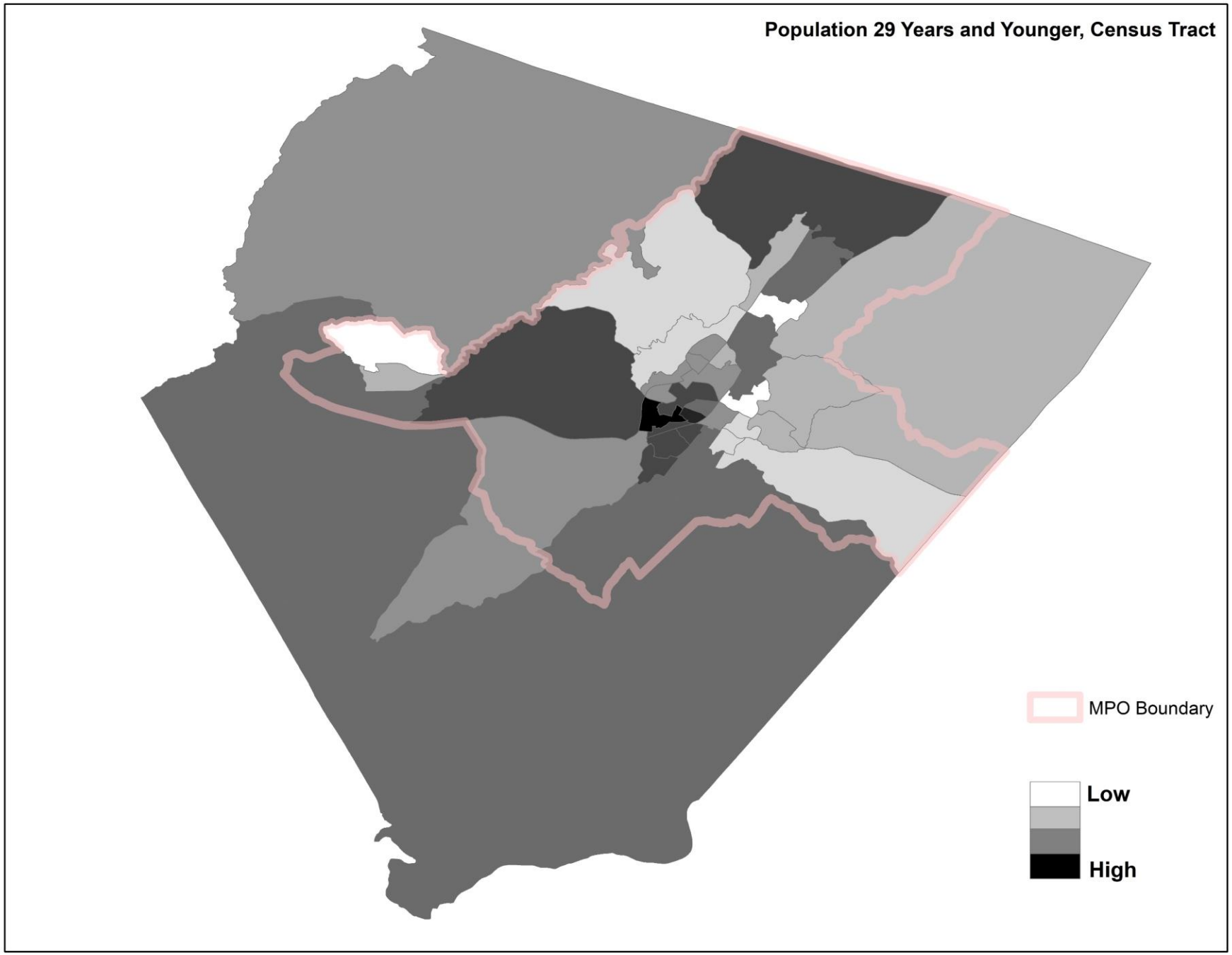

Household Income Greater than $150k Past 12 Months, Census Tract
MPO Boundary
Low
High

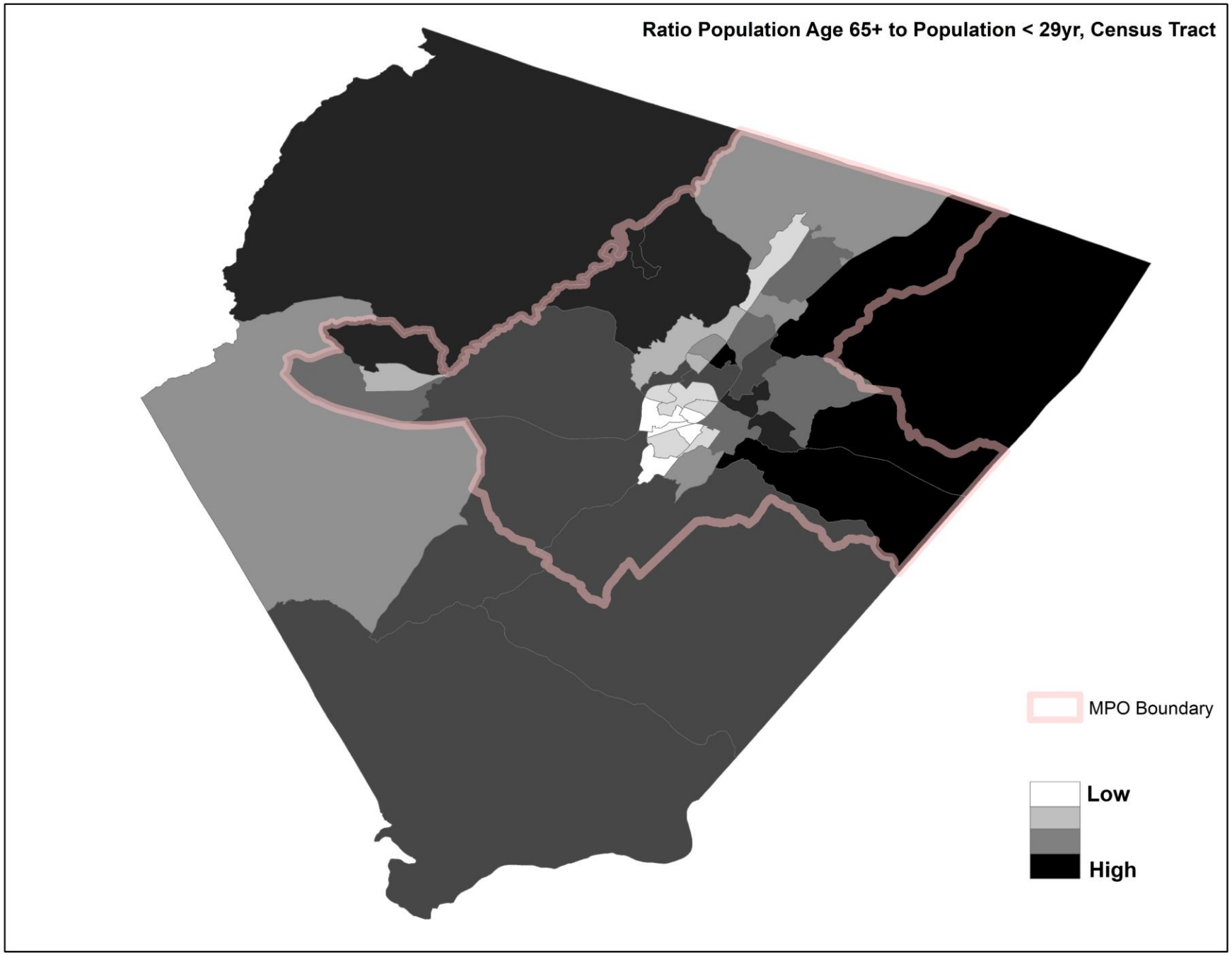

Ratio Household Income Greater than $150k Past 12 Months to Household Income Less than $40k Past 12 Mo., Census Tract
MPO Boundary
Low
High

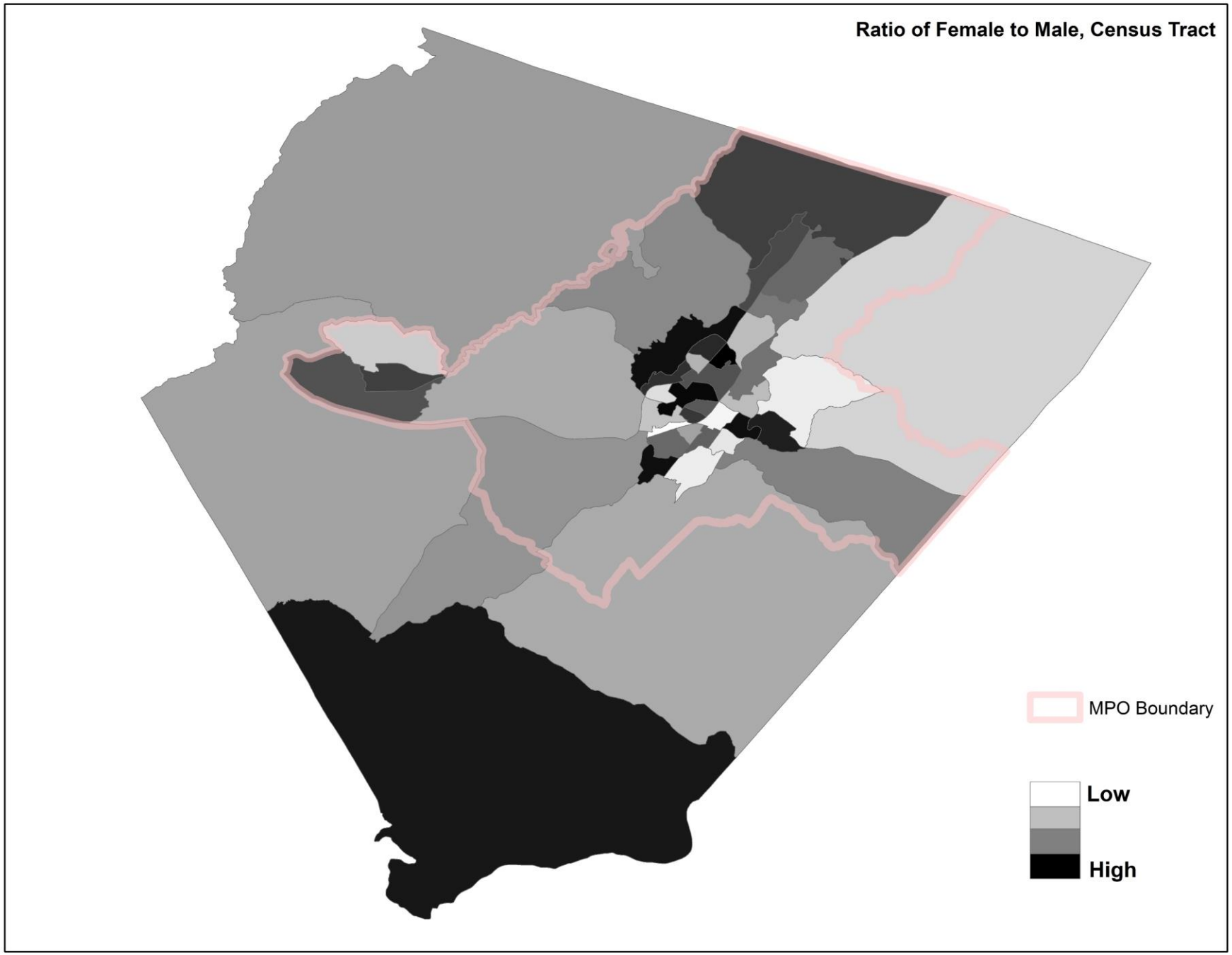


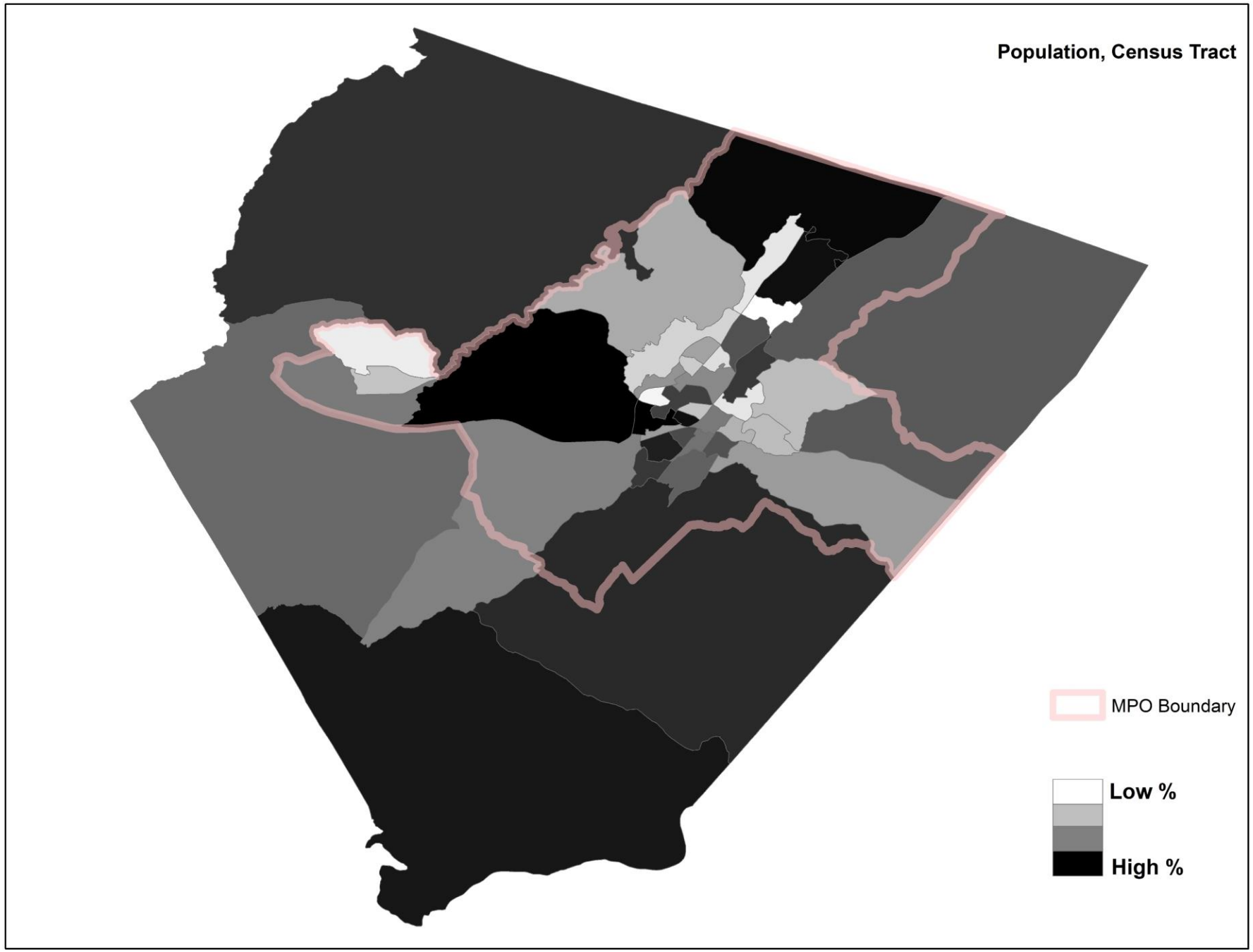
	Albemarle County, Virginia	Charlottesville city, Virginia
Label	Estimate	Estimate
Median age --		
Total:	39.3	32.5
Male	38.0	32.0
Female	40.3	33.2

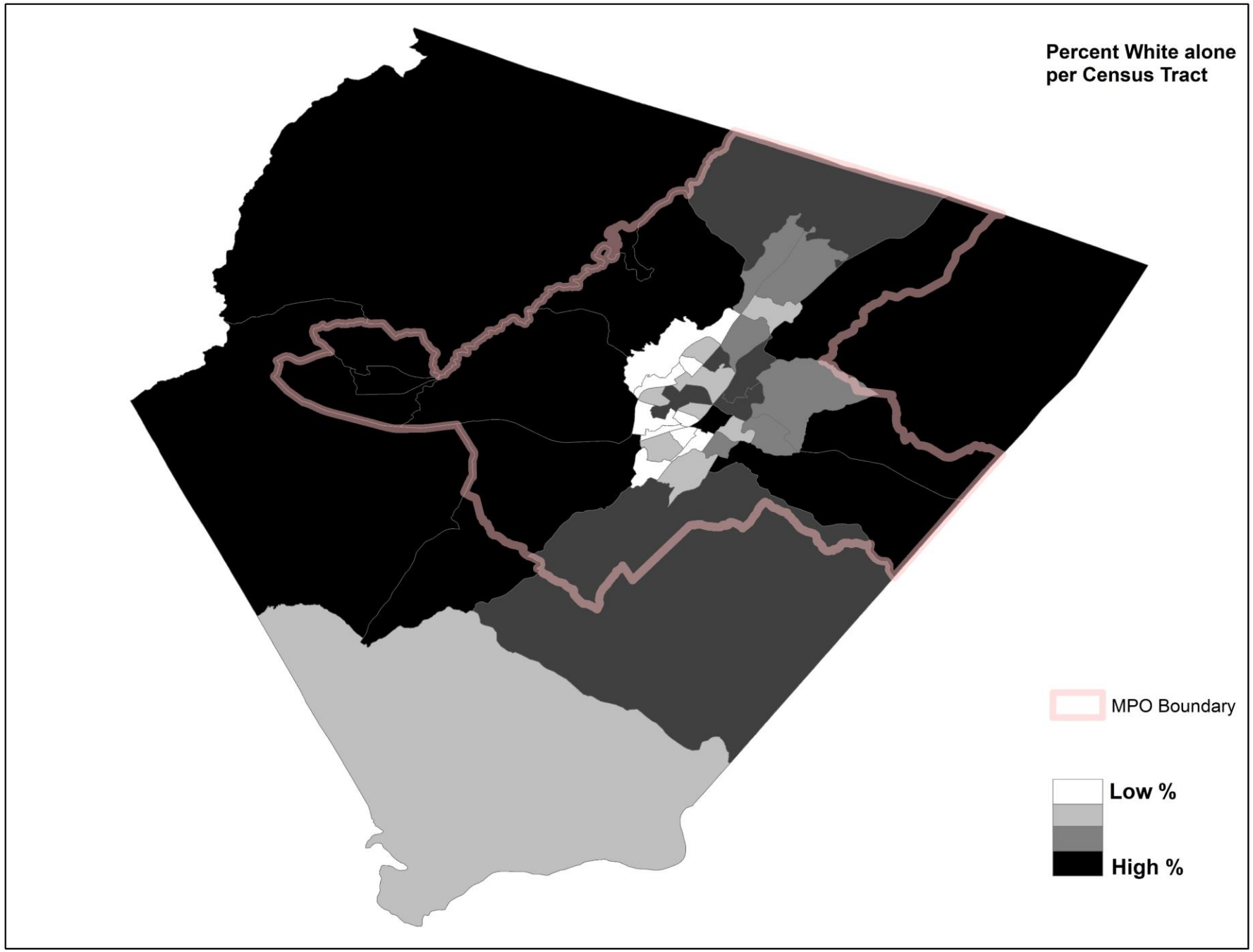

Population 65 Years and Older, Census Tract
MPO Boundary
Low
High

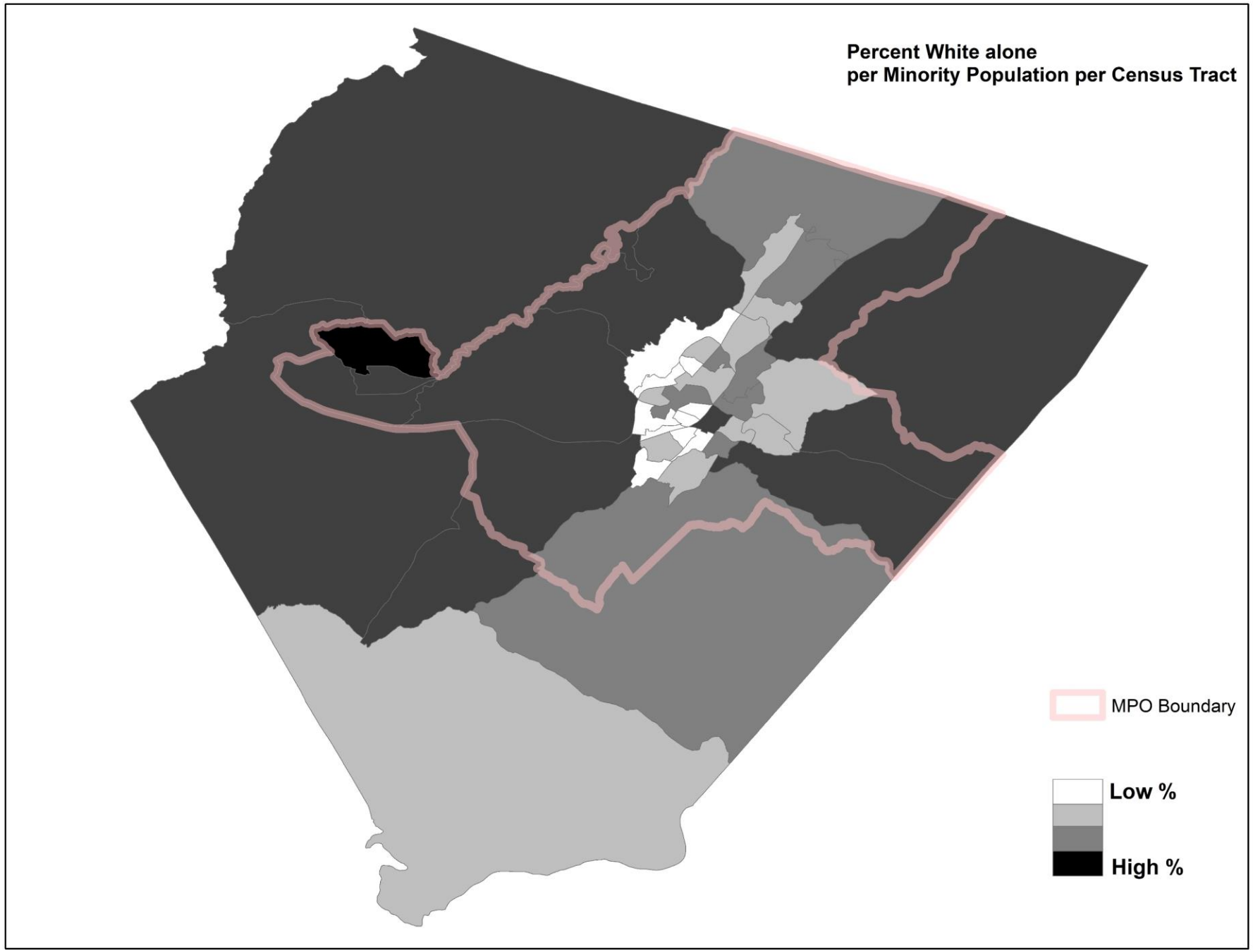

Population 29 Years and Younger, Census Tract
MPO Boundary
Low
High

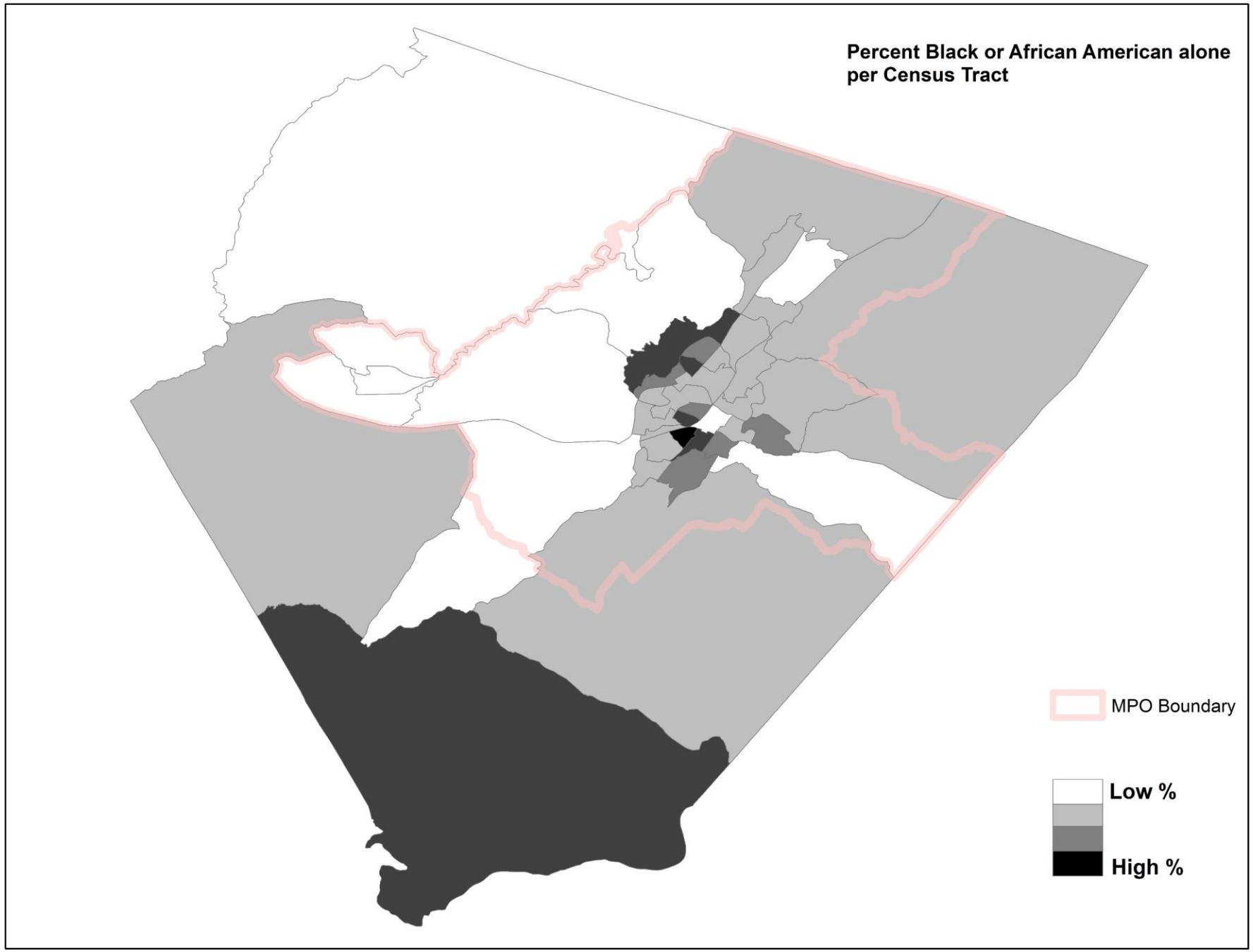

Ratio Population Age 65+ to Population < 29yr, Census Tract
MPO Boundary
Low
High

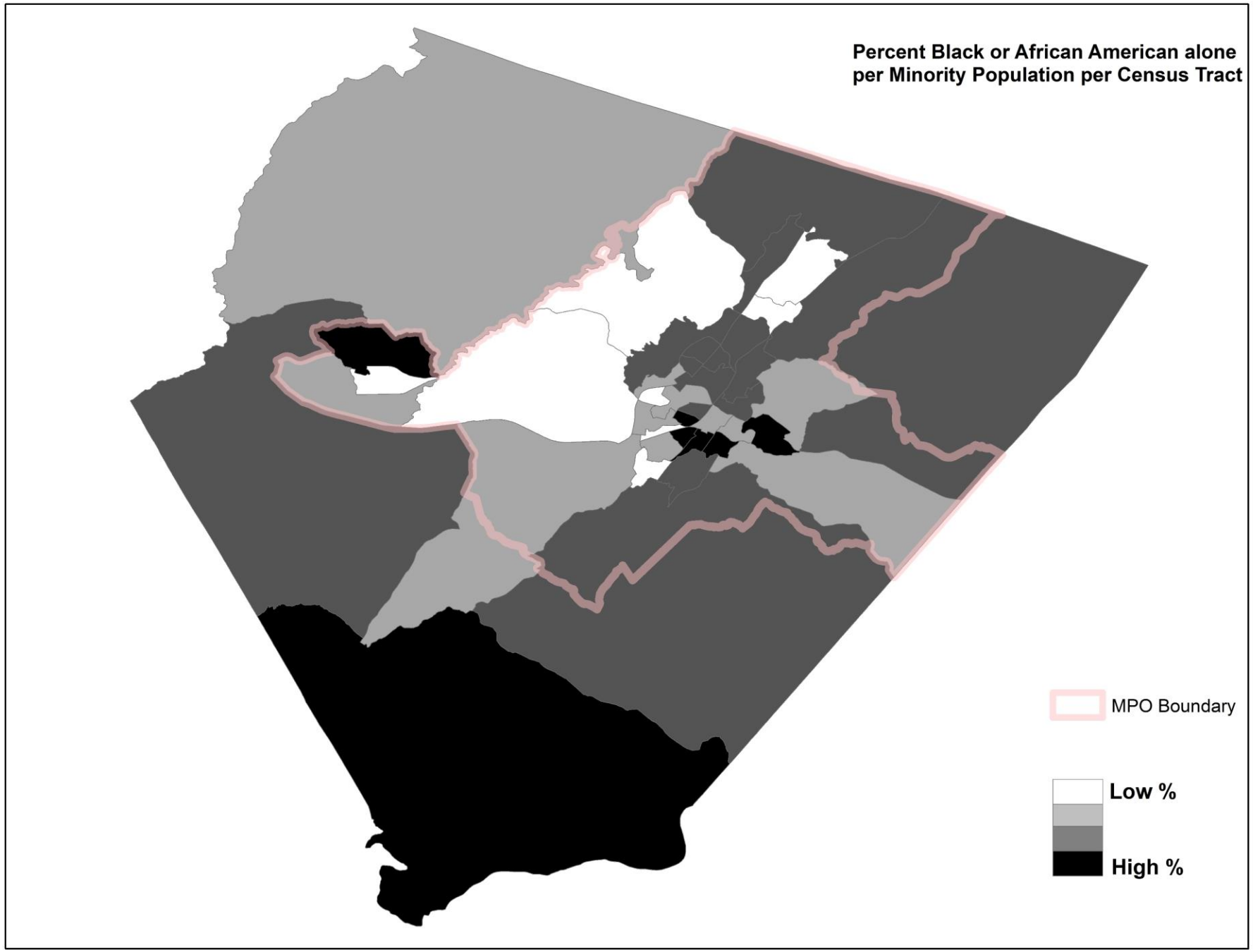

Ratio of Female to Male, Census Tract
MPO Boundary
Low
High

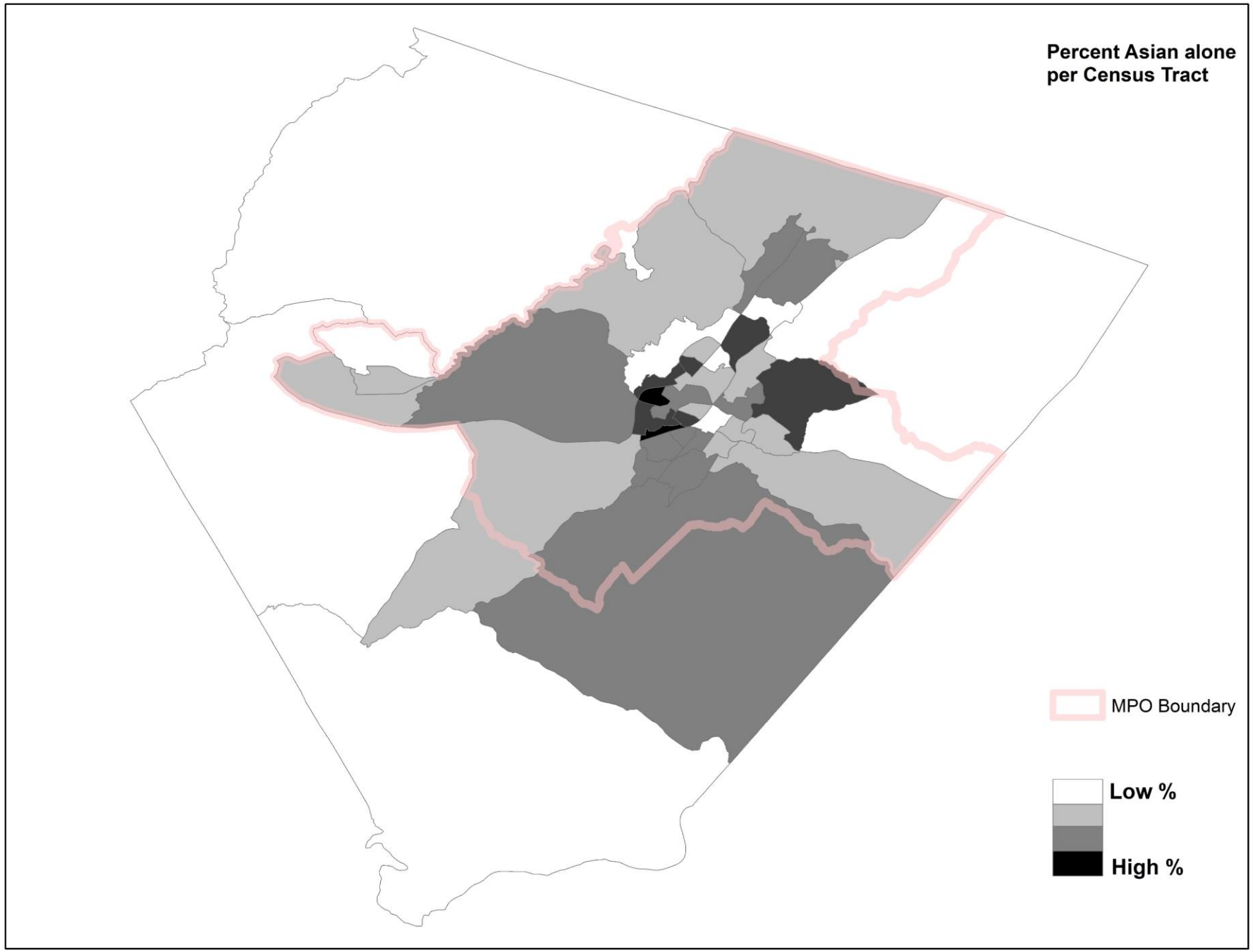

Population, Census Tract
MPO Boundary
Low %
High %

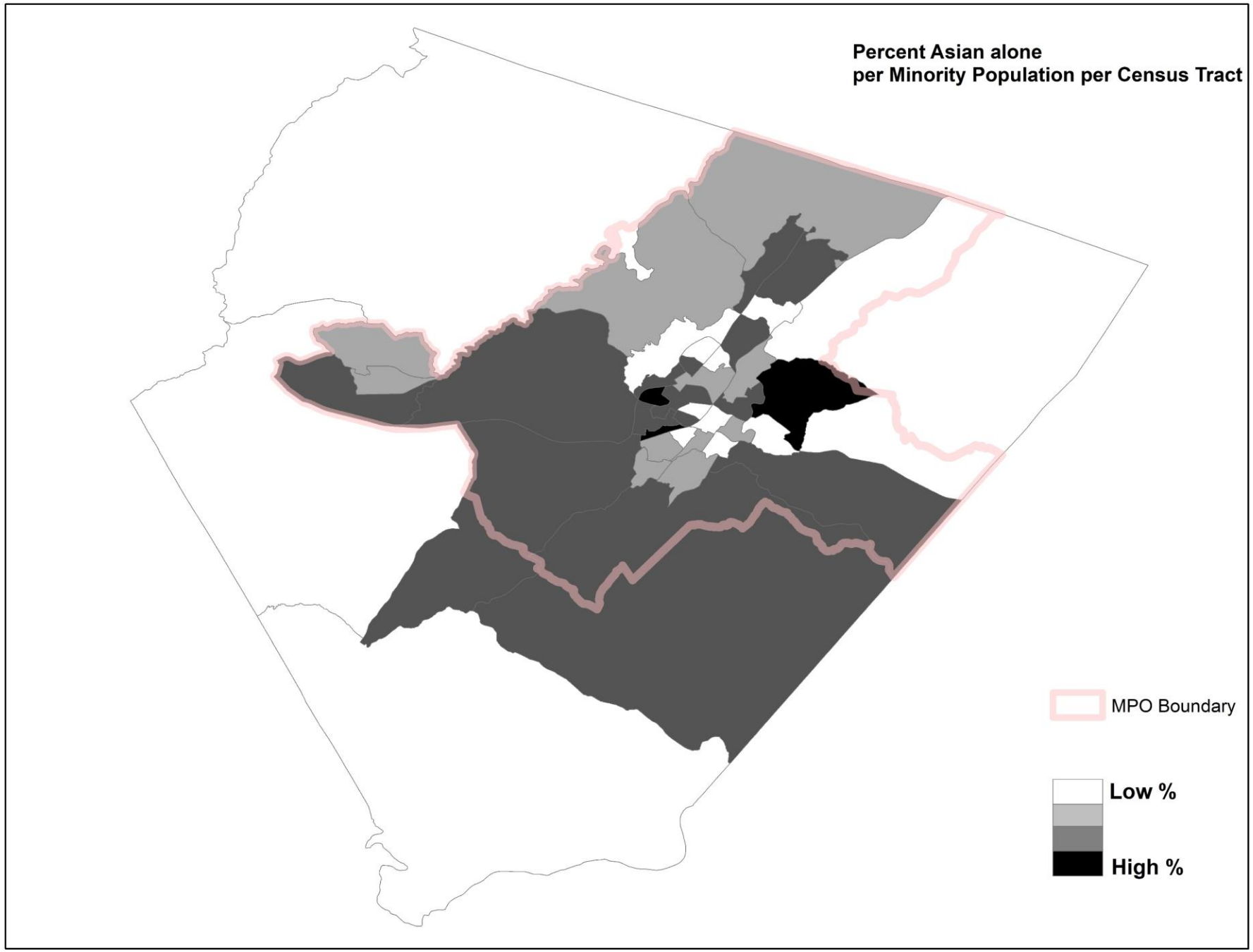

Percent White alone
per Census Tract
MPO Boundary
Low %
High %

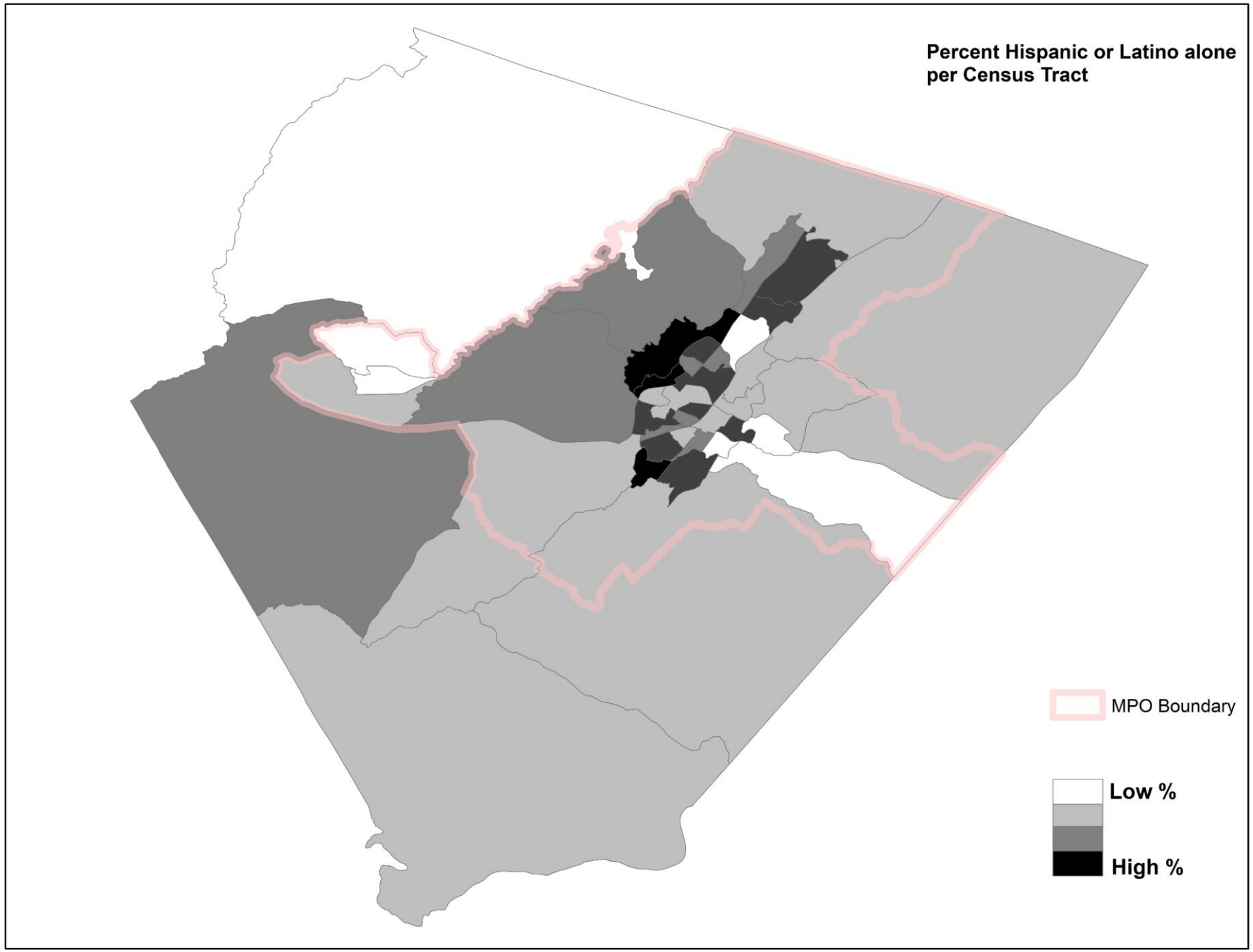

Percent White alone
per Minority Population per Census Tract
MPO Boundary
Low %
High %

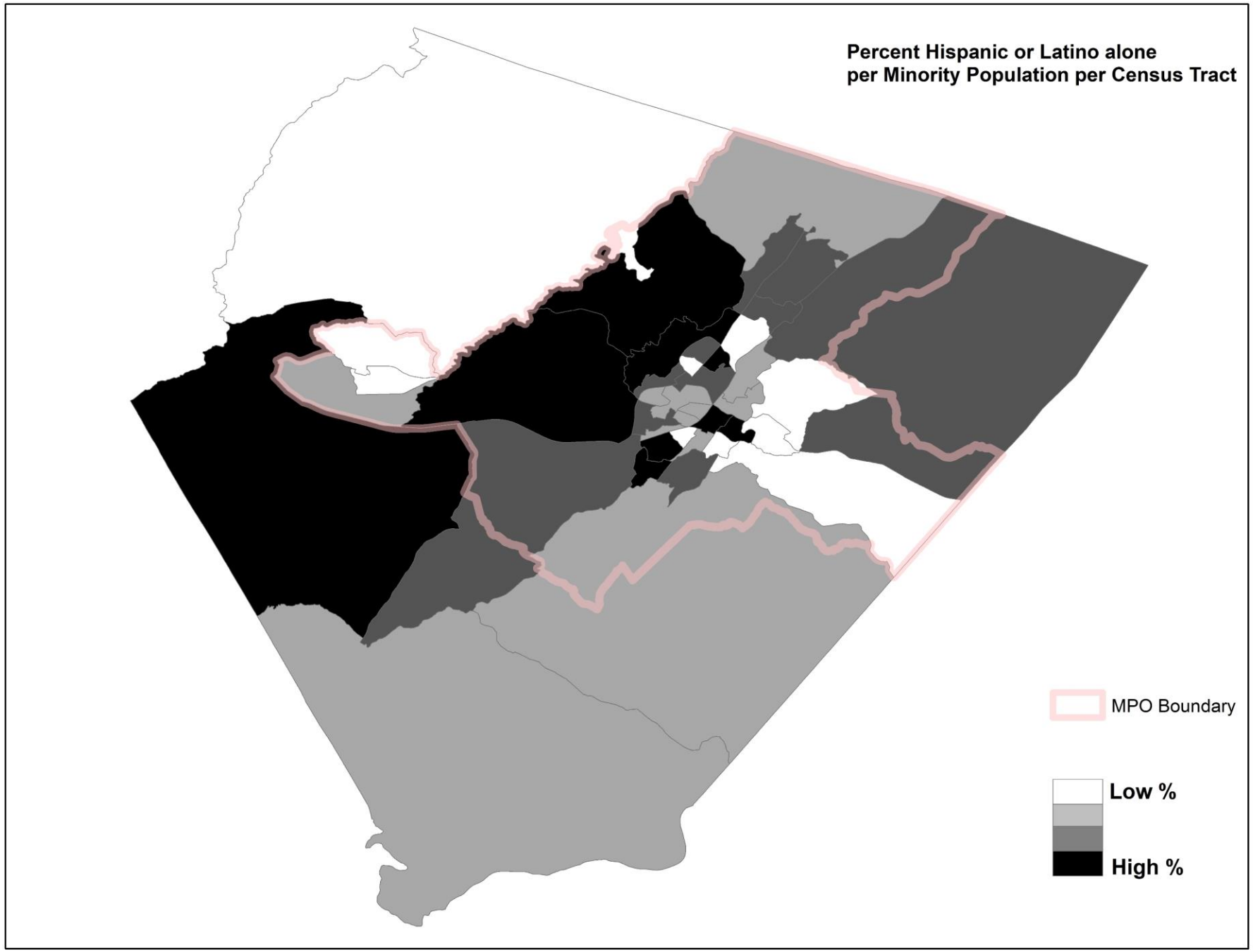

Percent Black or African American alone per Census Tract
MPO Boundary
Low %
High %


Percent Black or African American alone
per Minority Population per Census Tract
MPO Boundary
Low %
High %


Percent Asian alone
per Census Tract
MPO Boundary
Low %
High %


Percent Asian alone
per Minority Population per Census Tract
MPO Boundary
Low %
High %


Percent Hispanic or Latino alone
per Census Tract
MPO Boundary
Low %
High %


Percent Hispanic or Latino alone
per Minority Population per Census Tract
MPO Boundary
Low %
High %