

PROJECT PIPELINE

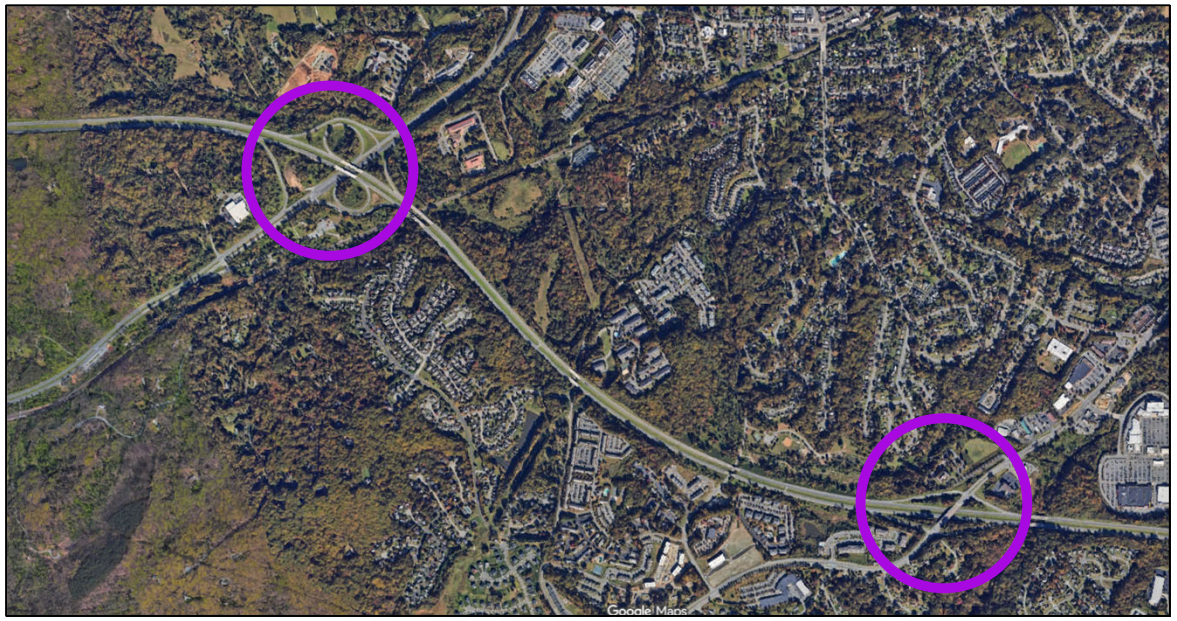
CULPEPER DISTRICT

Charles Proctor/Sandy Shackelford – POC/Culpeper District
Albemarle County Studies

September 16, 2025

Culpeper District Projects

- CU-25-01: US Route 29 from I-64 Interchange (Exit 118) to Fontaine Avenue Interchange
- CU-25-03: 5th Street from Pinehurst Court to Harris Road



CU-25-01: US 29 & I-64



VTRANS Needs
Safety Improvement
Congestion Mitigation
Transportation Demand Management (TDM)
Transit Access
Bicycle Access
Pedestrian Access

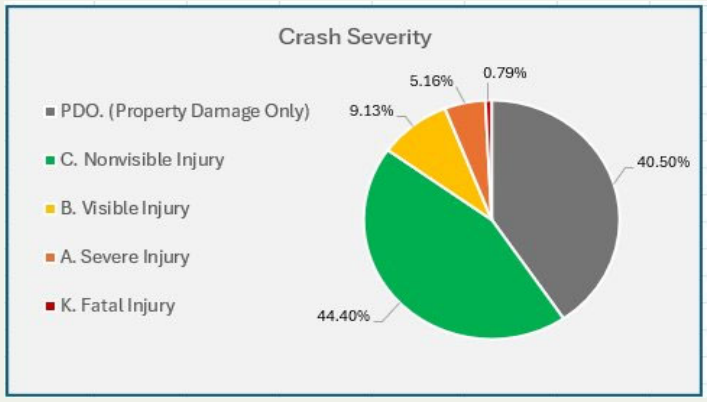
Study Purpose, Goals, and Objectives

To resolve the traffic backup of the dual left-turn lane from US Route 29 southbound to get onto I-64 eastbound. There are significant safety concerns here due to the short turn lane length. The study also aims to improve the small park and ride lot located on Teel Lane, just south of the interchange on the east side of US Route 29 southbound.

CU-25-01: US 29 & I-64

Study Facts	
Length of Study Area	2 miles
Classification	Other Principal Arterial
2022 AADT	18,000
Speed Limit	55 mph

Crash Severity – 252 Total Crashes (2020-2024)



Summary of Needs Identified Through Public Outreach

- Survey dates: June 2nd – June 16th , 2025
- Participants: 451
- Highest ranked areas of concern: capacity preservation, safety, difficulty weaving/merging, rear-end crashes, speeding/ aggressive driving.
- Highlighted mobility issues: difficulty making left turns (56%), lack of turn lanes (44%), difficulty accessing businesses (28%), and poor signal coordination (27%).
  - Trucks on US 29 NB have difficulty safely making left turns onto I-64 WB On-Ramp.
  - Opposed to signalized entrance to I-64 EB On-Ramp due to backups and short merge length.

Safety Summary

- A total of 252 crashes occurred in the past five years within the study area.
- Two fatalities have occurred since 2020 – one rear-end crash and one angle crash
- Areas of concern include the US 29 and I-64 EB On-Ramp and the US 29 SB merge area with the I-64 WB Off-Ramp

CU-25-03: 5th Street



VTRANS Needs	
	Safety Improvement
	Capacity Preservation
	Transportation Demand Management (TDM)
	Rail Reliability
	Bicycle Access
	Pedestrian Access

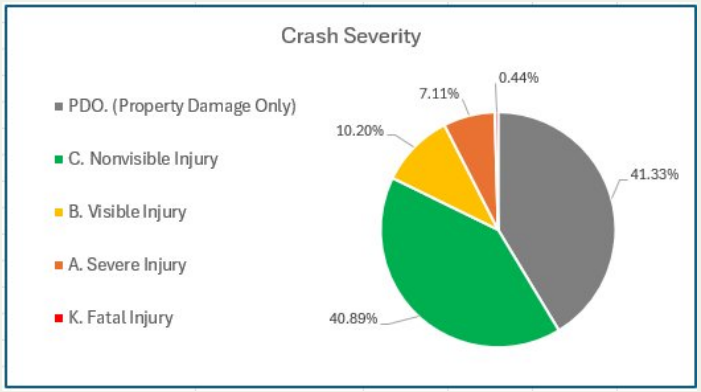
Study Purpose, Goals, and Objectives

To re-evaluate previous studies and SMART SCALE applications along the corridor to refine and value-engineer solutions with improved benefit-to-cost potential. The study will result in updated concepts for consideration in the upcoming Round 7 of SMART SCALE.

CU-25-03: 5th Street

Study Facts	
Length of Study Area	0.9 miles
Classification	Minor Arterial
2022 AADT	17,000 – 28,000
Speed Limit	45 mph

Crash Severity – 225 Total Crashes (2020-2024)



Summary of Needs Identified Through Public Outreach

- Survey dates: June 2nd – June 16th , 2025
- Participants: 729
- Safety concerns: speeding/aggressive driving (53%), running red lights (51%), insufficient/ missing crosswalks and pedestrian signal timing (49%), and sudden stopping (39%).
  - Respondents expressed safety concerns and noted poor pedestrian and bike infrastructure at 5th Street & 5th Street Station Parkway, as well as 5th Street and Harris Road.
  - Lack of connectivity for multimodal transportation across the 5th Street Bridge.
  - Need for a separated and protected bike lane along 5th street to allow for safe multimodal transportation.

Safety Summary

- A total of 225 crashes occurred in the past five years within the study area.
- One fatality involving alcohol occurred at 5th Street & Harris Road
- 8 pedestrian crashes and 1 bicycle crash occurred along the corridor. (8 of which resulted in injury)