

AGENDA

For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public

Join Zoom Meeting

<https://us02web.zoom.us/j/84890573710>

Meeting ID: 848 9057 3710

Item	Description	Time
1	Call to Order and Attendance – <i>Rory Stolzenberg, Chair</i> Staffing Update – Sarah Simba/Gorjan Gjorgjievski – <i>Christine Jacobs</i>	10:00 - 10:05
2	Matters from the Public – <i>Rory Stolzenberg, Chair</i> Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – <i>(limit three minutes per speaker)</i>	10:05 - 10:10
3	*General Administration – <i>Rory Sotlzenberg, Chair</i> a. *Review and Acceptance of Agenda b. *Approval of June 18, 2024, Meeting Minutes c. *Officers: Ben Chambers, Chair Alberic Karina-Plun, Vice Chair	10:10 - 10:20
4	New Business a. Remote Electronic Participation and All-Virtual Meeting Policy – <i>Christine Jacobs</i> i. Electronic Meetings Policy Staff Memo ii. Electronic Meetings Policy Red Line Version iii. *Electronic Meetings Policy Clean Version b. TIP Adjustment Memo – <i>Lucinda Shannon</i> c. *Federal Functional Classification Recommendation – <i>Christine Jacobs</i> d. VDOT Project Updates – <i>Charles Proctor</i> i. IVY Road Pipeline Project Update ii. Informational – Updated Cost Estimates for MPO Smart Scale Projects	10:20 – 10:30 10:30 – 10:40 10:40 – 10:45 10:45 – 11:20
5	Staff Updates a. SS4A Update – <i>Gorjan Gjorgjievski</i> b. December Meeting Date/Time – <i>Christine Jacobs</i>	11:20 – 11:25
6	Roundtable Updates a. City of Charlottesville b. Albemarle County c. RideShare d. Virginia Department of Transportation (VDOT) e. Department of Rail and Public Transportation (DRPT) f. Federal Highways Administration (FHWA) g. Federal Transit Administration (FTA) h. Charlottesville Area Transit (CAT) i. Jaunt j. University of Virginia (UVA)	11:25 – 11:45
7	Matters from the Public Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker	11:45 – 12:00
8	Adjourn	12:00 pm

(*) A vote is required for this item (**) A recommendation to the MPO Policy Board is expected for this item

VOTING MEMBERS (13) & ALTERNATES (3)	STAFF
James Freas, Charlottesville	Christine Jacobs, TJPDC
Tommy Safranek, Charlottesville Alternate	Lucinda Shannon, TJPDC
Ben Chambers, Charlottesville	Gretchen Thomas, TJPDC
Rory Stolzenberg, Charlottesville PC	Ruth Emerick, TJPDC
Jessica Hersh-Ballering, Albemarle	Sarah Simba, TJPDC
Alberic Karina-Plun, Albemarle	Gorjan Gjorgjevski, TJPDC
Luis Carrazana, Albemarle PC	Logan Ende, TJPDC
Charles Proctor, VDOT	NON-VOTING MEMBERS
Sandy Shackelford, VDOT Alternate	Tony Cho FTA
Christine Jacobs, TJPDC	Stephen Minor, FHWA
Sarah Simba, TJPDC Alternate	Donna Chen, CTAC Liaison
Jason Espie, Jaunt	
Bill Palmer, UVA, Office of the Architect	
Daniel Wagner, DRPT	GUESTS/PUBLIC
Sara Pennington, Rideshare	
Garland Williams, Charlottesville Area Transit	

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MPO Technical Committee Meeting
 Draft Minutes, June 18, 2024

VOTING MEMBERS & ALTERNATES		STAFF	
James Freas, Charlottesville		Lucinda Shannon, TJPDC	x
Ben Chambers, Charlottesville	x	Gretchen Thomas, TJPDC	x
Rory Stolzenberg, Cville PC *	x	Sarah Simba, TJPDC	x
Jessica Hersh-Ballering, Alb Co *	x	Laurie Jean Talun, TJPDC *	x
Alberic Karina-Plun, Albemarle	x		
Luis Carrazana, Albemarle PC			
Charles Proctor, VDOT *	x	NON-VOTING MEMBERS	
Christine Jacobs, TJPDC	x	Tony Cho FTA	
Jason Espie, Jaunt *	x	Donna Chen, CTAC Liaison	
Bill Palmer, UVA Ofc of Architect	x		
Wood Hudson, DRPT *	x	GUESTS/PUBLIC	
Sara Pennington, Rideshare	x	Peter Krebs, PEC	x
Steven Minor, FHWA		Sean Tubbs *	x
Tommy Safranek, Charlottesville	x		
Garland Williams, CAT			
Sandy Shackelford, VDOT	x		

* attended online via Zoom

1. CALL TO ORDER:

Christine Jacobs called the meeting to order at 10:02 a.m. Christine Jacobs called roll. Those online stated their reason for participating online.

Motion/Action: Alberic Karina-Plun made a motion to approve those who are online to participate remotely. Tommy Safranek seconded the motion and the motion was carried unanimously.

2. MATTERS FROM THE PUBLIC

a. **Comments by the Public:** None

b. **Comments provided via email, online, web site, etc.:** None

3. GENERAL ADMINISTRATION



Review and Acceptance of the Agenda

Alberic Karina-Plun made a motion to approve the agenda. Ben Chambers seconded and the motion carried unanimously.

May 21, 2024 Minutes

Alberic Karina-Plun made a motion to approve the minutes, Ben Chambers seconded the motion, and the motion passed unanimously.

4. VDOT UPDATE ON PROJECTS

Barracks Road Pipeline US29/US250 Interchange and Shared Use Path

Chuck Proctor reviewed the Pantops pipeline 1 in Albemarle. There were no questions or comments from the committee. He continued with review of the Barrack Road & Georgetown Road roundabout in Albemarle. He noted that there will be raised crosswalks for this project with rapid flashing beacons in the future for pedestrian crossings.

He moved on to the Barracks Road interchange and SUP. He said they will have to move and rebuild some retaining walls for this project. They will also need to rebuild the Millmont Street intersection because it does not yet meet ADA compliance. He said he talked with the engineers about a mid-block crossing and because of several limitations, it will not be included. There will be other crosswalks added, one about 300 feet away from the trailhead.

Ben Chambers asked about the requested crossing at Surry Road (Georgetown project). Mr. Proctor said there is no extra width to accommodate the refuge area. They are considering a 10-foot shared use path and buried utilities so as not to take any of the houses along the route which does not allow for a crosswalk at Surry Road.

There was a discussion about the different types/tiers of intersections and details about the projects.

Mr. Proctor finished by reviewing the entire CA-PO Barracks Road project.

He noted that the MPO Policy Board has already approved the project. He noted that there are opportunities to make some changes in the future, but he said it will be important to get the cost estimate as close as possible with the current project.

He reminded the committee that July 15 is the deadline for supporting documentation due for all Smart Scale applications and August 1 is the deadline for the full application submissions.

5. FY25 MPO TECH CALENDAR OF MEETINGS

Christine Jacobs presented the committee with a potential calendar of meeting dates for FY25. The change includes a meeting schedule that is for the third Tuesday of every other month starting in August. She noted that the December date is still TBD because of the proximity to the holiday that month.

6. MPO TECH OFFICERS (EFFECTIVE JULY 1, 2024)

Motion/Action: Alberic Karina-Plun made a motion to nominate Ben Chambers as Chair. Ben Chambers seconded and the motion passed unanimously.

Motion/Action: Alberic Karina-Plun made a motion to nominate Alberic Karina-Plun as Vice Chair. Ben Chambers seconded and the motion passed unanimously.

7. ROUNDTABLE UPDATES

Charlottesville

Ben Chambers said the City adopted the Transit Strategic Plan. They are also looking to wrap up their sidewalk priorities. That should be completed by the end of the month.

Tommy Safranek said the City is continuing to do their neighborhood walks. He said their next walk is July 14 through Belmont. He said their walk audit went very well with five VDOT staff in attendance.

Albemarle

Alberic Karina-Plun said they are working with the comp plan. They have a new intern who will be helping with that project. He noted the walk audit was very helpful for their staff as well.

Jessica Hersh-Ballering said the Albemarle Move Safely Blue Ridge has been completed.

Rideshare

Sara Pennington said Bike Month was a success. They are working on their CAP Strategic Plan. They are working on the final chapters and will have a final draft in July.

VDOT

Sandy Shackelford said the CTB is currently meeting to approve the six-year improvement program (SIP). She thanked the committee for their work with the Smart Scale application project. She also noted that the RAISE grant awards will be announced next week.

DRPT

Wood Hudson said the communications team has a marketing campaign for rail infrastructure. For additional information, he suggested going to www.ConnectingVirginia.org. He also reported that there is a new Virginia Breeze bus line and Charlottesville will be one of the stops on the East-West route. He said the EPA has a NOFO out for EV vehicles and there is \$400 million available especially for those areas with heavy vehicles. Lastly, he announced that the Director of DRPT has retired and their new Acting Director is Zach Trogon.

CAT

Ben Chambers said they are continuing their facility evaluations and other items for the Transit Strategic Plan (TSP). They will be reviewing bus shelters for future build outs.

Jaunt

Jason Espie said Jaunt is wrapping up their three studies.

UVA

Bill Palmer said there is ongoing construction at Fontaine with blasting going on for the next few weeks for the parking garage. He gave a brief update on the North Grounds parking garage (near the JPJ basketball arena). He noted that it will be a multi-modal hub.

8. ADDITIONAL MATTERS FROM THE PUBLIC

Peter Krebs noted that since this body is transitioning to a bi-monthly meeting schedule, he said he will be reaching out to Ms. Jacobs to continue the work on the bike ped plan with the committee.

ADJOURNMENT: Mr. Karina-Plun adjourned the meeting at 10:55 a.m.

Memorandum

To: Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Committees
From: Christine Jacobs, Executive Director, TJPDC/CA-MPO
Date: August 13, 2024
Reference: Remote Electronic Participation and All-Virtual Meeting Policy Update

Purpose:

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) previously adopted a Remote Electronic Participation and All-Virtual Meeting Policy (September 2022) that also applied to the CA-MPO committees. Legislation adopted by the 2024 General Assembly ([HB 894](#)/[SB 734](#)) and signed into law necessitates several changes to that policy.

There are three changes needed:

1. increase from 25% to 50% the maximum number of all virtual meetings that CA-MPO and its committees can hold per year;
2. expand provisions concerning member use of audio and visual technology during all-virtual meetings; and
3. require an annual adoption of the policy.

A revised policy will go before the CA-MPO for adoption at its August 28 meeting and will become applicable to all CA-MPO committees upon adoption by the CA-MPO.

Recommendations:

MPO Technical Committee: Informational item only. No action needed.

Citizens Advisory Committee: Informational item only. No action needed.

MPO Policy Board: Staff recommends a motion to adopt the Remote Electronic Participation and All-Virtual Meeting Policy as presented.

If there are any questions or comments, please contact Christine Jacobs at cjacobs@tjpd.org.

REMOTE ELECTRONIC PARTICIPATION and ALL-VIRTUAL MEETING POLICY

DRAFT

This policy has two purposes. The first is to provide for the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) to permit a member to participate in a CA-MPO meeting through electronic communication means from a remote location, and the second is to allow the CA-MPO to conduct all-virtual meetings, in the manner allowed by the Virginia Freedom of Information Act (FOIA) and as set out in this policy.

POLICY:

It is the policy of Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) that individual members of the CA-MPO may participate in CA-MPO meetings by electronic communication as permitted by subsection B of § 2.2-3708.3 of the *Code of Virginia*. This policy shall apply to the entire membership without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting.

In order for an individual member to participate from a remote location as authorized by § 2.2-3708.3 B, a quorum of the CA-MPO must be physically assembled at the primary or central meeting location. When such individual participation is due to a personal matter, set out in section A.4, below, such participation is limited to two meetings per calendar year or 25 percent of the meetings held per calendar year, rounded up to the next whole number, whichever is greater.

Further, it is the policy of the CA-MPO that the CA-MPO may hold all-virtual public meetings pursuant to subsection C of § 2.2-3708.3 of the *Code of Virginia*. Such all-virtual public meetings are limited to two meetings per calendar year or 25 50 percent of the meetings held per calendar year, rounded up to the next whole number, whichever is greater. An all-virtual public meeting may not be held consecutively with another all-virtual public meeting.

This policy shall apply to the CA-MPO and to all committees created by or under the authority of the CA-MPO.

REMOTE ELECTRONIC PARTICIPATION BY COMMISSION CA-MPO MEMBERS:

"Remote participation" means participation by an individual member of a public body by electronic communication means in a public meeting where a quorum of the public body is otherwise physically assembled.

"Electronic communication" means the use of technology having electrical, digital, magnetic, wireless, optical, electromagnetic, or similar capabilities to transmit or receive information.

A. Notification of Inability to Attend Because of Disability, Medical Condition, Location or Personal Matter

In advance of the meeting at which remote participation is requested, the member shall notify the Chair or staff committee lead that he or she is unable to attend the meeting

- 1) due to a temporary or permanent disability or other medical condition that prevents the member's physical attendance;
- 2) because a family member's medical condition requires the member to provide care for such family member;
- 3) because such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting; or
- 4) due to a personal matter. The member must identify with specificity the nature of the personal matter and may not use remote participation due to personal matters more than two meetings per calendar year, or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater.

B. Quorum Physically Assembled; Approval of Remote Electronic Participation

A quorum of the CA-MPO must be physically assembled at the primary or central meeting location. The members of the CA-MPO present must approve of the remote electronic participation in order for the member to participate remotely; however, the decision shall be based solely on the criteria in Section A, without regard to the identity of the member or items that will be considered or voted on during the meeting.

C. Record of Action

The CA-MPO shall record in its minutes the remote location from which a member participated. The minutes also shall reflect the specific nature of the personal matter; the disability or medical condition; the fact that a family member's medical condition that required the member to provide care for such family member, thereby preventing their physical attendance; or that that such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting. If the absent member's remote participation is disapproved because participation would violate this policy, the disapproval shall be recorded in the CA-MPO's minutes with specificity.

ALL-VIRTUAL MEETINGS:

"All-virtual public meeting" means a public meeting (i) conducted by ~~a public body,~~ the CA-MPO or its committees ~~(hereinafter public body)~~ other than those excepted pursuant to subsection C of § 2.2-3708.3, using electronic

communication means, (ii) during which all members of the public body who participate do so remotely rather than being assembled in one physical location, and (iii) to which public access is provided through electronic communication means.

~~When holding an~~ The CA-MPO may hold all-virtual public meetings, ~~the CA-MPO or committee shall~~ provided that it follows the requirements of this policy, other meeting requirements under FOIA, and the following statutory requirements:

- 1) An indication of whether the meeting will be an in-person or all-virtual public meeting is included in the required meeting notice along with a statement notifying the public that the method by which a public body chooses to meet shall not be changed unless the public body provides a new meeting notice in accordance with the provisions of § 2.2-3707;
- 2) Public access to the all-virtual public meeting is provided via electronic communication means;
- 3) The electronic communication means used allows the public to hear all members of the public body participating in the all-virtual public meeting and, when audio-visual technology is available, to see the members of the public body as well. *When any member of the CA-MPO or any of its committees has audio-visual technology available, and electronic communication is being used to establish a quorum, that member shall be considered absent from any portion of a meeting during which visual communication with the member is voluntarily disconnected or otherwise fails or during which audio communication involuntarily fails;*
- 4) A phone number or other live contact information is provided to alert the public body if the audio or video transmission of the meeting provided by the public body fails, the public body monitors such designated means of communication during the meeting, and the public body takes a recess until public access is restored if the transmission fails for the public;
- 5) A copy of the proposed agenda and all agenda packets and, unless exempt, all materials furnished to members of a public body for a meeting is made available to the public in electronic format at the same time that such materials are provided to members of the public body;
- 6) The public is afforded the opportunity to comment through electronic means, including by way of written comments, at those public meetings when public comment is customarily received;
- 7) No more than two members of the public body are together in any one remote location unless that remote location is open to the public to physically access it;

8) If a closed session is held during an all-virtual public meeting, transmission of the meeting to the public resumes before the public body votes to certify the closed meeting as required by subsection D of § 2.2-3712;

9) The public body does not convene an all-virtual public meeting (i) more than two times per calendar year or 25 50 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, or (ii) consecutively with another all-virtual public meeting; and

10) Minutes of all-virtual public meetings held by electronic communication means are taken as required by § 2.2-3707 and include the fact that the meeting was held by electronic communication means and the type of electronic communication means by which the meeting was held. If a member's participation from a remote location pursuant to this subsection is disapproved because such participation would violate the policy adopted pursuant to subsection D, such disapproval shall be recorded in the minutes with specificity.

The policy replaces the Remote Electronic Participation and All-Virtual Meeting Policy adopted on September 28, 2022. Updates to and readoption of this policy shall occur at least once annually.

REMOTE ELECTRONIC PARTICIPATION and ALL-VIRTUAL MEETING POLICY

This policy has two purposes. The first is to provide for the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) to permit a member to participate in a CA-MPO meeting through electronic communication means from a remote location, and the second is to allow the CA-MPO to conduct all-virtual meetings, in the manner allowed by the Virginia Freedom of Information Act (FOIA) and as set out in this policy.

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participate do so remotely rather than being assembled in one physical location, and (iii) to which public access is provided through electronic communication means.

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- 5) A copy of the proposed agenda and all agenda packets and, unless exempt, all materials furnished to members of a public body for a meeting is made available to the public in electronic format at the same time that such materials are provided to members of the public body;
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Memorandum

To: MPO-Policy Board
From: Lucinda Shannon, Senior Regional Planner
Date: August 13, 2024
Reference: Adjustments to the Transportation Improvement Program (TIP) FY24-27

Purpose: Notify the MPO Policy Board of adjustments to the Transportation Improvement. No action is needed. These adjustments added FY25 funding actuals to Transit and FTA 5310 programs.

Adjustment 7 Transit CAT0001

Changed FY24 for FTA 5307 from \$2,867,000 to \$5,469,000 and FTA 5307 ARP from \$1,788,000 to \$592,000. The previous funding amounts were budgetary, and this adjustment changed them to actuals

Old Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0001	Title: Operating Assistance				Recipient:	Charlottesville Area Transit
FTA 5307	2,867	2,867	2,954	2,983	2,998	FTA 5307	11,802
FTA 5307 - Jaunt	957	957	971	986	1,000	Flexible STP	3,914
FTA 5307 - ARP	1,586	1,788	1,361	1,338	-		4,487
State	3,231	3,302	3,113	2,925	2,925	State	12,265
Local	3,514	4,167	5,368	5,710	5,710	Local	20,955
Revenues	107	110	112	115	118	Revenues	455
Year Total	12,262	2,867	2,954	2,983	2,998	Year Total	53,878
Description:	Adjustment #1: This block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.						

New/Adjusted Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0001	Title: Operating Assistance				Recipient:	Charlottesville Area Transit
FTA 5307	337	5,469	2,954	2,983	2,998	FTA 5307	13,768
FTA 5307-JAUNT	957	975	971	986	1,000	FTA 5307-JAUNT	4,568
FTA 5307-ARP	3,831	592	1,297	276	-	FTA 5307-ARP	2,165
State	3,231	3,302	2,789	2,601	2,601	State	11,293
Local	3,514	4,167	6,271	6,835	6,835	Local	24,108
Revenues	107	110	112	115	118	Revenues	455
Year Total:	11,977	14,615	14,394	13,796	13,552	Total Funds:	56,357
Description:	Adjustment #7: Changed FY24 for FTA 5307 from \$2,867,000 to \$5,469,000 and FTA 5307 ARP from \$1,788,000 to \$592,000. The previous funding amounts were budgetary, and this adjustment changed them to actuals. Adjustment #1: This block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.						

Adjustment 8 CAT0009

Add FY2025 amounts totaling \$46,000, based on actual funding allocations.

Old Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0009	Title: Purchase Support Vehicles				Recipient :	Charlottesville Area Transit
FTA 5339	25	22	-	28	-	FTA 5339	50
State	61	55	-	68	-	State	123
Local	4	3	-	4	-	Local	7
Year Total	90	80	-	100	-	Year Total	180
Description :	Adjustment #3: This block was modified to update the FY2024 amounts based on actual funding allocations.						

New/Adjusted Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0009	Title: Purchase Support Vehicles				Recipient :	Charlottesville Area Transit
FTA 5339	25	22	13	28	-	FTA 5339	63
State	61	55	31	68	-	State	154
Local	4	3	2	4	-	Local	9
Year Total	90	80	46	100	-	Year Total	226
Description:	Adjustment 8: Add FY2025 amounts totaling \$46,000, based on actual funding allocations. Adjustment #3: This block was modified to update the FY2024 amounts based on actual funding allocations.						

Adjustment 9 TJPDC01

Add FTA FY2025 funding to DRPT's FY2024 in the amount of: Total project cost \$215,230- State funds \$34,436.80, Federal 5310 funds \$172,184, and local match \$8,609.20. This is in addition to the previous year's grant of \$119,370. FY25 and beyond are projected budget amounts

Old Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC1	Title: Mobility Management				Recipient :	TJPDC
FTA 5310	-	95	-	-	-	FTA 5310	29
State	-	19	-	-	-	State	-
Local	-	5	-	-	-	Local	16
Year Total	-	119	-	-	-	Year Total	45
Description:	Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities.						

New/Adjusted Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC2	Title: Mobility Management				Recipient :	TJPDC
FTA 5310	-	267	163	169	178	FTA 5310	777
State	-	53	33	34	36	State	156
Local	-	14	8	8	9	Local	39
Year Total	-	334	204	211	223	Year Total	972
Description:	Adjustment # 9 TJPDC01. Add FTA FY2025 funding to DRPT's FY2024 in the amount of: Total project cost \$215,230- State funds \$34,436.80, Federal 5310 funds \$172,184, and local match \$8,609.20. This is in addition to the previous year's grant of \$119,370. FY25 and beyond are projected budget amounts. Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities.						

Action Item: No Action Needed. Adjustment do not need to be approved by the Policy Board.

If there are any questions, please contact Lucinda Shannon at lshannon@tjpd.org (434) 979-7310 Ext.113.

Memorandum

To: Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Committees
From: Christine Jacobs, Executive Director, TJPDC/CA-MPO
Date: August 20, 2024
Reference: Federal Functional Classification – Culpeper District

Background:

The Virginia Department of Transportation (VDOT) is conducting a major statewide update to the Federal Functional Classification (FFC), which historically has occurred following a decennial Census. The most recent update, the 2010 Functional Classification for Virginia, was approved in 2014 by the Federal Highways Administration (FHWA). In March 2022, the US Census released the 2020 Census data, which serves as the basis for the current statewide update.

Per VDOT's Open Data Portal, Virginia Roads, *"Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way but serve as part of an overall network. Most travel involves movement throughout the network of roadways. It becomes necessary to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network. The Virginia Department of Transportation's (VDOT) Transportation and Mobility Planning Division (TMPD) is responsible for maintaining the Commonwealth's official Federal Functional Classification System. TMPD determines the functional classification of the road by type of trips, expected volume, what systems the roadway connects and whether the proposed functional classification falls within the mileage percentage thresholds established by the Federal Highway Administration (FHWA)."*ⁱ

Discussion:

VDOT District Staff coordinated the review of the proposed functional class with Virginia's MPOs. At the conclusion of the MPO review process, VDOT requests that each MPO approve a resolution acknowledging the coordination effort within Virginia on the FFC update. The resolution will serve to document VDOT's cooperation with local officials to FHWA on the effort. Following the MPO review throughout the state, VDOT will submit the updated functional classification to FHWA for their review and approval. The effort is anticipated to be finalized by September 2024.

The following materials are included in the August CA-MPO committee meeting packets (via hyperlink in the meeting agenda) so that all stakeholders have access to the proposed changes and supporting

documentation. Additionally, CA-MPO staff forwarded the materials to locality planning staff for their detailed review.

1. Culpeper Functional Classification GIS Map, Proposed Changes, 2024
2. Functional Classification Comprehensive Guide (2014)
3. Functional Classification Review and Update Methodology – Local Review
4. Resolution of Support from the MPO (draft provided by VDOT)

CA-MPO staff initially presented this topic at the May CA-MPO Tech and CA-MPO Policy Board meetings as an informational item. Stakeholders had until Monday, June 17th to provide any comments. MPO staff received additional suggested revisions from MPO technical staff and locality staff which were forwarded on to VDOT district staff.

The updated FFC is now before the MPO Committees in their August meetings for final review and consideration for approval by the Policy Board.

Recommended Action:

MPO Technical Committee: The MPO staff recommends a motion to recommend that the Policy Board adopt the resolution approving the proposed updates to the Highway System Federal Functional Classification with the acknowledgement that additional revisions are being suggested.

MPO Policy Board: The MPO staff recommends a motion to adopt the resolution approving the proposed updates to the Highway System Federal Functional Classification with the suggested additional revisions attached to the resolution.

ⁱ <https://www.virginiaroads.org/maps/VDOT::functional-classification-web-map-1/about>



**RESOLUTION APPROVING THE PROPOSED UPDATES
TO THE HIGHWAY SYSTEM FEDERAL FUNCTIONAL CLASSIFICATION**

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the Bureau of the Census March 17, 2022, Notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, the state has proposed updates in coordination with the respective MPO to the functional classification of highways that reflect the 2020 Census information, and the Charlottesville-Albemarle Metropolitan Planning Organization technical committee has reviewed the updates presented in the accompanying summary map by this policy Board; and

WHEREAS, at the request of the MPO technical committee and locality staff, the MPO staff has submitted suggested additional revisions, as attached; and

NOW, THEREFORE, BE IT RESOLVED that the Charlottesville-Albemarle Metropolitan Planning Organization approves the proposed updates to the highway system functional classifications presented in the accompanying summary map, with the acknowledgement that additional revisions are being requested.

BE IT FURTHER RESOLVED that a copy of this approved resolution and the accompanying summary map shall be provided to the Federal Highway Administration Virginia Division Office for information purposes, and as documentation of the MPO's participation in the federal functional classification update process.

ADOPTED this 28th day of August 2024 by the Charlottesville-Albemarle Metropolitan Policy Organization's Policy Board being duly assembled.

ATTESTED:

Ned Galloway, Chair
Charlottesville-Albemarle MPO Policy Board

Attachment: Proposed Functional Classification Revisions - Charlottesville Albemarle MPO

Segment	Requesting Locality	Current Classification	Requested Classification	VDOT Culpeper District Notes
Avon Street Extended (Route 742) - City Limits to Route 20	Albemarle/Charlottesville	Major Collector	Minor Arterial	Approved for FC change in late 2022; not reflected in the map produced for review
Barracks Road (Route 654) - City limits to Georgetown Road	Albemarle	Major Collector	Minor Arterial	Approved for FC change in late 2022; not reflected in the map produced for review
Thomas Jefferson Parkway (Route 53) - Rt. 20 to Fluvanna County line/Rt. 795	Albemarle	Major Collector	Minor Arterial	Approved for FC change in late 2022; not reflected in the map produced for review
Old Lynchburg Road (Route 631) - Sunset Ave. (Route 781) to Hickory Street	Albemarle	Major Collector	Minor Arterial	Approved for FC change in late 2022; not reflected in the map produced for review
9th St SW (segment south of W. Main Street) - dead end segment	Charlottesville	Minor Collector	Local Road	District supports this request.
9th St SW - Estes to King	Charlottesville	Minor Collector	Local Road	District supports this request.
Hillsdale Drive - Hydraulic Road to Greenbrier in Alb Co	Charlottesville	Local Road	Major Collector	District supports this request.
Cherry Avenue - Roosevelt Brown Blvd to 5th Street SW/Ridge St	Charlottesville	Major Collector	Minor Arterial	District supports this request.
Chesapeake St - segment east of Meade	Charlottesville	Local Road	Minor Collector	District supports this request.
E. Market St - segment east of Meade	Charlottesville	Local Road	Minor Collector	District supports this request.
Franklin St - Meade to Carlton Avenue		Local Road	Minor Collector	District recommends as complementary to E. Market Street segment east of Meade classification change.
Carlton Avenue - Monticello Rd to Franklin Street	Charlottesville	Local Road	Minor Collector	District supports this request.
Prospect Avenue - 9th St SW to Bailey Road	Charlottesville	Local Road	Minor Collector	District supports this request.
Bailey Road - Prospect Ave to 5th St SW	Charlottesville	Local Road	Minor Collector	District supports this request.
Rose Hill Drive - Oakleaf Ln to Rugby Ave	Charlottesville	Local Road	Major/Minor Collector	District supports this request.
Oakleaf Ln - Rose Hill Drive to Del Mar Dr		Local Road	Minor Collector	District recommends as complementary to Rose Hill Drive between Oakleaf Ln and Rugby Avenue classification change.
Del Mar Drive - Oakleaf Ln to Greenleaf Ln		Local Road	Minor Collector	District recommends as complementary to Rose Hill Drive between Oakleaf Ln and Rugby Avenue classification change.
Greenleaf Ln - Del Mar Dr to Gentry Ln		Local	Minor Collector	District recommends as complementary to Rose Hill Drive between Oakleaf Ln and Rugby Avenue classification change.
Water Street - 10th St NE Carlton Rd	Charlottesville	Local Road	Minor Collector	District supports this request.
Mill Creek Drive - Avon Street Ext to Rt. 20	Charlottesville	Local Road	Major Collector	District supports this request; fire station and school served by road. Albemarle County also support the request.
Monticello Road - Carlton Road to Levy Ave	Charlottesville	Local Road	Minor Collector	District supports this request
Meridian Street - Monticello Ave to Monticello Rd		Local Road	Minor Collector	District recommends as complementary to Monticello Road between Carlton Road and Levy Ave classification change.
Levy Ave - Monticello Road to Avon St	Charlottesville	Local Road	Minor Collector	District supports this request.
Locust Ave - Calhoun St to River Road	Charlottesville	Local Road	Minor Collector	District supports this request.
River Road - Locust Ave to Coleman St	Charlottesville	Local Road	Minor Collector	District supports this request.
Rugby Road - Rugby Rd/Dairy Rd/Gentry Ln intersection to US 250	Charlottesville	Major Collector	Minor Collector	District supports this request.



PIPELINE STUDY UPDATE AND SMART SCALE CONCEPT PRESENTATION

CTAC Meeting

 Charles Proctor

July 17, 2024

Meeting Agenda

1. Ivy Rd Corridor and US 29/250 Bypass Interchange Study
 - Study Overview
 - Proposed Scenario Concepts
2. CAMPO SMART Scale Round 6 Applications
 - 5th St – I64 Interchange
 - US 250 – Pantop's Corridor Improvements
 - Barracks Rd Corridor and US 29/250 Bypass Interchange Study
3. Albemarle County SMART Scale Round 6 Applications
 - US 250 – Old Trail/WAHS Intersection Improvements
 - Rte. 643 (Rio Rd) – Hillsdale/Old Brook Rd Intersection Improvements
 - Barracks Rd Corridor and US 29/250 Bypass Interchange Study
 - US 29 – Rte. 692 (Plank Rd) Intersection Improvement

What is a Project Pipeline study?

- Initiative led by the Office of Intermodal Planning and Investment (OIPI)
- Aims to identify cost-effective solutions to multi-modal transportation needs
- Intended to provide clear connection between state identified transportation priorities and project development/prioritization
 - Priority 1 & 2 VTrans needs were eligible study locations through the Project Pipeline in the first two rounds
- Utilizes a standardized study process conducted in collaboration with local government and regional planning organizations to understand and develop solutions
 - Phase 1: Understanding/diagnosing the problem
 - Phase 2: Public engagement and identification of alternatives
 - Phase 3: Comprehensive investment strategy

Project Pipeline Studies in the MPO Area

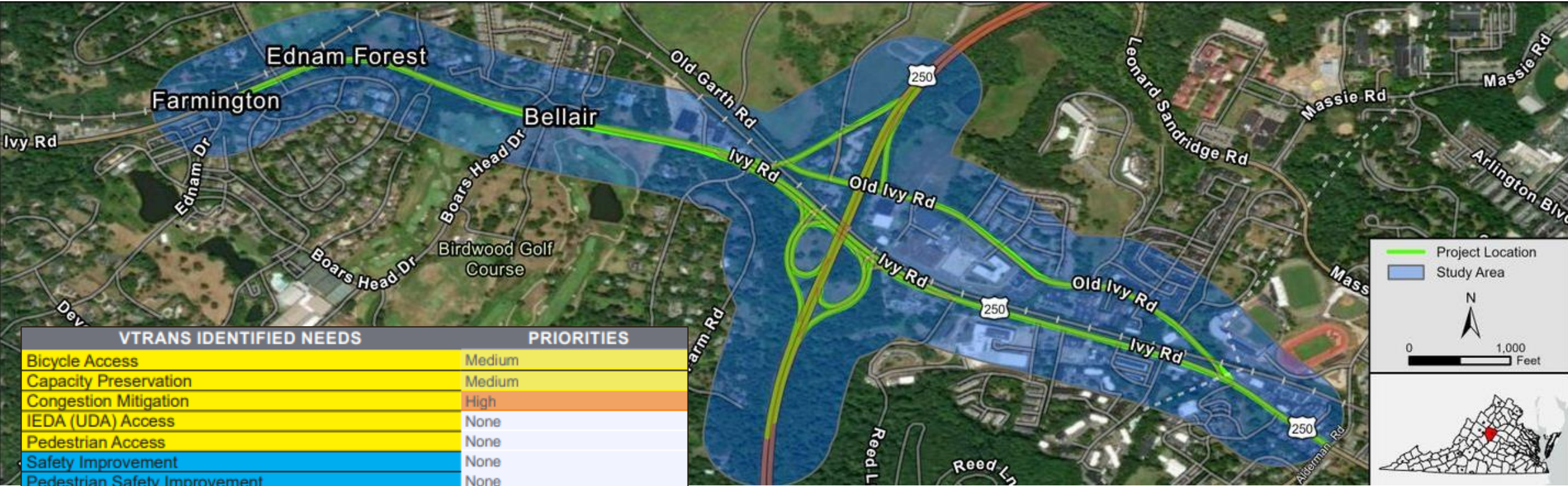
Current:

- Ivy Road Corridor Study
- Barracks Road Corridor Study (completed)

Previous:

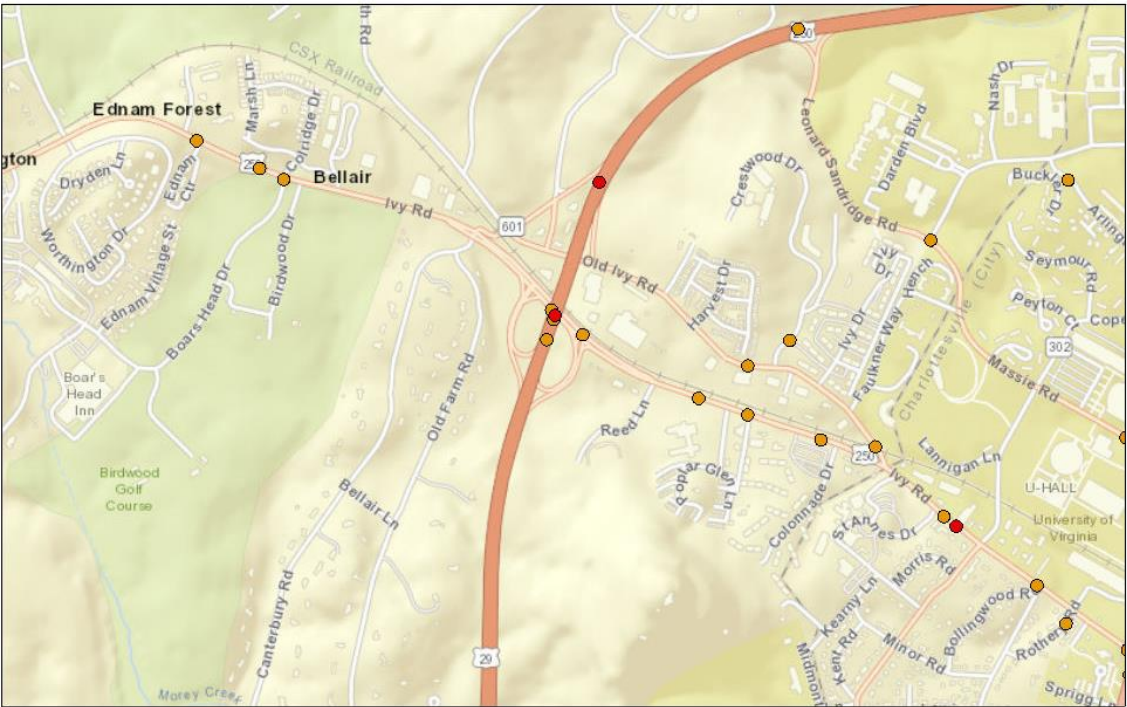
- US 250 – Pantops Corridor
- US 250 – Lousia Road/Milton Road

Ivy Road Corridor Study Area & Identified Needs

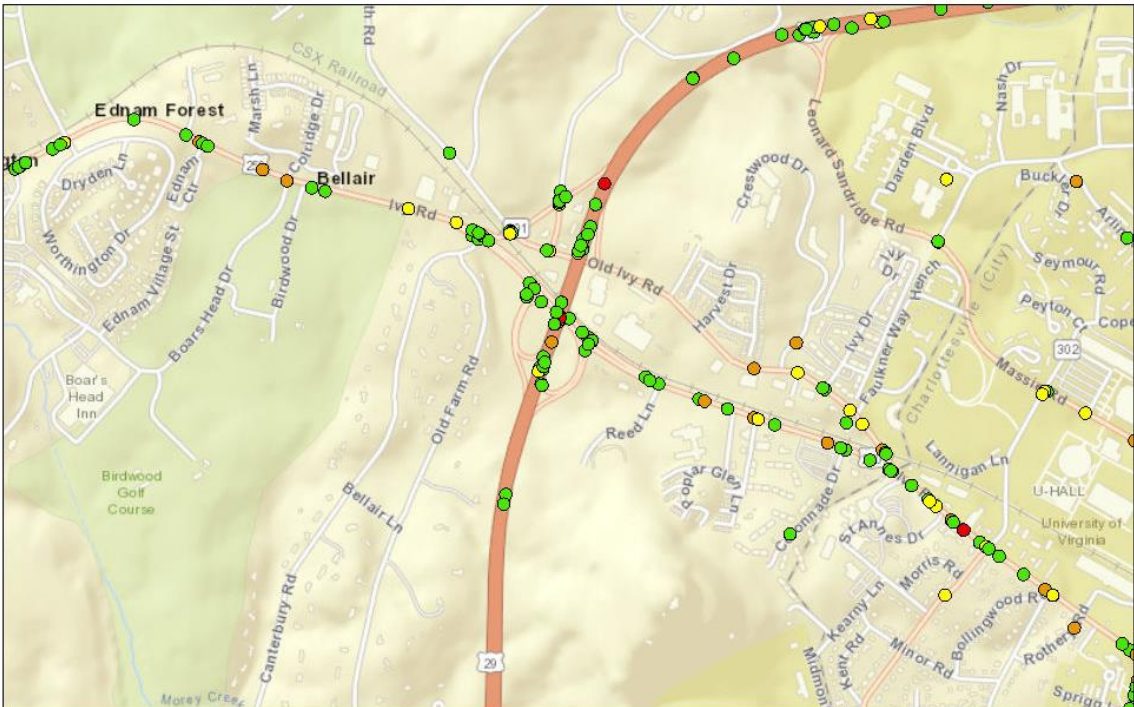
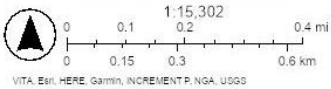


VTRANS IDENTIFIED NEEDS	PRIORITIES
Bicycle Access	Medium
Capacity Preservation	Medium
Congestion Mitigation	High
IEDA (UDA) Access	None
Pedestrian Access	None
Safety Improvement	None
Pedestrian Safety Improvement	None
Reliability	None
Rail On-time Performance	None
Transit Access	Very High
Transit Access for Equity Emphasis Areas	Very High
Transportation Demand Management	Very High

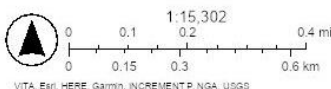
Ivy Rd Corridor Improvements



7/17/2024
Full Crash - CrashData Basic
● K. Fatal Injury
● A. Severe Injury
World Street Map



7/17/2024
Full Crash - CrashData Basic
● K. Fatal Injury
● A. Severe Injury
● B. Visible Injury
● C. Nonvisible Injury
World Street Map



Ivy Rd Corridor Improvements

2045 No-Build Intersection Analysis

No.	Intersection	Approach	Lane Group	HCM NB 2045 Delay (sec/veh)		NB 2045 HCM LOS		Sim Traffic NB 2045 Delay (sec/veh)		NB 2045 SIM Traffic LOS	
				AM	PM	AM	PM	AM	PM	AM	PM
1	Ivy Rd at Ednam Dr -Signalized-		Overall	14.1	10.4	B	B	10.4	11.8	B	B
2	Ivy Rd at Farmington Dr -Signalized-		Overall	11.9	31.8	B	C	8.5	12.6	A	B
3	Ivy Rd at Canterbury Rd -Signalized-		Overall	30.7	43.9	C	D	149.3	127.7	F	F
4	Ivy Rd at US 29 SB Ramp -Signalized-		Overall	12.0	22.6	B	C	32.8	30.2	C	C
5	Ivy Rd at US 29 NB Ramp -Signalized-		Overall	24.9	16.1	C	B	60.0	16.0	E	B
6	Ivy Rd at Old Ivy Rd/St Annes Dr -Signalized-		Overall	14.1	16.4	B	B	10.2	13.1	B	B
7	Ivy Rdat Alderman Rd/Copeley Rd -Signalized-		Overall	21.1	20.8	C	C	15.3	17.0	B	B

No.	Intersection	Approach	Lane Group	HCM NB 2045 Delay (sec/veh)		NB 2045 HCM LOS	
				AM	PM	AM	PM
8	Ivy Rd at Boxwood Estate Rd -TWSC-	EB	EBL	0.0	20.9	A	C
			EBT	0.0	0.1	A	A
		WB	WBR/T	0.0	0.0	A	A
			SBL/R	32.0	44.3	D	E
9	Ivy Rd at Boars Head Dr/Colridge Dr -TWSC-	EB	EBL	12.8	20.9	B	C
			EBR	0.0	0.1	A	A
			EBT	0.0	0.1	A	A
			WBL	0.0	0.0	A	A
		WB	WBR	0.0	0.0	A	A
			WBT	0.0	0.0	A	A
		NB	NBL/R/T	41.0	57.0	E	F
			SBL/R/T	240.6	399.7	F	F
10	Ivy Rd at Reed Ln -TWSC-	EB	EBL/T	0.0	0.0	A	A
			EBR	0.0	0.0	A	A
		WB	WBL	10.0	0.0	A	A
			WBT	0.2	0.0	A	A
11	Ivy Rd at Stillfried Ln -TWSC-	EB	NBL/R	21.0	41.9	C	E
			EBL/T	0.0	0.0	A	A
		WB	EBR	0.0	0.0	A	A
			WBL	0.0	0.0	A	A
			WBT	0.0	0.0	A	A
			NBL	25.4	135.2	D	F
		NB	NBR	20.5	11.3	C	B
			EBL/R/T	0.0	0.0	A	A
12	Ivy Rd at Twin Sycamores Ln -TWSC-	WB	WBL	9.5	8.3	A	A
			WBT	0.1	0.0	A	A
		NB	NBL/R	21.8	34.0	C	D
			EBL/T	0	0	A	A
13	Ivy Rd at Colonnade Dr -TWSC-	EB	EBR	0	0	A	A
			WBL	9.5	8.5	A	A
		WB	WBT	0.9	0.4	A	A
			NBL/R	24.5	49.9	C	E
		NB	EBL/R/T	0	0	A	A
			WBL	10	9	A	A
14	Ivy Rd at Saint Annes Rd -TWSC-	WB	WBT	0	0	A	A
			NBL/R	17	15	C	B
		NB	EBL/R	17	15	C	B

Ivy Rd Corridor Improvements

Western Corridor Package 1

Modification of the Ednam Drive intersection to provide only right-in/right-out and left-in access	3.19	22% 1. Strongly oppose	8% 2. Somewhat oppose	27% 3. Neutral	17% 4. Somewhat support	27% 5. Strongly support
Installation of a roundabout at Farmington Drive	3.48	22% 1. Strongly oppose	7% 2. Somewhat oppose	12% 3. Neutral	18% 4. Somewhat support	41% 5. Strongly support
Modification of the Boxwood Estate Road intersection to provide only right-in/right-out access	3.43	13% 1. Strongly oppose	6% 2. Somewhat oppose	35% 3. Neutral	17% 4. Somewhat support	29% 5. Strongly support
Installation of a new interparcel connection between Boxwood Estate Road and Kenridge Park Road	3.46	10% 1. Strongly oppose	5% 2. Somewhat oppose	42% 3. Neutral	15% 4. Somewhat support	28% 5. Strongly support
Modification of the Ednam Center intersection to provide only right-in/right-out and left-in access	3.38	14% 1. Strongly oppose	7% 2. Somewhat oppose	32% 3. Neutral	19% 4. Somewhat support	28% 5. Strongly support
Installation of a raised median (to prevent turns across the median) between Boxwood Estate Road and Boars Head Drive as shown in the figure	3.46	15% 1. Strongly oppose	9% 2. Somewhat oppose	24% 3. Neutral	20% 4. Somewhat support	32% 5. Strongly support
Installation of a roundabout at Boars Head Drive/Colridge Drive (assumed improvement associated with the Middle Corridor Improvement Packages)	3.61	18% 1. Strongly oppose	7% 2. Somewhat oppose	13% 3. Neutral	17% 4. Somewhat support	44% 5. Strongly support

1,090 respondents



Ivy Rd Corridor Improvements

Western Corridor Package 2

Modification of the Ednam Drive intersection to provide a Green-T intersection	18% 1. Strongly oppose	11% 2. Somewhat oppose	29% 3. Neutral	23% 4. Somewhat support	19% 5. Strongly support
3.14					
Modification of the Ednam Center intersection to provide only right-in/right-out and left-in access	15% 1. Strongly oppose	7% 2. Somewhat oppose	34% 3. Neutral	20% 4. Somewhat support	25% 5. Strongly support
3.33					
Installation of a raised median (to prevent turns across the median) between Ednam Center and Boars Head Drive/Colridge Drive	13% 1. Strongly oppose	9% 2. Somewhat oppose	28% 3. Neutral	19% 4. Somewhat support	30% 5. Strongly support
3.43					
Installation of a roundabout at Boars Head Drive/Colridge Drive (assumed improvement associated with the Middle Corridor Improvement Packages)	17% 1. Strongly oppose	6% 2. Somewhat oppose	13% 3. Neutral	18% 4. Somewhat support	46% 5. Strongly support
3.70					

825 respondents



Ivy Rd Corridor Improvements

Focus Group Mid Term Package

Installation of a roundabout at Boars Head Drive/Colridge Drive	17% 1. Strongly oppose	5% 2. Somewhat oppose	15% 3. Neutral	17% 4. Somewhat support	46% 5. Strongly support
3.71					
Installation of a raised median (to prevent turns across the median) from Boars Head Drive to Old Garth Road/Canterbury Road	16% 1. Strongly oppose	8% 2. Somewhat oppose	26% 3. Neutral	19% 4. Somewhat support	31% 5. Strongly support
3.41					
Installation of a roundabout at Old Garth Road/Canterbury Road	17% 1. Strongly oppose	6% 2. Somewhat oppose	14% 3. Neutral	18% 4. Somewhat support	45% 5. Strongly support
3.67					
Installation of a "Triangle-about" at the southbound Bypass off-ramp/Old Garth Road/Old Ivy Road area	18% 1. Strongly oppose	8% 2. Somewhat oppose	19% 3. Neutral	23% 4. Somewhat support	33% 5. Strongly support
3.45					
Installation of a channelized westbound right turn lane on Old Ivy Road at the northbound Bypass on-ramp	11% 1. Strongly oppose	5% 2. Somewhat oppose	21% 3. Neutral	24% 4. Somewhat support	40% 5. Strongly support
3.77					
Extension of the northbound and southbound Old Ivy Road Bypass ramps acceleration and deceleration lanes	8% 1. Strongly oppose	2% 2. Somewhat oppose	12% 3. Neutral	20% 4. Somewhat support	58% 5. Strongly support
4.18					
Installation of a 10' shared use path on the south side of Old Ivy Road	10% 1. Strongly oppose	2% 2. Somewhat oppose	16% 3. Neutral	15% 4. Somewhat support	57% 5. Strongly support
4.05					
Installation of an advanced traffic signal on Old Ivy Road at the eastern railroad overpass to facilitate one-way traffic under the overpass. Also installation of a raised 6' sidewalk under the railroad overpass	14% 1. Strongly oppose	6% 2. Somewhat oppose	14% 3. Neutral	18% 4. Somewhat support	47% 5. Strongly support
3.78					

789 respondents



Ivy Rd Corridor Improvements

Other Short Term Middle Corridor Package

Installation of a roundabout at Boars Head Drive/Colridge Drive	17% 1. Strongly oppose	6% 2. Somewhat oppose	16% 3. Neutral	16% 4. Somewhat support	45% 5. Strongly support
Installation of dual southbound right turn lanes at Old Garth Road/Canterbury Road	25% 1. Strongly oppose	8% 2. Somewhat oppose	24% 3. Neutral	20% 4. Somewhat support	23% 5. Strongly support
Installation of a "Triangle-about" at the southbound Bypass off-ramp/Old Garth Road/Old Ivy Road area	18% 1. Strongly oppose	7% 2. Somewhat oppose	24% 3. Neutral	23% 4. Somewhat support	28% 5. Strongly support
Installation of a channelized westbound right turn lane on Old Ivy Road at the northbound Bypass on-ramp	11% 1. Strongly oppose	5% 2. Somewhat oppose	22% 3. Neutral	27% 4. Somewhat support	34% 5. Strongly support
Extension of the northbound and southbound Old Ivy Road Bypass ramps acceleration and deceleration lanes	7% 1. Strongly oppose	2% 2. Somewhat oppose	15% 3. Neutral	20% 4. Somewhat support	56% 5. Strongly support
Installation of a 10' shared use path on the south side of Old Ivy Road	9% 1. Strongly oppose	3% 2. Somewhat oppose	19% 3. Neutral	14% 4. Somewhat support	55% 5. Strongly support
Modification of the Old Ivy Road eastern railroad underpass to be westbound only with a raised 6' sidewalk on Old Ivy Road under the railroad underpass	26% 1. Strongly oppose	7% 2. Somewhat oppose	16% 3. Neutral	13% 4. Somewhat support	38% 5. Strongly support

699 respondents

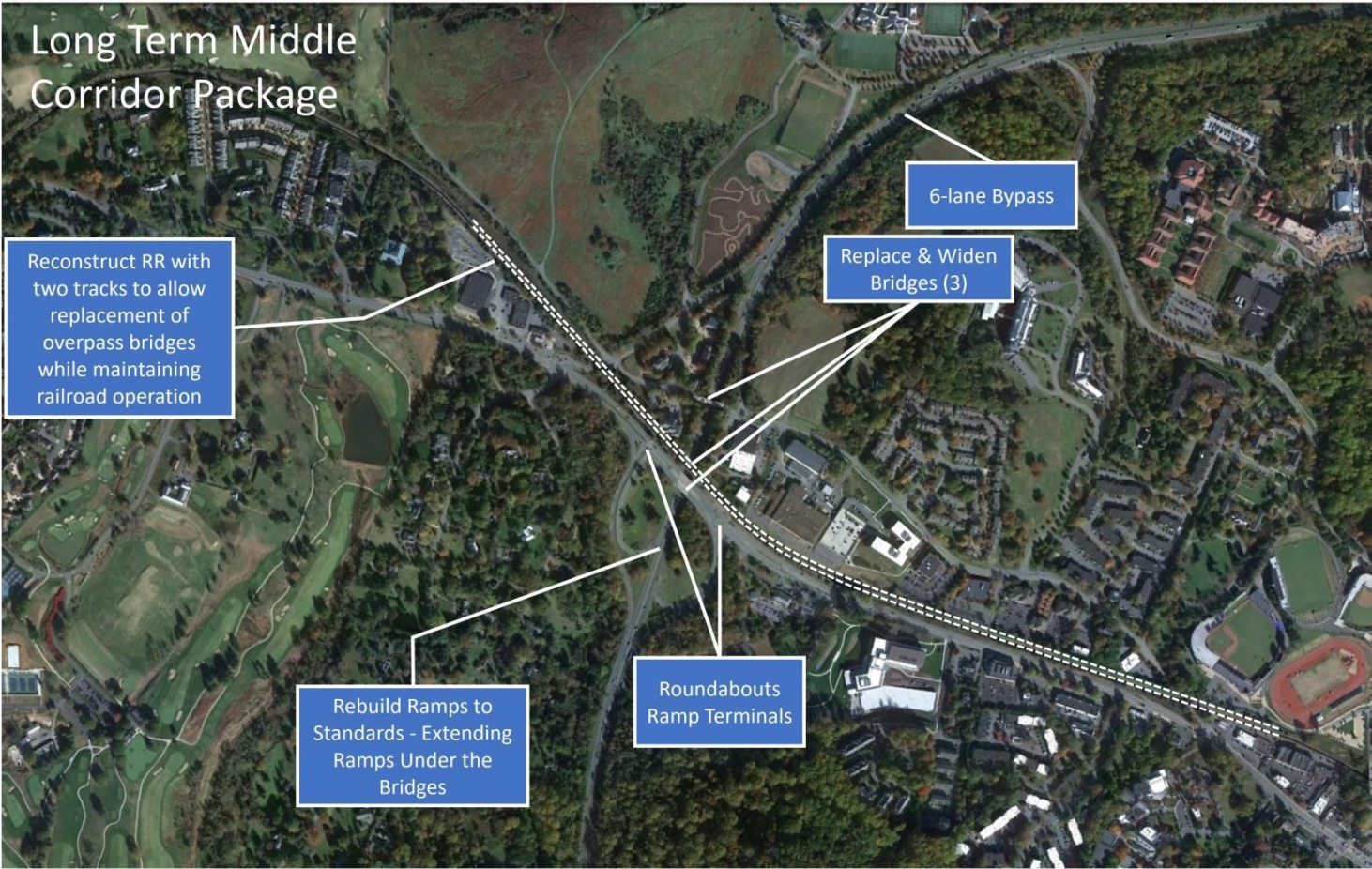


Ivy Rd Corridor Improvements

Long Term Middle Corridor Package

Widening the Bypass to a six-lane typical section	22% 1. Strongly oppose	9% 2. Somewhat oppose	18% 3. Neutral	18% 4. Somewhat support	33% 5. Strongly support
3.31					
Replacement and widening of the Ivy Road bridge, the Old Ivy Road bridge, and the railroad bridge	14% 1. Strongly oppose	7% 2. Somewhat oppose	16% 3. Neutral	23% 4. Somewhat support	40% 5. Strongly support
3.67					
Installation of roundabouts at the Ivy Road interchange terminals	16% 1. Strongly oppose	7% 2. Somewhat oppose	18% 3. Neutral	20% 4. Somewhat support	39% 5. Strongly support
3.60					
Extending the southbound Bypass off-ramp to Ivy Road and the northbound Bypass on-ramp to meet current design standards	8% 1. Strongly oppose	3% 2. Somewhat oppose	16% 3. Neutral	21% 4. Somewhat support	51% 5. Strongly support
4.03					
Reconstruction of the railroad through the Ivy Road interchange area to be double tracked to allow for replacement of the existing railroad bridge over the Bypass (in order to maintain railroad operations)	12% 1. Strongly oppose	5% 2. Somewhat oppose	22% 3. Neutral	20% 4. Somewhat support	40% 5. Strongly support
3.72					

667 respondents

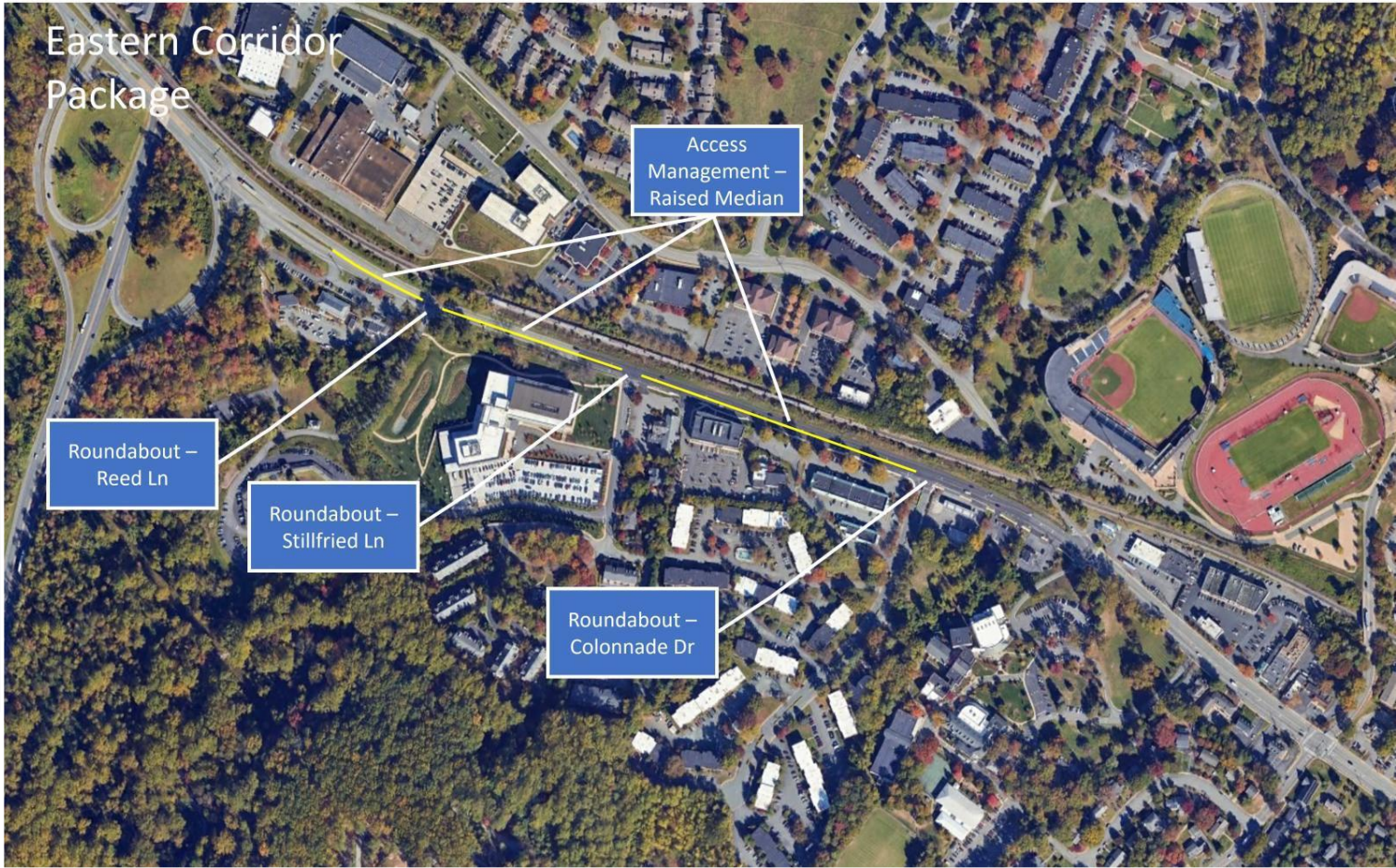


Ivy Road Corridor Improvements

Eastern Corridor Package

Installation of a raised median from the northbound Bypass ramp terminal to Colonnade Drive (to prevent left turns other than those at the proposed roundabouts)	19% 1. Strongly oppose	8% 2. Somewhat oppose	34% 3. Neutral	16% 4. Somewhat support	23% 5. Strongly support
3.18					
Installation of a roundabout at Reed Lane	24% 1. Strongly oppose	10% 2. Somewhat oppose	27% 3. Neutral	13% 4. Somewhat support	27% 5. Strongly support
3.10					
Installation of a roundabout at Stillfried Lane	22% 1. Strongly oppose	9% 2. Somewhat oppose	27% 3. Neutral	14% 4. Somewhat support	28% 5. Strongly support
3.17					
Installation of a roundabout at Colonnade Drive	22% 1. Strongly oppose	8% 2. Somewhat oppose	27% 3. Neutral	15% 4. Somewhat support	29% 5. Strongly support
3.20					

604 respondents



Ivy Road Corridor Improvements

Next Steps

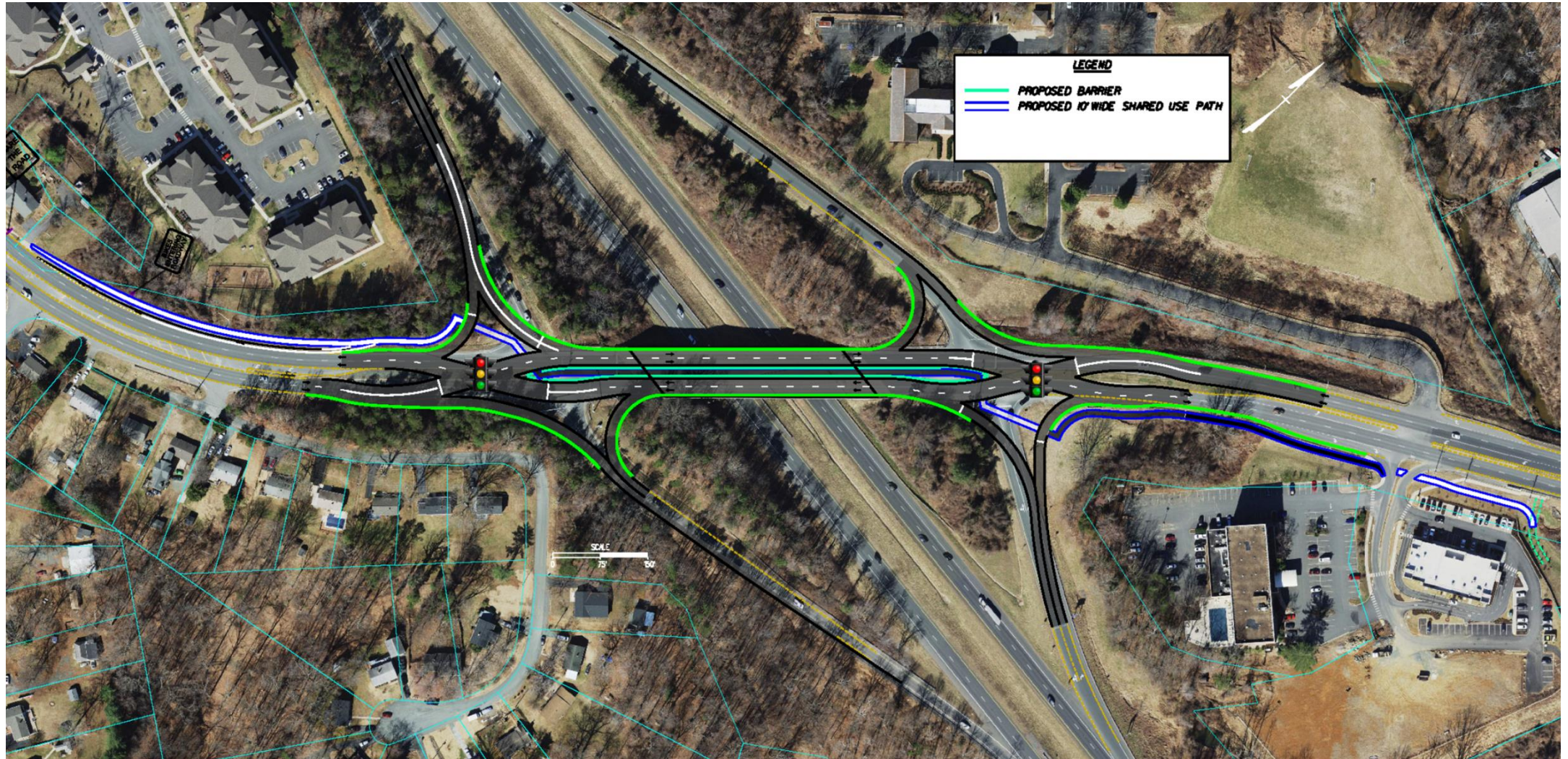
- Finalize preferred alternatives
- Develop a comprehensive funding strategy
- Future funding applications

CAMPO – SMART Scale Round 6 Project List

- 5th St.- I64 Interchange Improvements
 - The Draft Interchange Access Report (IAR) is under review
 - Cost Estimate and Risk Memo is being finalized.
- US 250 – Pantop's Corridor Pipeline Study recommendations
 - Cost Estimate and Risk Memo is being finalized.
- Barracks Rd Pipeline Study (Georgetown Rd to Emmet St. & Interchange to Emmet St.)
 - The Draft Operations and Safety Analysis Report (OSAR) is under review.
 - Cost Estimates and Risk Memo is being finalized..

SMART Scale Round 6 – CAMPO

I64 – 5th St Interchange Improvements (Exit 119)



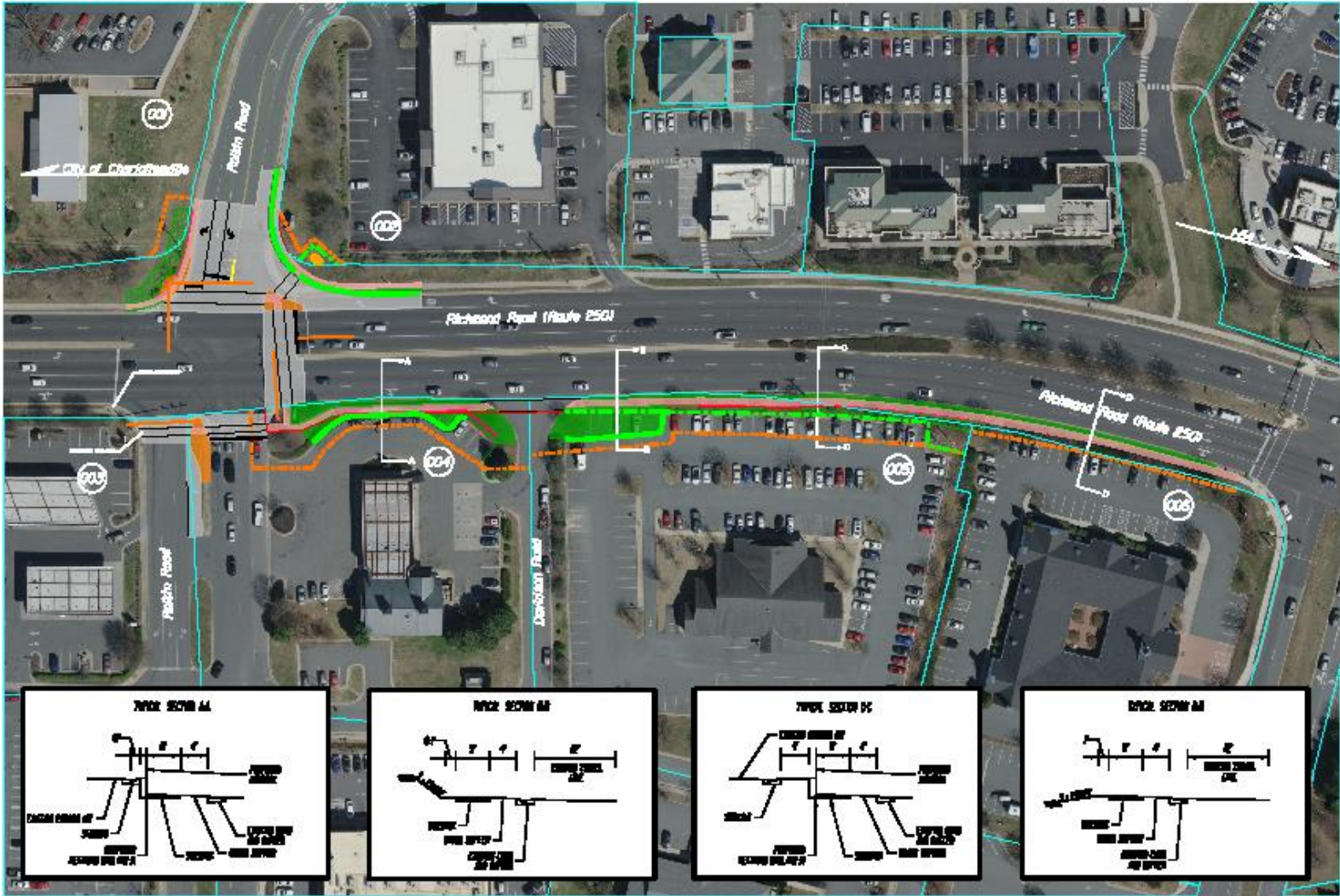
SMART SCALE Round 6 – CAMPO

US 250 – Pantops (1 of 2) (Rolkin Rd Intersection Improvements)

Project Includes:

- Replacing the signal at Rolkin Rd. / US 250 Intersection;
- Adds crosswalks across US 250; and
- Installs sidewalk along US 250 from Rolkin Rd to State Farm

APP ID # 11487



SMART SCALE Round 6 – CAMPO

US 250 – Pantops (2 of 2) (Peter Jefferson Pkwy Intersection Improvements)

Project Includes:

- Closing the median crossover to the Hilton Inn
- Converting the intersection to a Thru-Cut (eliminate the side street thru movements) with an EB Right Turn Lane;
- Adding a 50 Space Park & Ride Lot with Bus Loop.

APP ID #11487

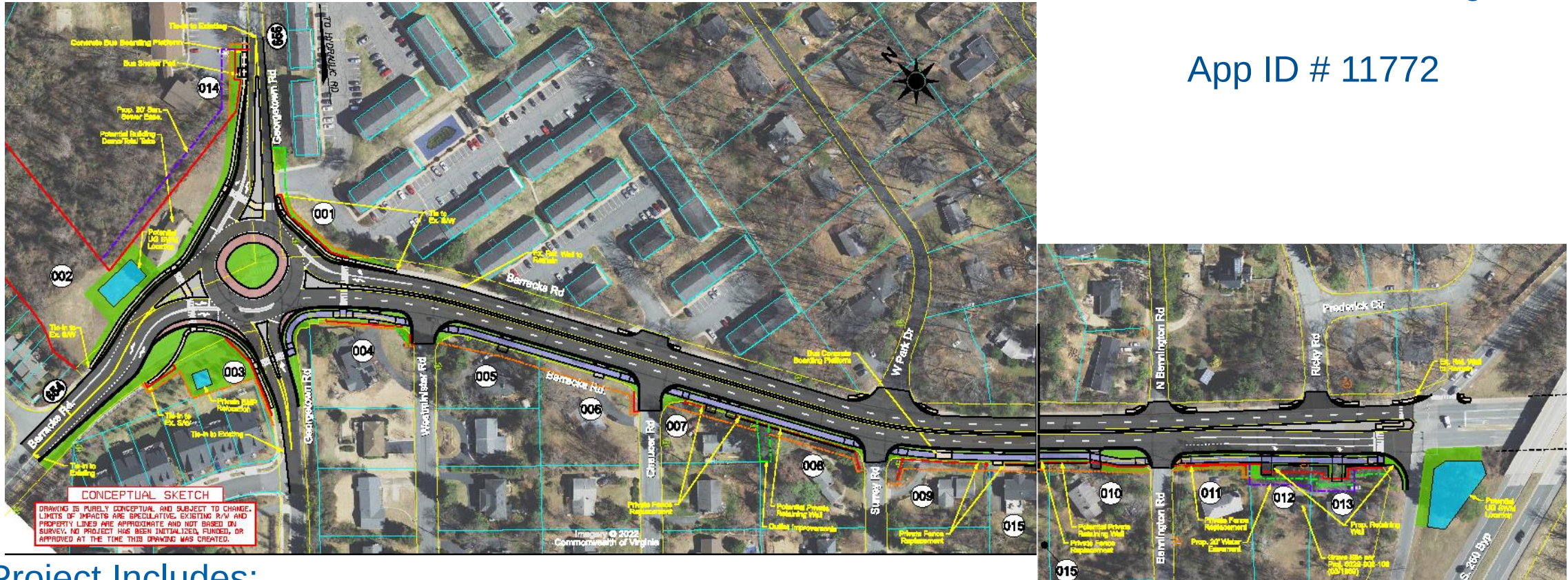


SMART SCALE Round 6 – CAMPO

Barracks Rd Corridor Improvements (1 of 3)

Albemarle County portion
Georgetown Rd to the US
29/250 Interchange

App ID # 11772

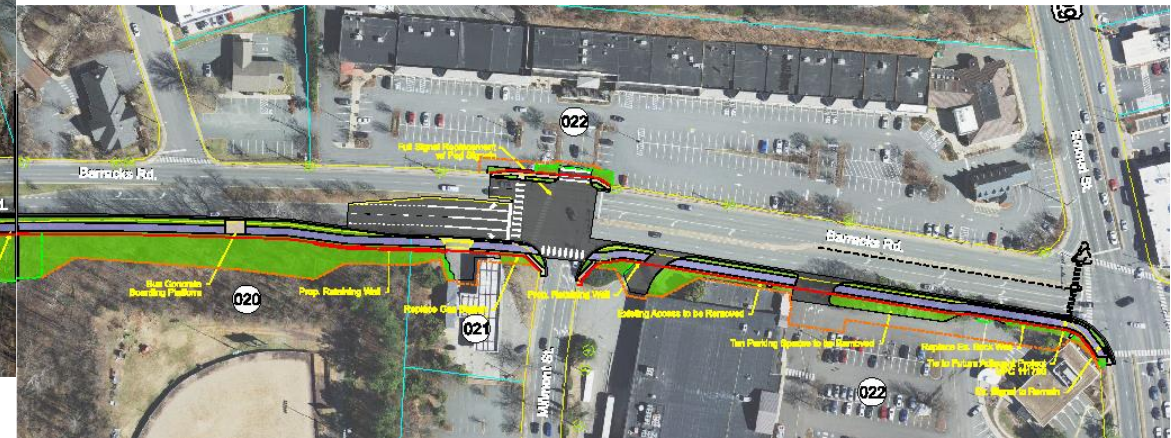
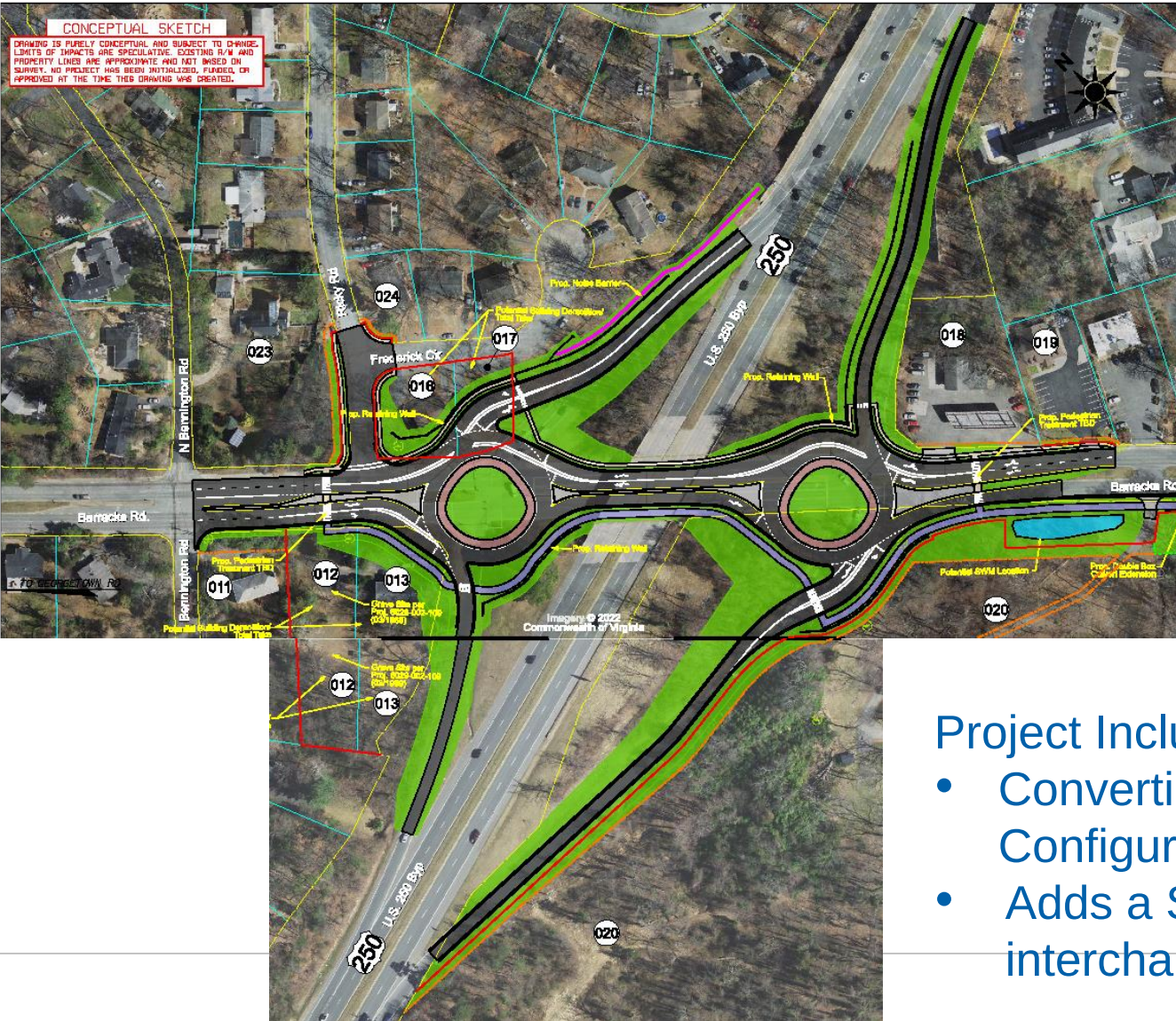


Project Includes:

- Converting the Georgetown Rd Intersection to a Hybrid Roundabout;
- Narrowing and Closing the median crossovers between Georgetown Rd and the interchange; and
- Adds a Shared Use Path along the corridor.

Barracks Rd Corridor Improvements (2 of 3)

Interchange portion
APP ID # 11678 (Int. & City SUP)
APP ID # 11679 (Corridor)



Project Includes:

- Converting the Interchange to a Double Roundabout Configuration;
- Adds a Shared Use Path along the corridor thru the interchange.

SMART SCALE Round 6 – CAMPO

Barracks Rd Corridor Improvements (3 of 3)

Changed Portion for the entire
Corridor Concept
APP ID # 11679 (Corridor)



Albemarle County – SMART Scale Project List

- Resubmitting US 250 – Old Trail Dr. / WAHS Intersection Improvements
 - Final cost estimate are being finalized
- Rte. 631 (Rio Rd.) – Rte. 1427 (Hillsdale Dr.) & Rte. 631 (Rio Rd.) – Old Brook Rd. Intersection Improvement
 - Final cost estimate are being finalized
- Barracks Rd Pipeline Study (Georgetown Rd RDBT& Access Management and SUP on Barracks from Georgetown to the interchange)
 - Final cost estimate are being finalized
- US 29 – Rte. 692 (Plank Rd.) Intersection Improvement
 - Final Cost Estimate is being Finalized

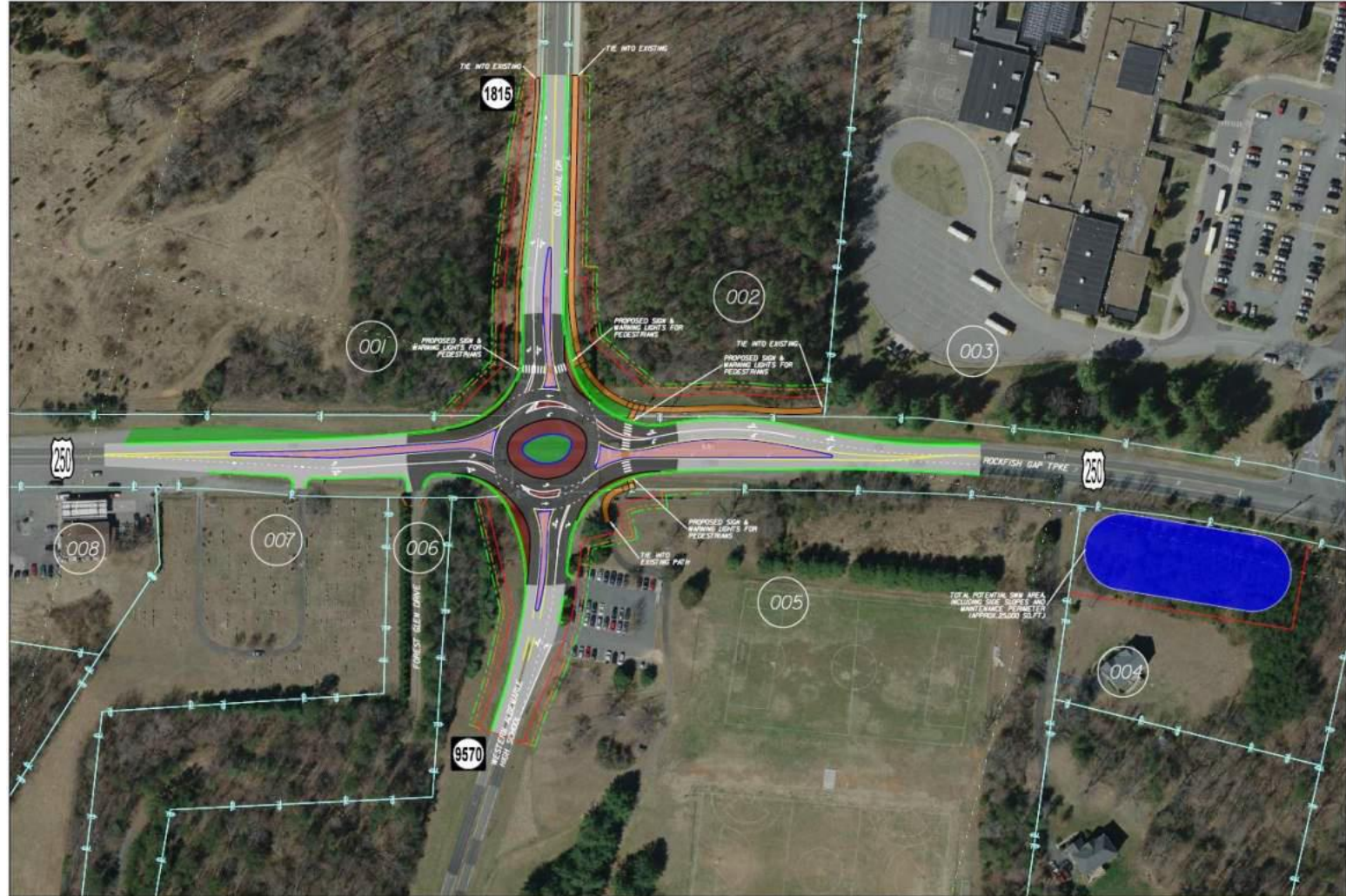
SMART SCALE Round 6 – Albemarle County

US 250 at Old Trail/ WAHS Intersection Improvement

Project Includes:

- Converting the signalized intersection of 2 – Two Lane Roadways to a Hybrid Roundabout to address an on-going Safety Concern.
- Resubmission from SS Round 5.
- Updating the study and safety analysis to include the new ICAP tool.

APP ID 11600



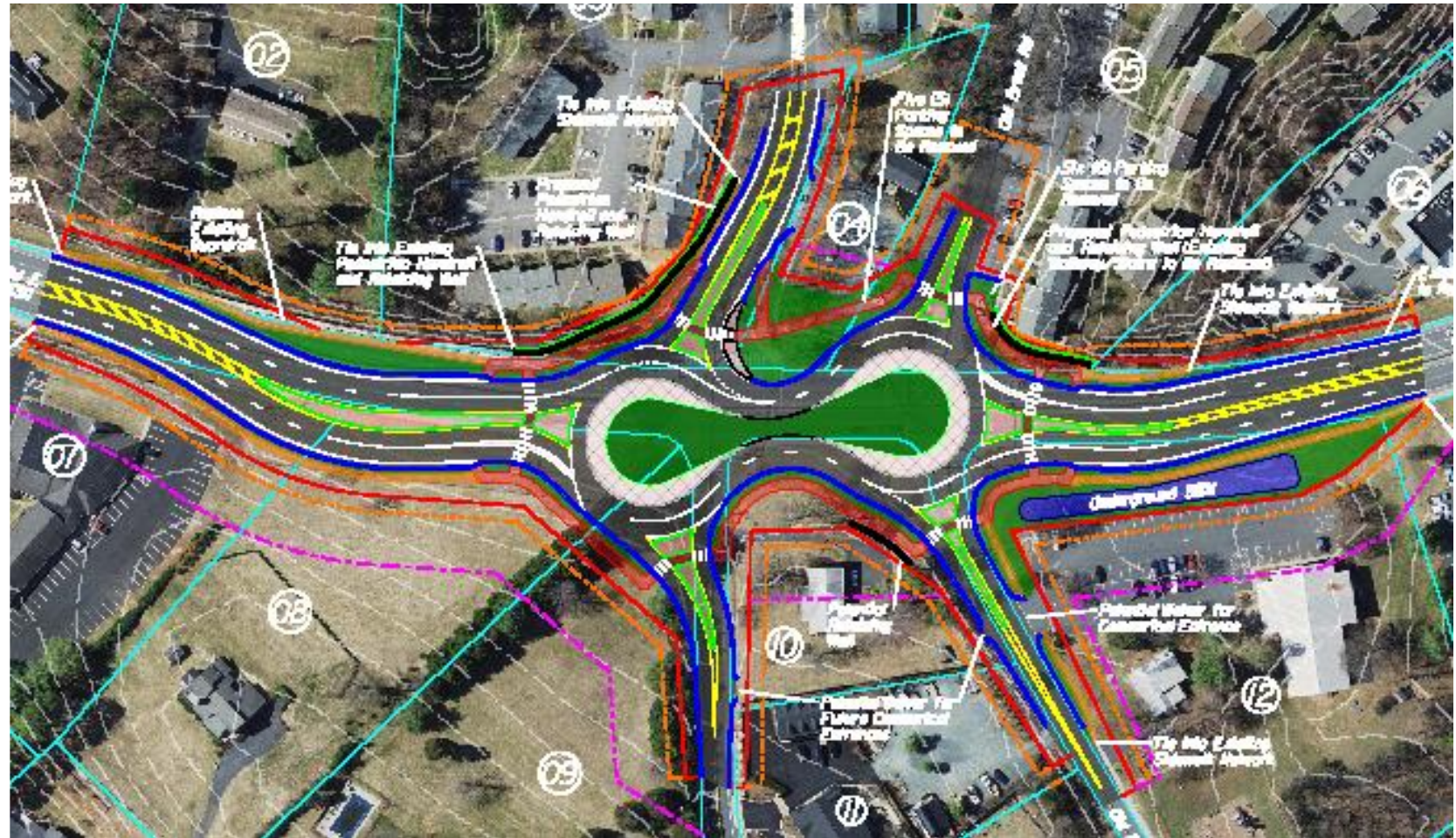
SMART SCALE Round 6 – Albemarle County

Rte. 643 (Rio Rd) – Hillsdale / Old Brook Rd Intersection Improvements

Project Includes:

- Converting the two adjacent signalized intersections into a peanut shaped Hybrid Roundabout.
- Adds sidewalks, Shared Use Path and crosswalks
- Address an on-going Safety Concern.
- Study and safety analysis to include the new ICAP tool.

APP ID 11721



SMART SCALE Round 6 – Albemarle County

US 29 – Rte. 692 (Plank Rd.) Intersection Improvement

APP ID # 11715



Project Includes:

- Converting the crossovers at Plank and Sutherland Rd to unsignalized RCI's with a U-turns at the adjusted crossover north of Plank Rd. to address safety concerns at the intersections.
- Updating the study and safety analysis to include the new ICAP tool.
- This is a PSI Intersection Ranked # 66.