Assessment of the Regional Transportation System (Draft)

TJPDC 2050 RURAL LONG RANGE PLAN

Introduction

The regional transportation system connects people to jobs, schools, healthcare, and daily needs across short and long distances and varying development densities. Chapter 3 of the Rural Long Range Plan (RLRP) provides contextual data and maps of existing and forecasted conditions in the regional transportation system. The RLRP focuses on rural jurisdictions of the region, including the non-urbanized portions of Albemarle County and Fluvanna, Greene, Louisa, and Nelson counties. Because travel does not stop at jurisdictional or planning-area boundaries, the assessment also considers how the rural network connects to the urban core.

Data collected and analyzed for this chapter will help establish a baseline for the plan's eventual project identification and recommendations. It draws on data sources from the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and local sources where noted to identify where the system is working and where gaps or deficiencies exist.

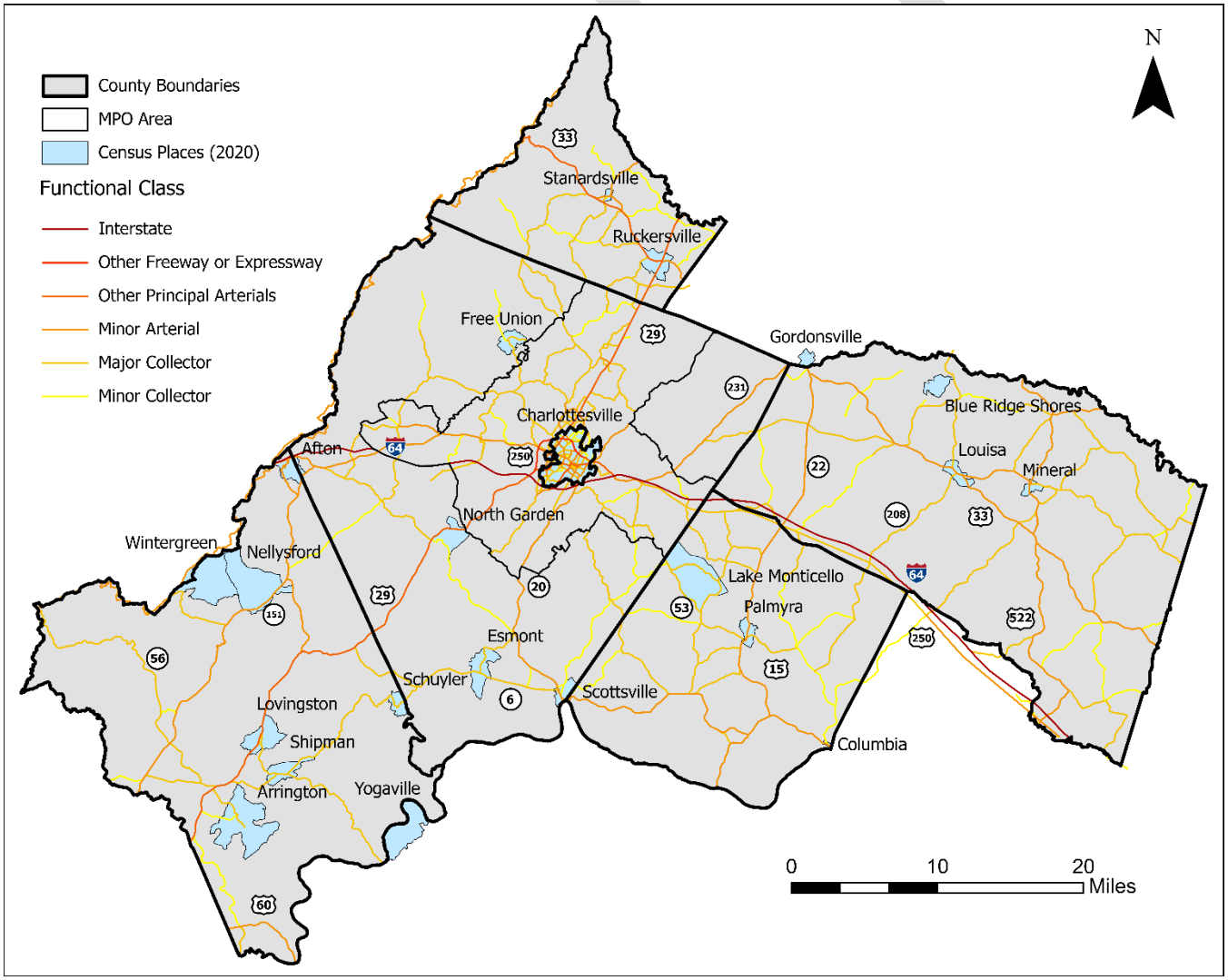
DRAFT

Roadway Network and Travel Conditions

Functional Classification

Functional Classification is the process by which streets and highways are grouped according to the character of service they provide. Roadways are assigned to one of several possible functional classifications within a hierarchy. Roadway segments in the region are grouped into four major categories: Principal Arterial, Minor Arterial, Collector, and Local. Principal Arterials include interstate highways, other freeways and expressways, and other principal arterial roadways like state highways. Collectors include major and minor collector roads. Local roadways, usually two-lane and low-speed, are not part of the Functional Classification analysis of the RLRP. Classification is determined collaboratively by identifying the types of trips, volumes, and systems a roadway connects.

Figure 1: Roadway Functional Class



Arterials primarily support travel over longer distances and connect major destinations, while collectors link smaller communities and local roads to the arterial system. Local roads primarily provide direct access to homes, businesses, farms, and other properties. In rural areas, collectors are particularly important because they connect dispersed communities to schools, employment centers, healthcare, commercial areas, and other significant roadways in the network.

In terms of total length, the highest share of roads in the region are classified as major collectors (**45.09%**). The only Interstate in Planning District 10 is I-64, running east-west primarily through Albemarle County and southern Louisa County. US-29 and US-33 west of Ruckersville are principal arterials. All other interstate highways – US routes 15, 522, 60, and 33 east of Ruckersville - are classed as minor arterials.

Table 1: Functional Class (Excluding Private and Local Roads)

Functional Class	Total Length (Miles)	Percentage of All Roadways
Interstate	52.31	4.55%
Other Freeways and Expressways	5.97	0.52%
Other Principal Arterial	82.65	7.19%
Minor Arterial	284.36	24.74%
Major Collector	518.23	45.09%
Minor Collector	205.73	17.90%
Total	**1,149.25**	**100.00%**

Table 2 summarizes the mileage of roadways by functional classification in each TJPDC jurisdiction.

Table 2. Roadway Mileage by Jurisdiction and Functional Classification

	Interstate	Other Freeways + Expressways	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Total
Albemarle	29.81	3.56	30.24	73.92	197.8	62.7	**398.03**
Charlottesville	0.18	2.41	9.67	12.9	16.69	7.66	**49.51**
Fluvanna	1.52	-	-	42.59	75.64	34.79	**154.54**
Greene	-	-	21.18	13.94	31.75	28.71	**95.58**
Louisa	19.43	-	-	84.29	119.95	50.56	**274.23**
Nelson	1.37	-	21.56	56.72	76.4	21.31	**177.36**
Total	**52.31**	**5.97**	**82.65**	**284.36**	**518.23**	**205.73**	**1149.25**

The prominence of collector roads reflects their role in connecting rural communities, residential areas, farms, businesses, and other destinations. Their condition and reliability are particularly important in areas where there may be limited alternative routes. The distribution of classifications varies across the region.

Albemarle and Louisa counties contain the greatest total mileage in the functional classification dataset, with approximately 398 and 274 miles respectively. Both also contain the largest amounts of interstate mileage, reflecting the location of I-64 in the region. Greene and Nelson counties have notable amounts of other principal arterial mileage, which includes portions of the US 29 corridor.

Functional classification describes the role a roadway serves in the network, but it alone does not indicate condition, safety, congestion, or the need for improvement. Designations do have practical implications, including but not limited to the following[1]:

- Roadway design standards
- Eligibility for certain federal transportation funds
- Access management requirements
- Traffic calming eligibility
- Local maintenance payments

Through roadway design and access management standards, functional classification informs both transportation improvements and development review, furthering the coordination of land use and the intended function of a transportation corridor. The VDOT Transportation and Mobility Planning Division (TMPD) maintains the functional classification system according to criteria and guidance from the Federal Highway Administration (FHWA). A statewide update is completed approximately every 10 years, but because the nature and use of a roadway can change on unpredictable timelines, interim updates can also be requested by local governments, MPOs, or VDOT.

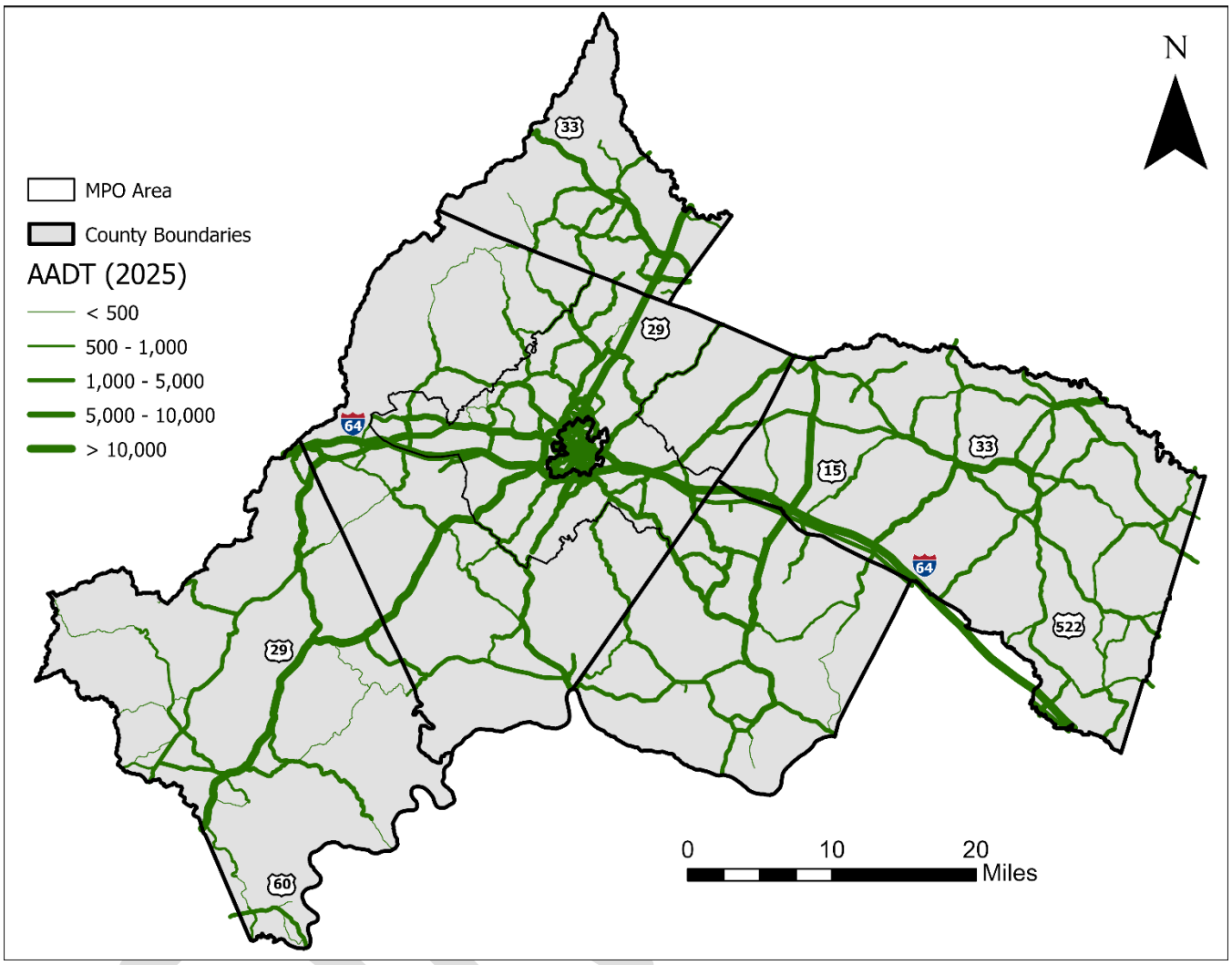
Existing and Projected Traffic Volumes

Annual Average Daily Traffic (AADT) is an estimate of the average daily traffic along a roadway segment. This data comes from VDOT traffic counts. It provides a consistent measure for comparing roadway use, identifying changes in travel demand, and informing planning and investment decisions. Because an annual average does not capture peak-hour congestion, seasonal surges, or intersection turning movements, it should be considered as one piece of information among other detailed data and characteristics when evaluating transportation needs.

Rural corridors carrying the highest volumes of traffic include US 29, I-64, US 33 in Greene and central segments in Louisa, and US 15 north of Zion Crossroads. Traffic volumes vary along each corridor and should be interpreted at the segment level. These measures help identify heavily used connections, but do not independently identify the need for additional roadway capacity.

[1] VDOT Functional Classification Comprehensive Guide (2025)

Figure 2: AADT, 2025



VDOT produces traffic forecasts up to a 30-year horizon, using growth rates that are established using historic trendlines to model changes to traffic. According to the 2050 forecast data, rural segments with the largest projected increase in traffic are:

- I-64
- US-15 north and south of Zion Crossroads
- SR-657 connecting US-60 and Piedmont in Nelson County
- SR-6 (River Road) connecting US-29 and SR-151 in Nelson County
- SR-208 connecting I-64 and Louisa
- SR-613, SR-623, and Kentucky Springs Road in northern Louisa County

Figure 3: AADT, Forecast 2050

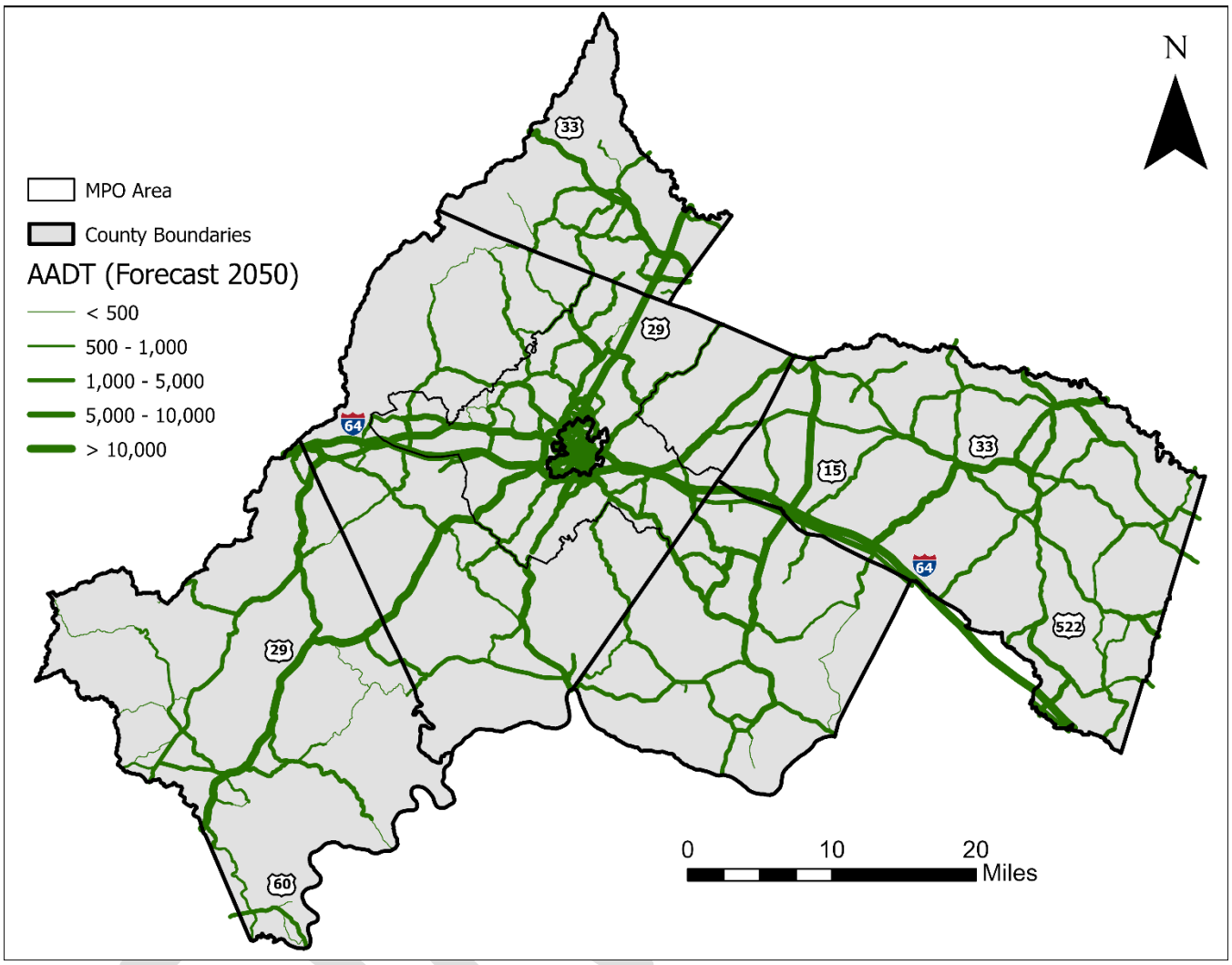
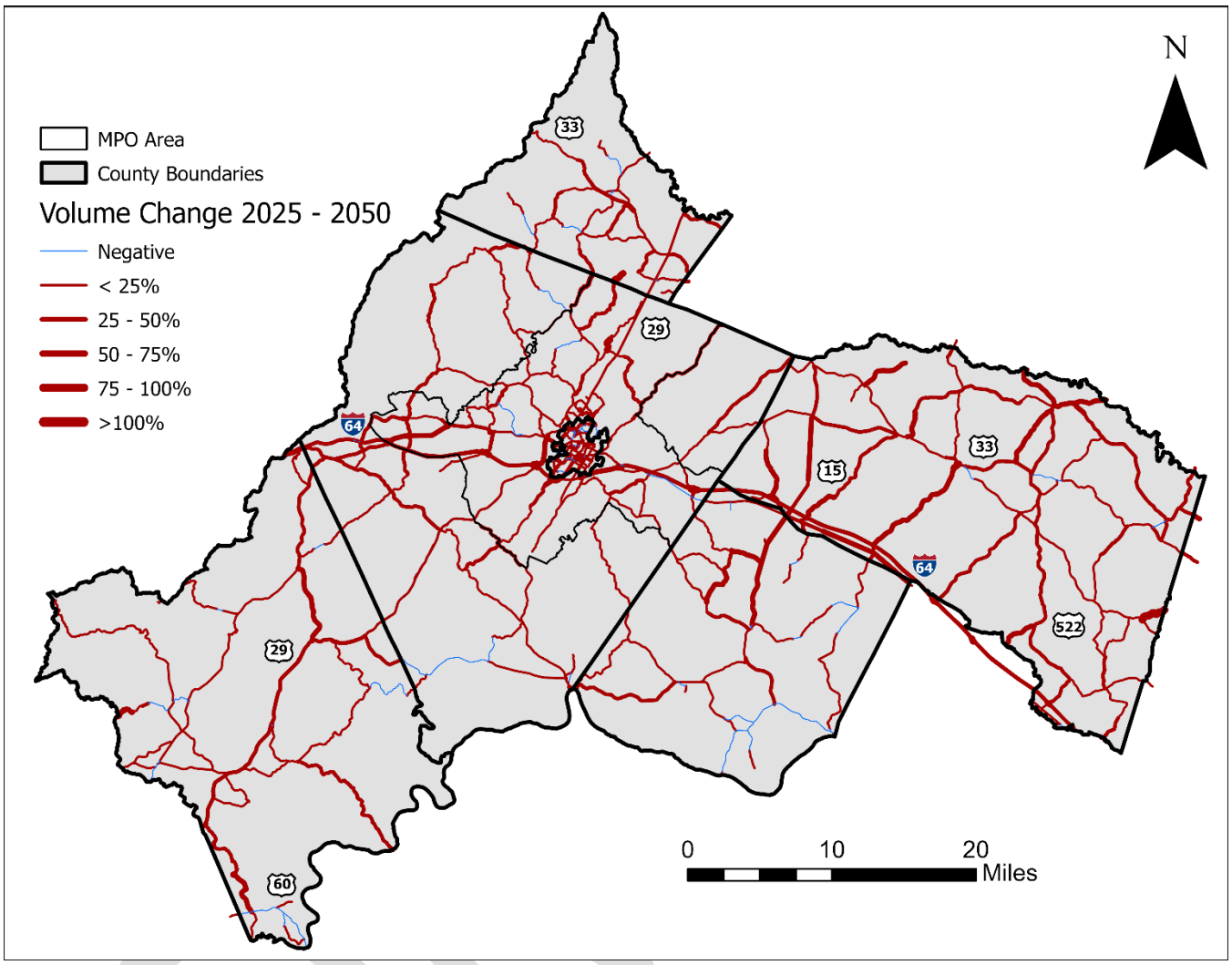


Figure 4: Projected Volume Change (%), 2025 - 2050



Existing and Projected Volume to Capacity Ratio and Level of Service

Volume to Capacity Ratio (V/C Ratio) compares estimated traffic volume with calculated roadway capacity. A roadway with no traffic would have a V/C Ratio of 0; a roadway with a ratio above 1.0 indicates that estimated demand exceeds available capacity. Roadways with a high V/C Ratio are characterized by traffic congestion, poor travel time reliability, and stop-and-go waves. Existing and forecast V/C values help identify locations for additional study, but they do not independently explain the cause, duration, or consequences of congestion. It should be evaluated alongside intersection operations, safety, access management, and opportunities to introduce additional travel choices.

Figure 5: Volume-Capacity Ratio, 2025

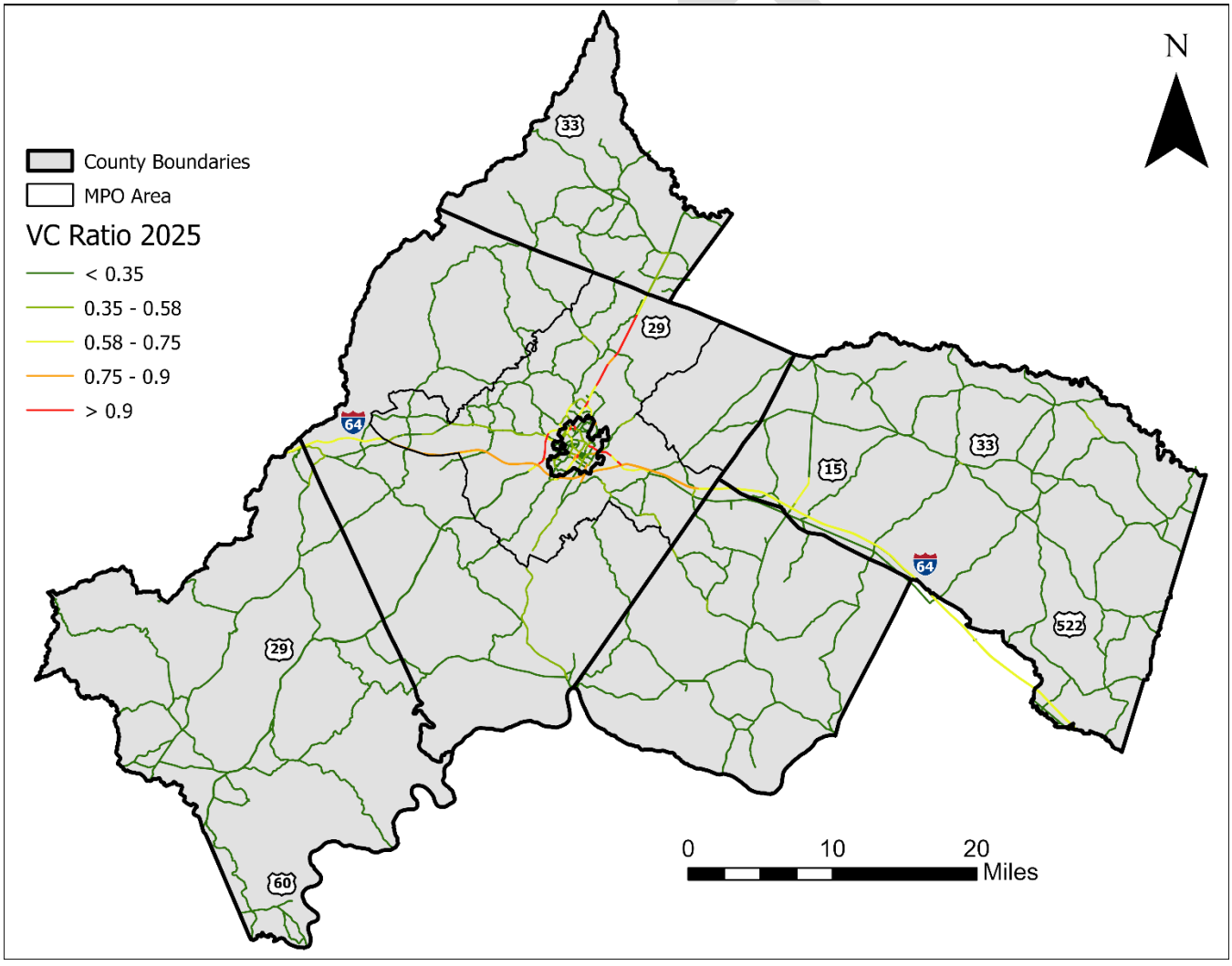
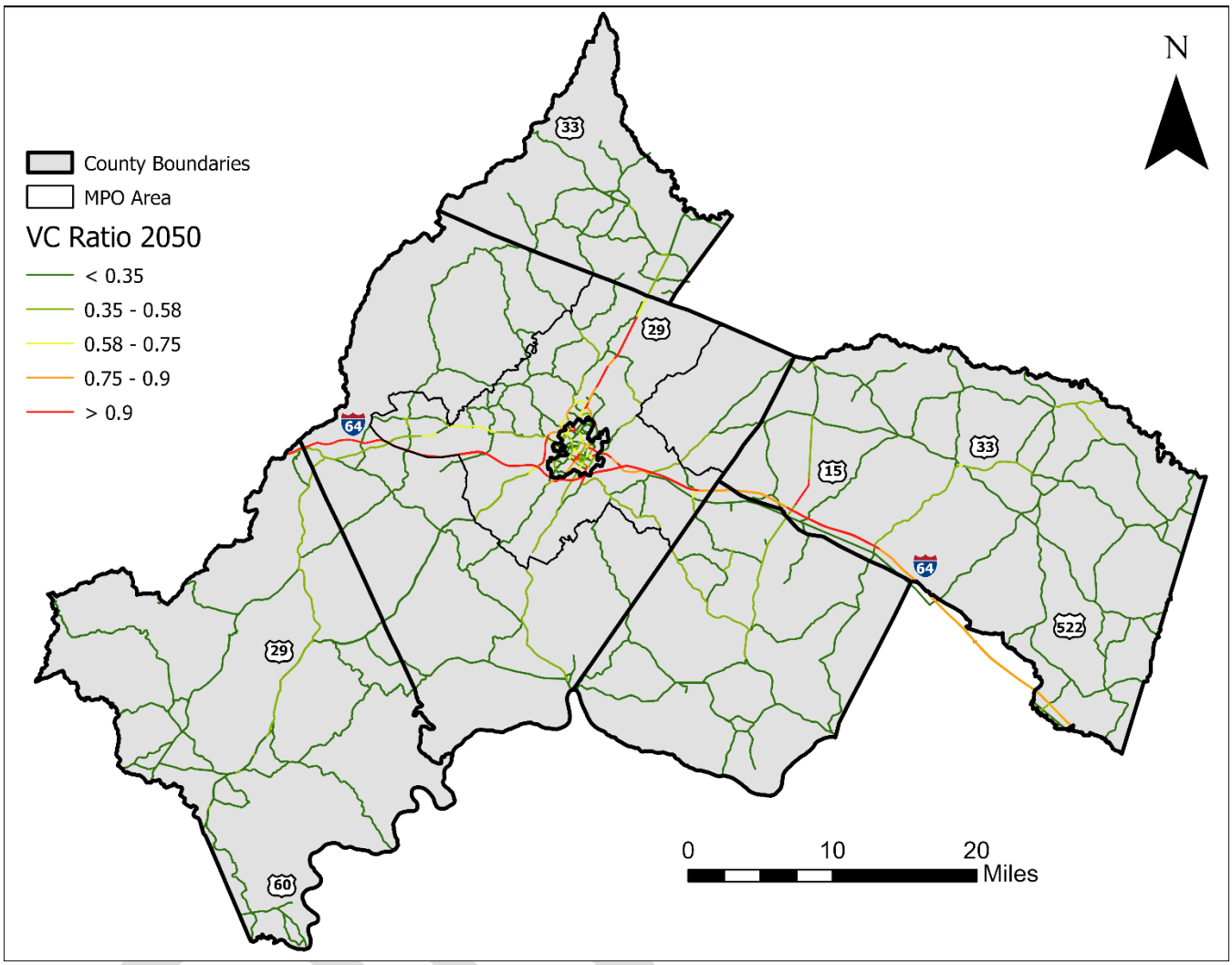


Figure 6: Projected Volume-Capacity Ratio, 2050



Level of service describes estimated traffic operating conditions using grades ranging from A to F. Level of service A generally represents unconstrained traffic flow, while progressively lower grades indicate greater restriction on movement. Depending on the facility, level of service may reflect traffic density, travel speed, and/or delay. This measure should not be interpreted as a direct translation of V/C ratio, and it is important to note that LOS describes motor vehicle operations rather than the quality of the entire multimodal transportation system. A favorable level of service does not necessarily mean a roadway is in optimal condition for all modes and all users.

Most roadway records in the rural jurisdictions of the TJPDC are classified as level of service A, indicating relatively unconstrained vehicle operations in the broader region. Select localized operating concerns do still exist, however, particularly along US 29, I-64, and US 15. VDOT forecast data predicts worsening operational conditions by 2050 on several corridors, including US 29, US 15, VA 208 and 652 around Lake Anna, and VA 151.

Figure 7: Level of Service, 2025

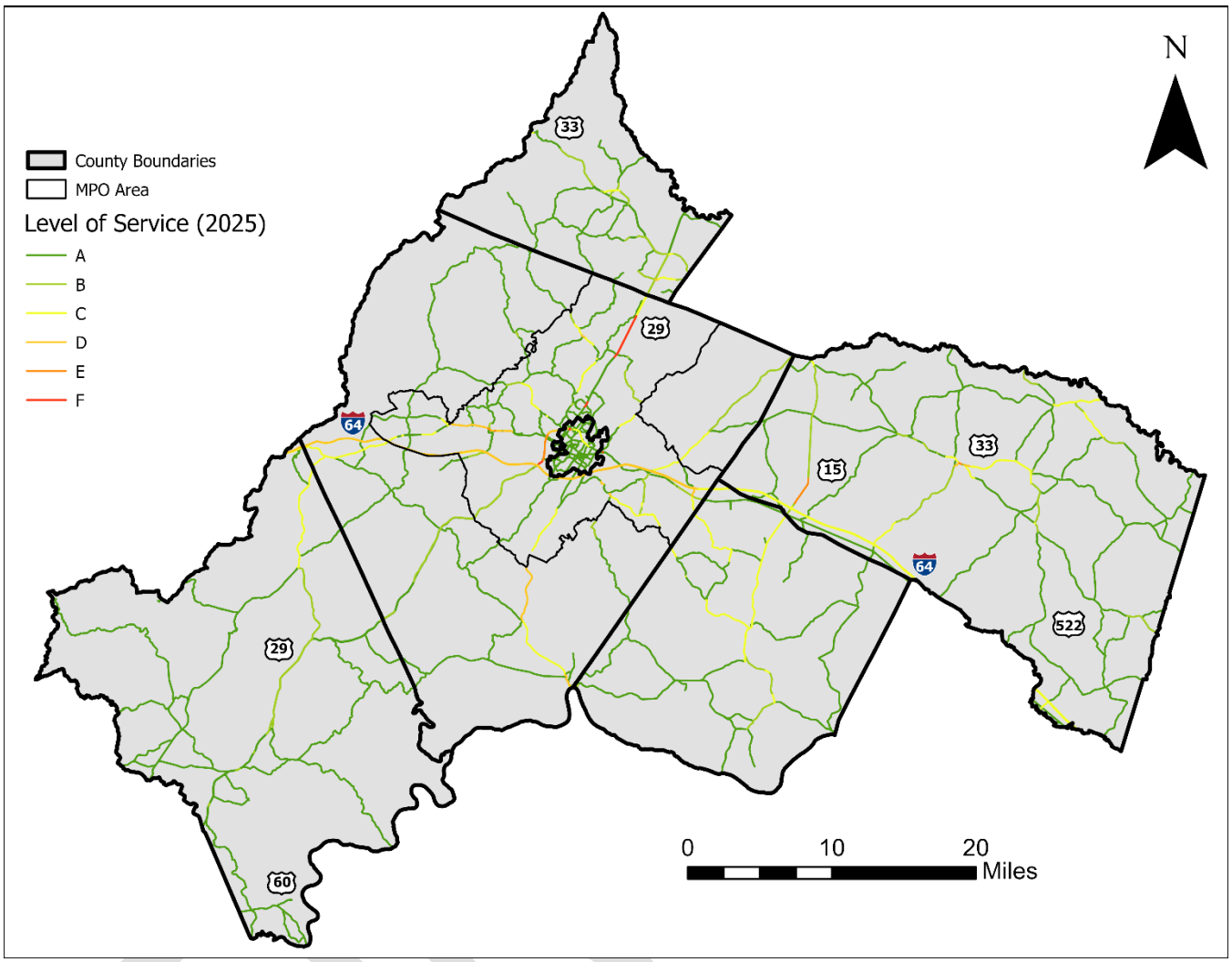
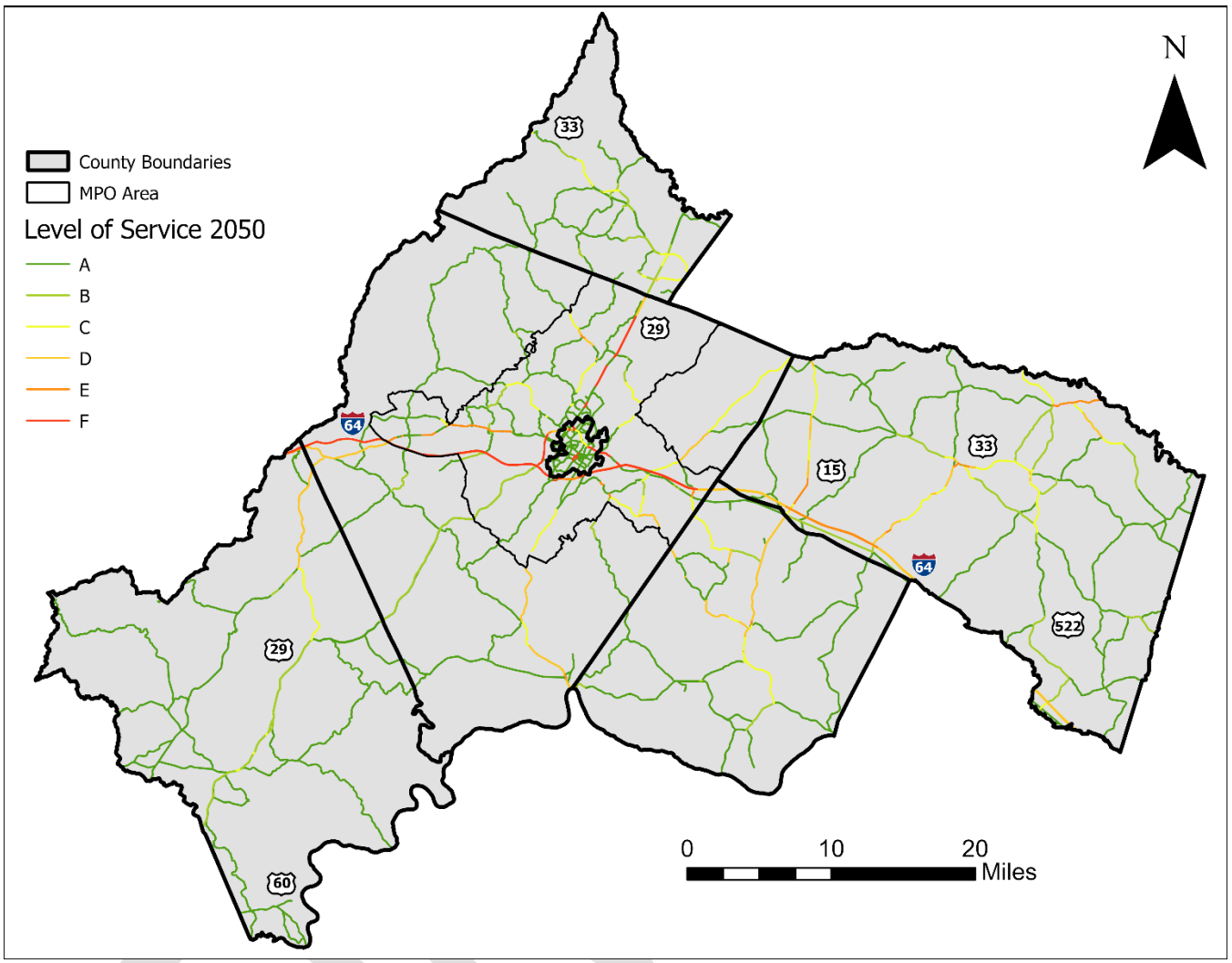


Figure 8: Projected Level of Service, 2050

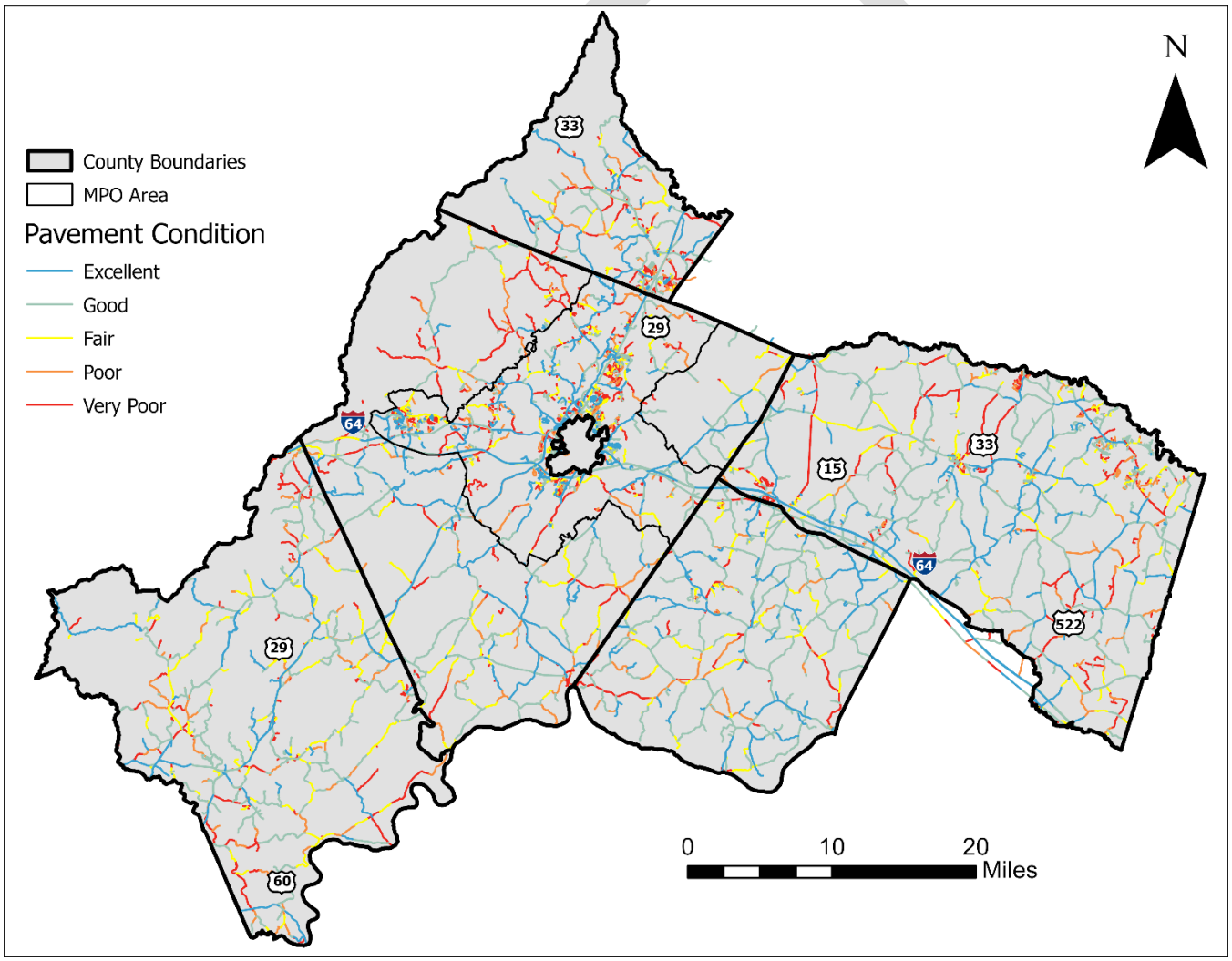


Infrastructure Condition

Pavement

VDOT is responsible for over 120,000 lane miles of roadway maintenance in the state. Most lane mileage for maintenance consists of secondary roads, but primary roads and interstate are also included in the total. To determine the recurring pavement schedule and prioritize limited funding, pavement condition is tracked for all public roadways. VDOT uses the critical condition index (CCI) to measure the physical state of a roadway's paved surface and identify preservation, maintenance, and rehabilitation needs. Pavement rated fair or better is generally considered sufficient, while pavement rated poor or very poor may require additional evaluation for maintenance or rehabilitation needs.

Figure 9: Pavement Condition, 2025



As of 2025, 28.3% of lane-miles in the region are rated Poor or Very Poor. Table 3 compares condition rating and mileage.

Table 3: Share of Roadway Condition by Mileage, 2025

Rating	Total Length (Miles)	Percentage
Excellent	620.0	22.8%
Good	961.0	35.3%
Fair	368.4	13.5%
Poor	307.7	11.3%
Very Poor	463.7	17.0%
Not Rated	0.5	0.0%
Total	**2,721.24**	**100.0%**

Table 4: Roadway Condition by Jurisdiction

	Excellent	Good	Fair	Poor	Very Poor	Not Rated	Total
Albemarle	256.7	283.1	131.8	130.5	210.2	0.5	**1,012.82**
Fluvanna	77.1	165.8	40.9	31.8	31.7	-	**347.3**
Greene	49.9	61.6	22.8	24.4	42.3	-	**201.0**
Louisa	154.0	276.6	87.7	65.1	111.4	-	**694.8**
Nelson	82.3	173.8	85.1	55.9	68.1	-	**465.3**
Total	**620.0**	**961.0**	**368.4**	**307.7**	**463.7**	**0.5**	**2,721.2**

Major roadways in Poor or Very Poor condition include:

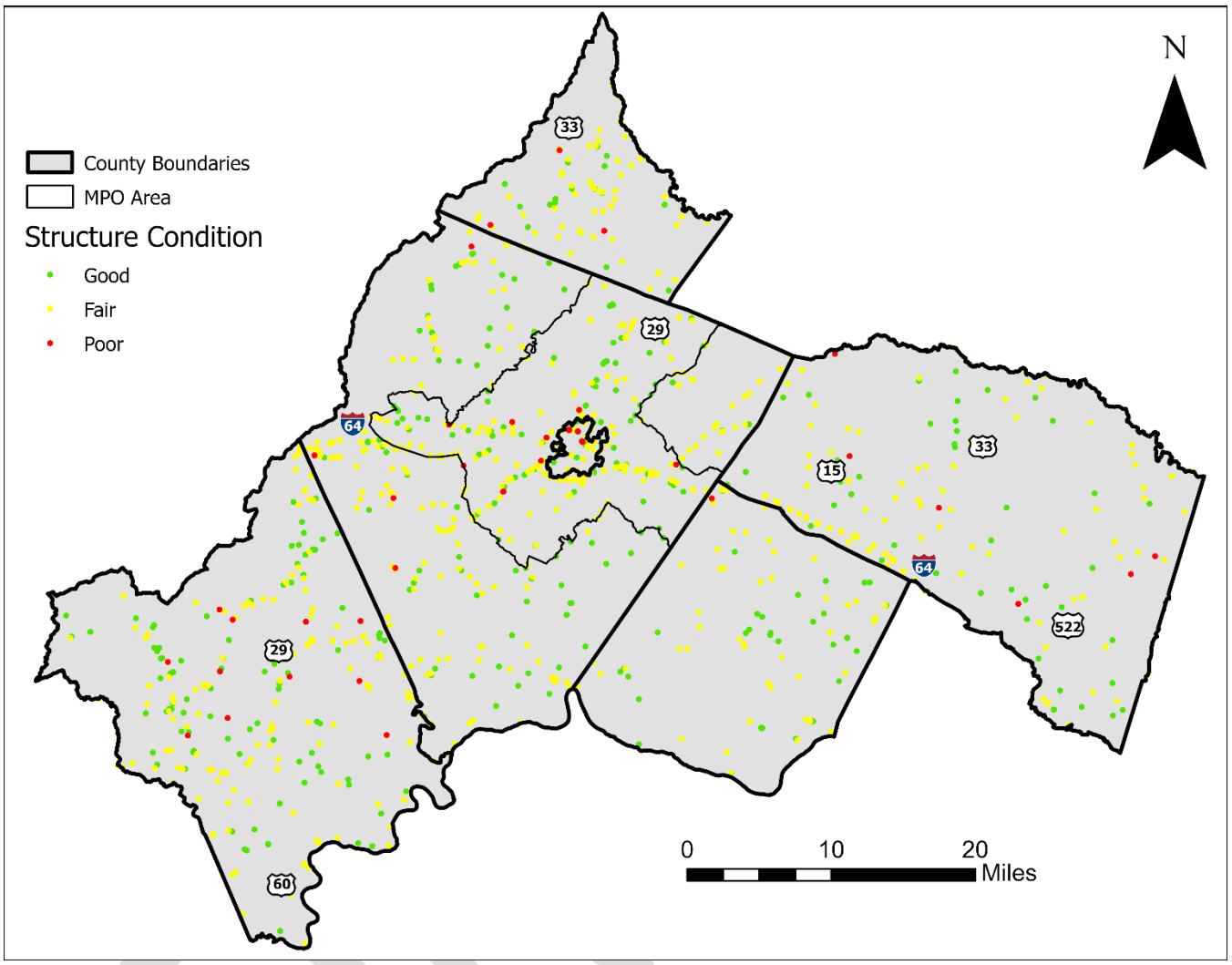
- US-15 between Zion Crossroads and Gordonsville in Louisa County
- SR-613 (Poindexter Road) between SR-640 and Hamilton Road in Louisa County
- SR-659 (Stage Junction Road) between Columbia and Wilmington in Fluvanna County
- SR-6 (West River Road) east of Scottsville in Fluvanna County
- SR-657 (Tye River Road) north of US-60 in Nelson County

Bridges and Large Culverts

The Commonwealth of Virginia is responsible for over 21,000 structures, including bridges of any length and large culverts (with openings greater than 36 square feet). Most of these structures are located on secondary routes, and most are owned by VDOT. Bridges in Virginia are inspected on a routine schedule in accordance with National Bridge Inspection Standards. Bridge Sufficiency Ratings were developed by the Federal Highway Administration (FHWA) to serve as a prioritization tool to allocate funds.

The formula considers structural adequacy, whether the bridge is functionally obsolete, and level of service provided to the public. Bridges receive sufficiency ratings ranging from 0% (poor) to 100% (very good). The map below shows the combined rating, the lowest of Deck, Substructure, and Superstructure ratings, for each bridge.

Figure 10: Bridge and Large Culvert Condition, 2025



As of 2026, 51 bridges and culverts are rated Poor condition out of 1,228 total in the TJPDC region. A summary of bridge and culvert rating by location is presented in the table below.

Table 5: Bridge and Large Culvert Condition

Rating	Count	Percentage
Good	374	30.5%
Fair	803	65.4%
Poor	51	4.1%

Table 6: Rural Bridges in Poor Condition:

Route	Passing Over	Jurisdiction
Stillhouse Creek R	Whiteside Branch	Albemarle
Browns Gap Turnpike	Lickinghole Creek	Albemarle
Mission Home Road	Muddy Run	Albemarle
Old Turnpike Road	Stream	Albemarle
White Hall Road	Mechunk Creek	Fluvanna
Goosepond Road	Swift Run	Greene
Simmons Gap Road	Lynch River	Greene
Beasley Road	Blue Run	Greene
Horseshoe Farm Rd	Small Branch	Louisa
Harts Mill Road	Campbells Creek	Louisa
Belle Meade Road	Little River	Louisa
Hamilton Road	South Anna River	Louisa
Moses Hughes Lane	S.Fork Rockfish River	Nelson
Rhue Hollow Rd.	Branch Reeds Creek	Nelson
Carter Hill Road	Tye River	Nelson
Drumheller Lane	Rockfish River	Nelson
Roseland Road	Hat Creek	Nelson
Drumheller Lane	Rockfish River	Nelson

DRAFT

Safety

Safety assessment examines where crashes occur, their severity, and the roadway conditions and travel behaviors associated with them. Crash density or heat maps identify intersections and roadway segments with clusters of reported crashes, helping highlight locations for further planning and intervention. Particular attention is given to fatal and serious injury crashes.

VDOT crash location data from 2022-2025 was used to create a weighted heatmap of crash density. Crashes were weighted by severity from Property Damage Only to Fatal, shown in Table 7. Crashes are categorized by their most severe outcome. For instance, a crash causing a severe "A" injury and a nonvisible "C" injury would be classed as A.

The severity weights used in this analysis are based on VDOT's comprehensive crash costs, which combine estimated economic impacts (hospital bills, legal fees, property damage) and the loss of quality of life associated with injuries and fatalities. These standardized estimates are analytical tools to provide a consistent way to compare crash outcomes and evaluate safety improvements, not a measure of the worth of any individual's life. The Federal Highway Administration publishes comprehensive costs, which are adjusted for each state. VDOT 2024 Comprehensive Crash Costs[2] are used in this plan.

Table 7: Crash Severity Comprehensive Costs and Weights

Crash Severity	Comprehensive Cost (2024)	Weight
K. Fatal Injury	$16,034,661	962
A. Severe Injury	$937,047	56
B. Visible Injury	$308,776	19
C. Nonvisible Injury	$177,841	11
PDO. Property Damage Only	$16,675	1

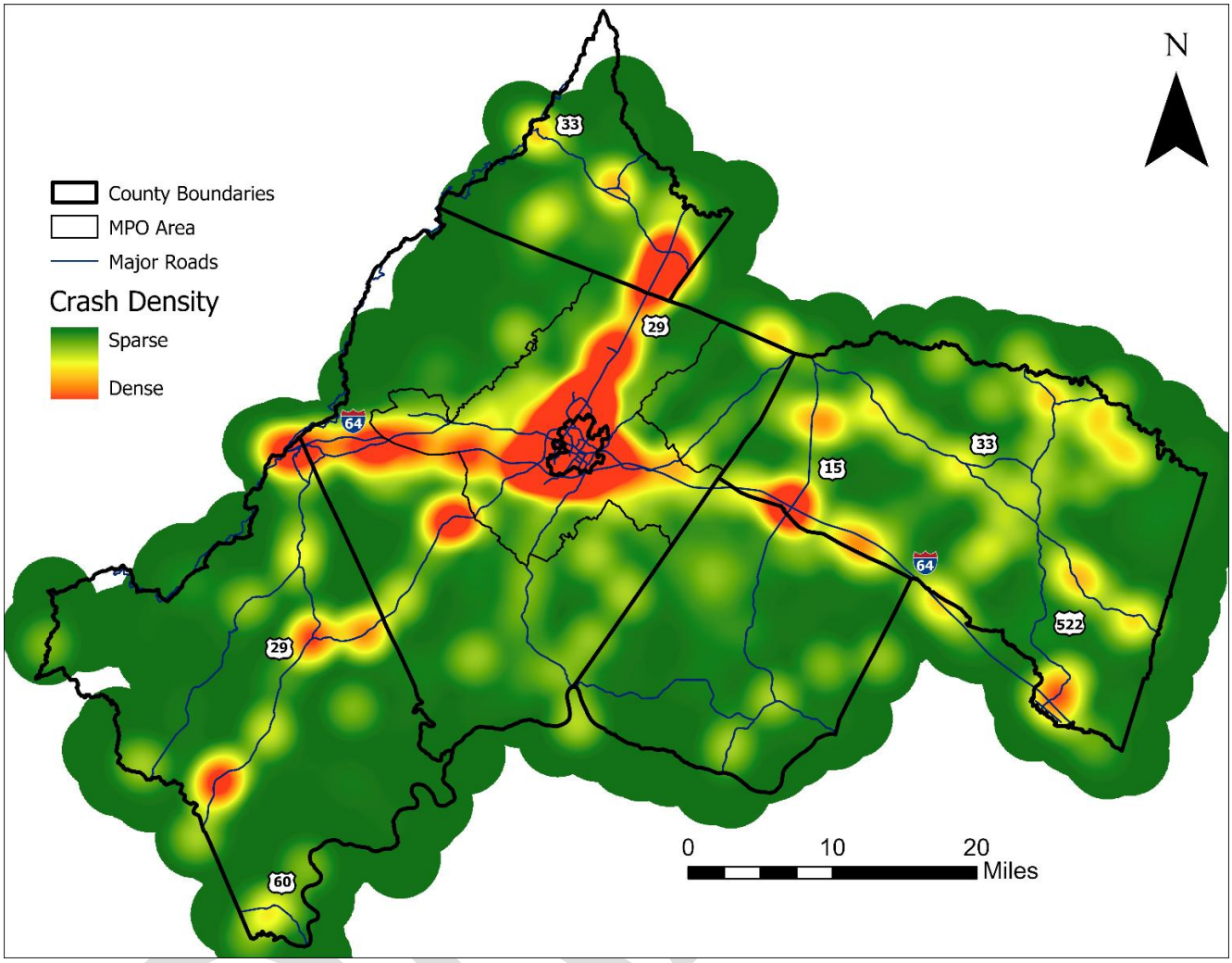
Table 8: TJPDC K and A Crashes, 2022-2025

Year	Total crashes	Fatal crashes (K)	Serious-injury crashes (A)	People killed	People seriously injured
2022	4,059	37	282	38	328
2023	4,008	38	271	39	331
2024	4,326	30	265	32	306
2025	3,978	26	262	27	305
Total	**16,371**	**131**	**1,080**	**136**	**1,270**

Between 2022 and 2025, regional crashes resulted in 136 deaths and 1,270 serious injuries. These outcomes included 13 pedestrian deaths, 47 serious injuries to pedestrians, and 31 serious injuries to bicyclists. Total crashes increased between 2023 and 2024 but decreased between 2024 and 2025.

[2] VDOT Memorandum, 10.31.24. From Intersection Improvement Program 2025 Appendices.pdf.

Figure 11: Severity-Weighted Crash Density, 2022-2025



Concentrations of severe crashes are visible in several rural areas:

- Colleen, Lovingston, Woods Mill, and Afton in Nelson County
- The I-64 and US 250 interchange and US 29 near Indian Hills in Albemarle County
- US 29 passing through Ruckersville in Greene County
- I-64 at its interchanges in Zion Crossroads, VA 208, US 522
- US 522 and VA 208 intersection in Louisa County

Table 9: Crashes by Jurisdiction, 2022-2025

Jurisdiction	Total crashes	Fatal crashes	Serious-injury crashes	People killed	People seriously injured
Albemarle County	8,242	47	585	49	651
Charlottesville	2,517	5	145	5	156
Fluvanna County	990	5	54	5	70
Greene County	1,112	13	68	13	87
Louisa County	2,368	39	161	41	208
Nelson County	1,142	22	67	23	98
Region Total	**16,371**	**131**	**1,080**	**136**	**1,270**

County crash maps were made using crash data clipped to county boundaries. Crash density is weighted by severity and standardized between maps.

Figure 12: Severity-Weighted Crash Density, Greene County, 2022-2025

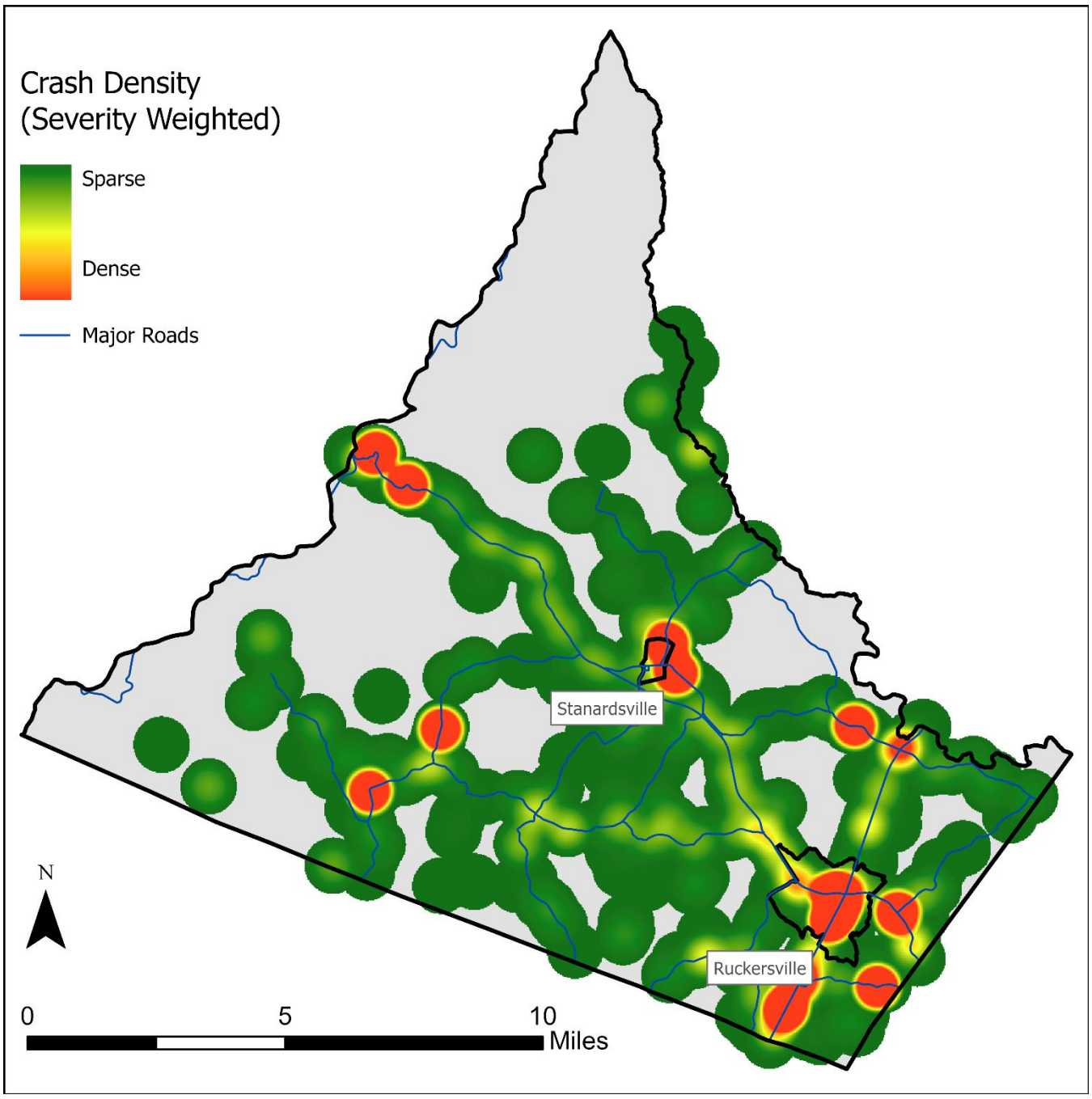


Figure 13: Severity-Weighted Crash Density, Fluvanna County, 2022-2025

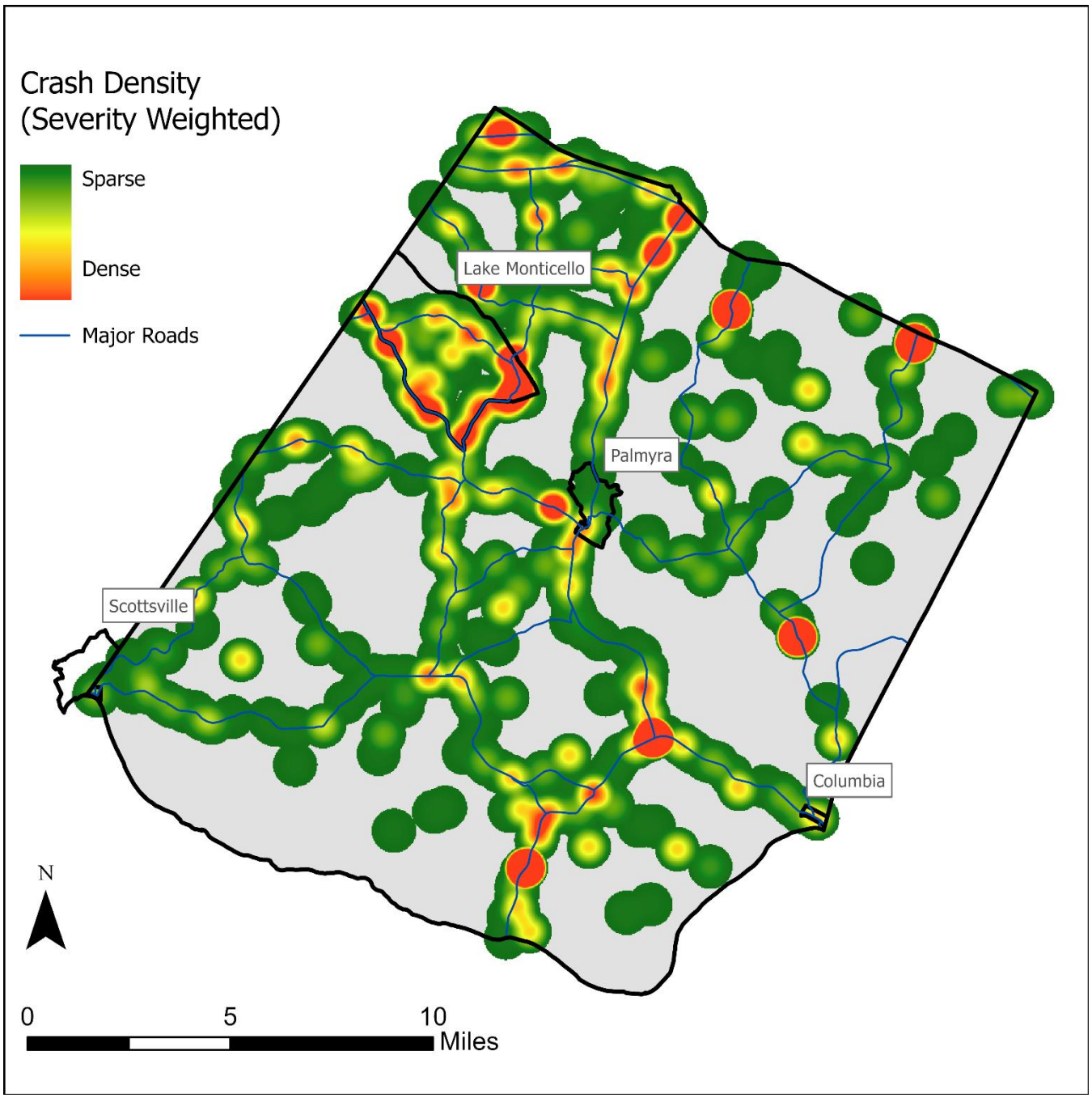


Figure 14: Severity-Weighted Crash Density, Louisa County, 2022-2025

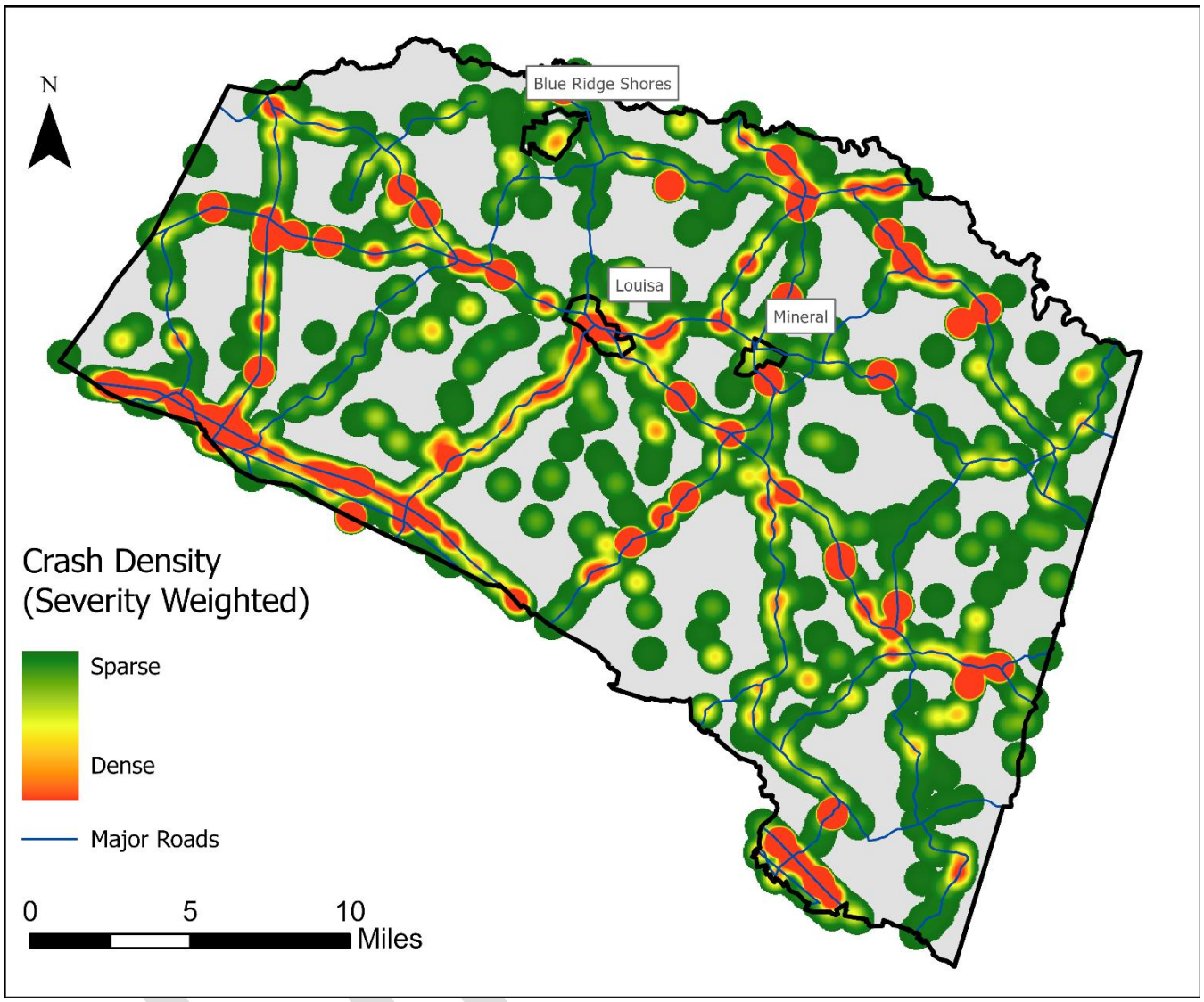
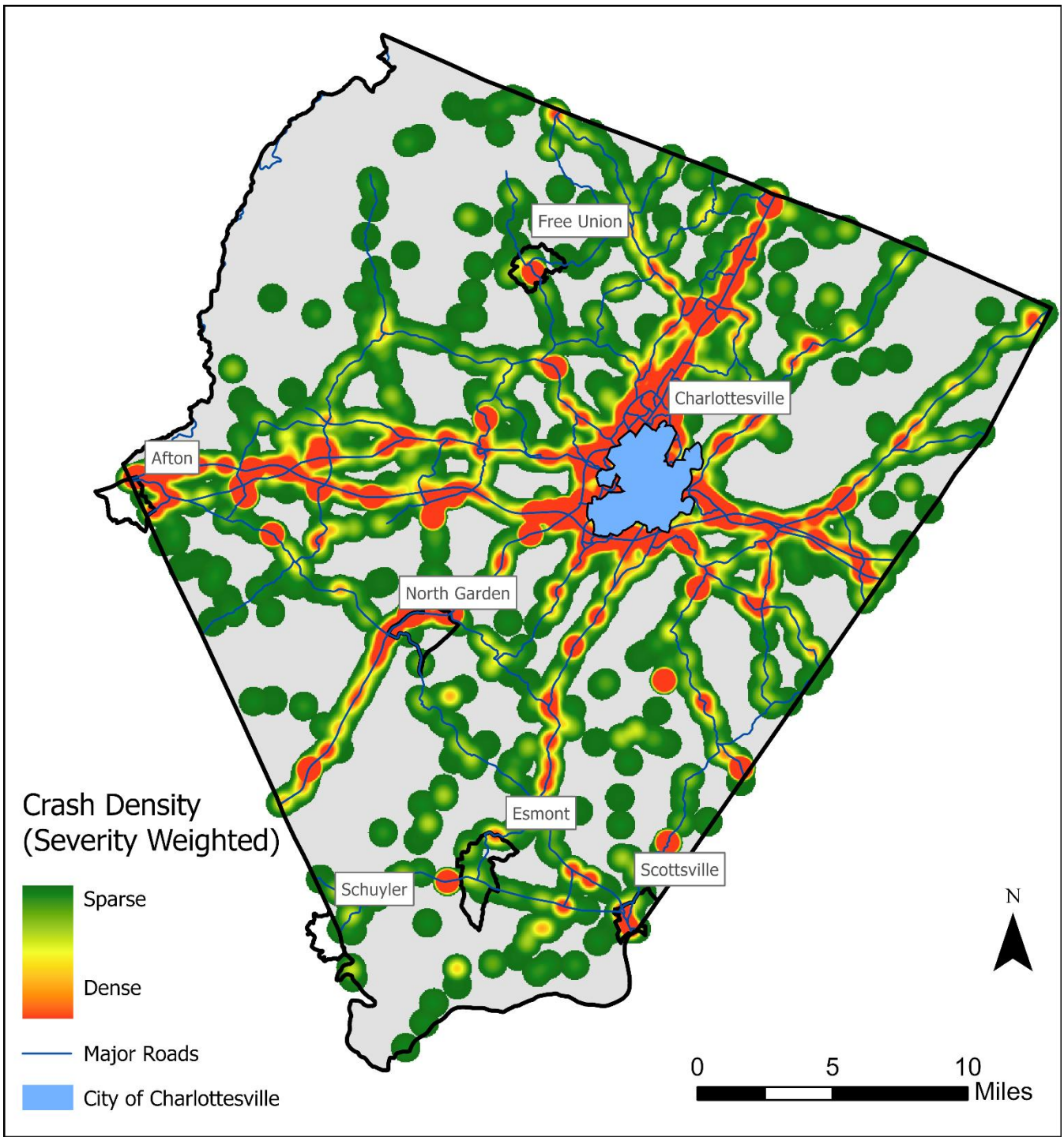
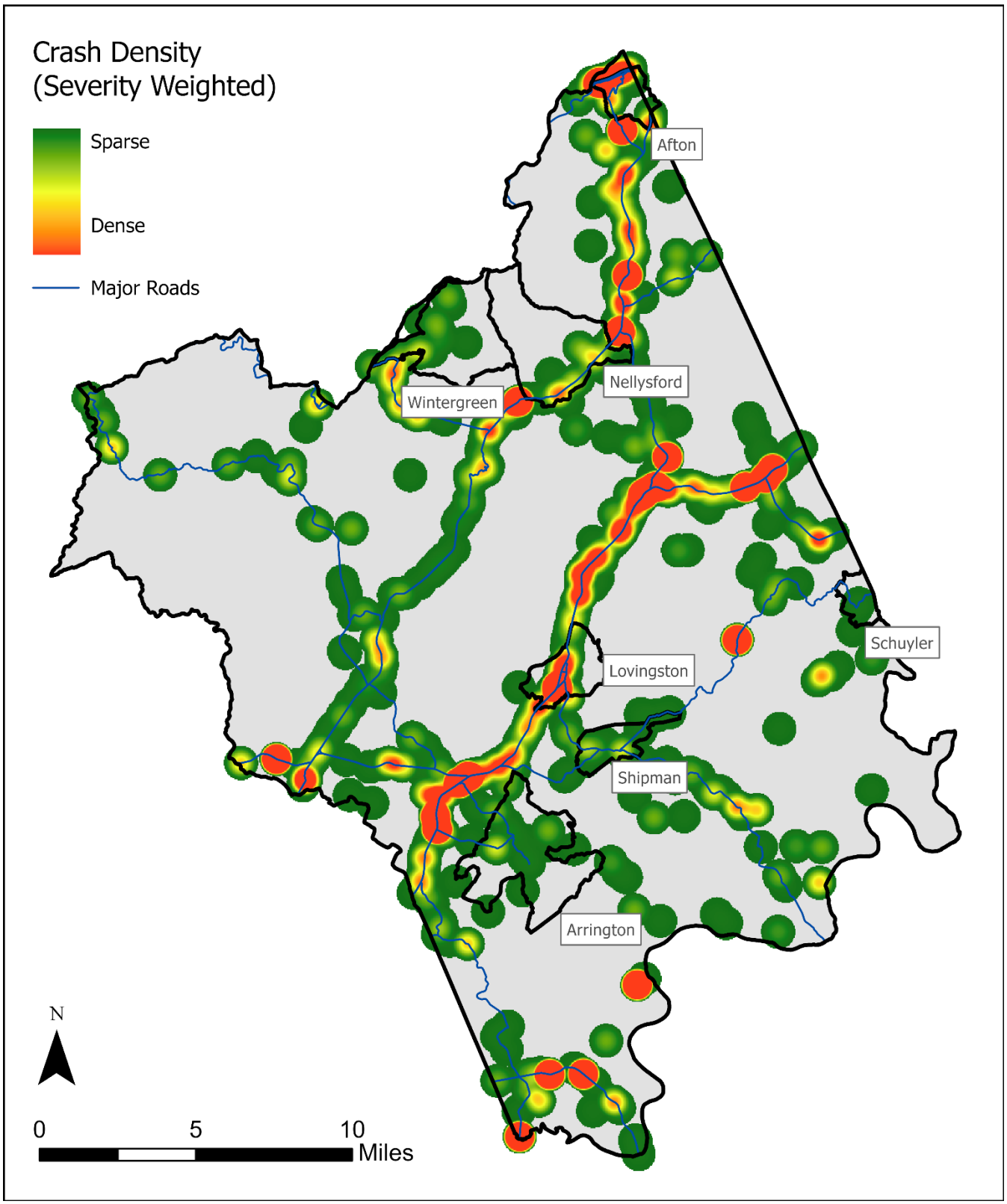


Figure 15: Severity-Weighted Crash Density, Albemarle County, 2022-2025



Crashes within Charlottesville boundaries are not included in this map.

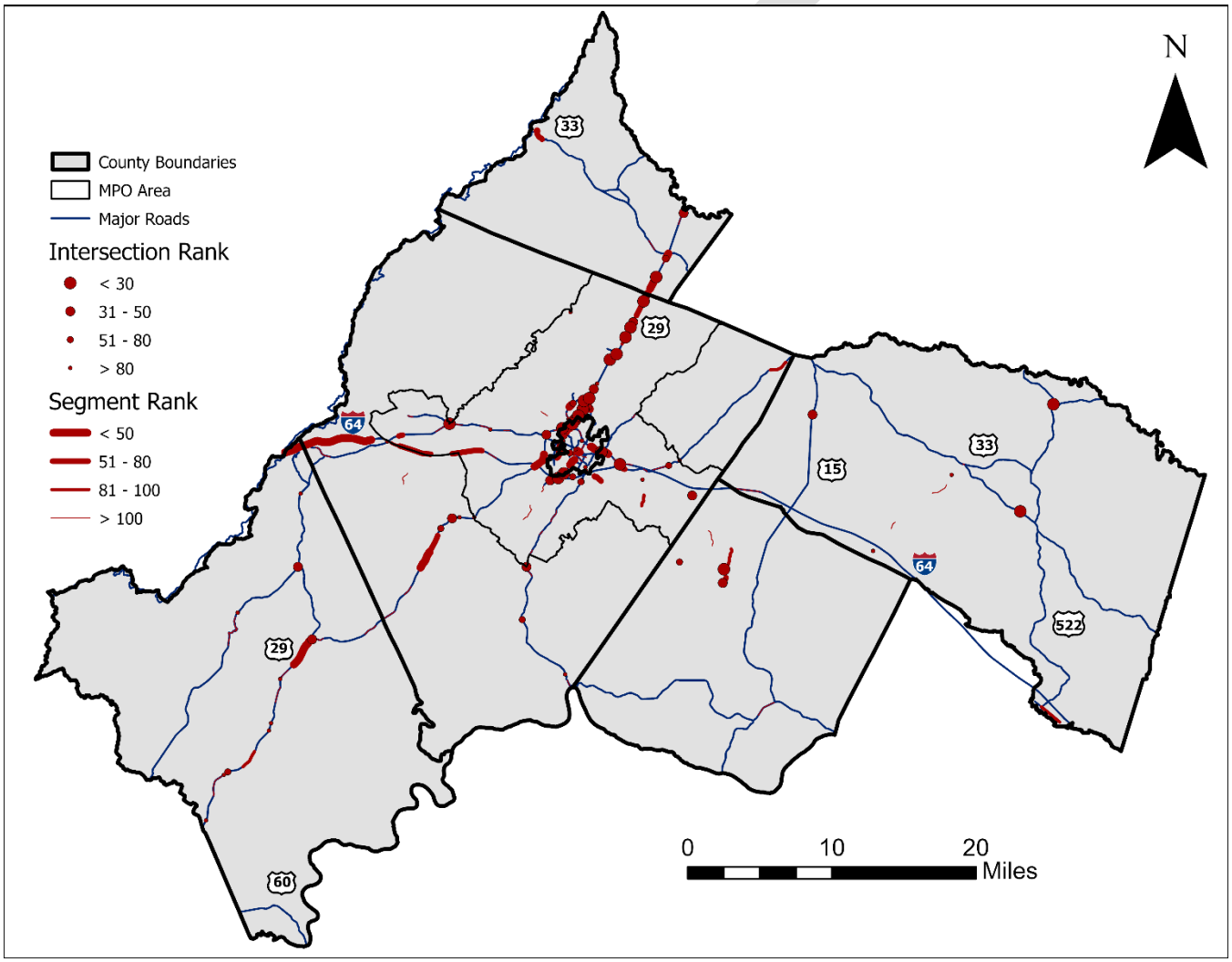
Figure 16: Severity-Weighted Crash Density, Nelson County, 2022-2025



Potential for Safety Improvement

VDOT's Potential for Safety Improvement (PSI) screening identifies route segments and intersections where there may be an opportunity to reduce crashes, particularly in locations where long-term crash frequency exceeds frequency predicted for comparable locations. Candidate locations are ranked, with higher rankings indicating higher potential for improvement and higher priority for safety-related funding opportunities. PSI segments and intersections usually correlate to locations with high crash density.

Figure 17: PSI Segments and Intersections, 2026



The top 5 segments and intersections within the TJPDC and outside the MPO area are shown in tables 10 and 11.

Table 10: Top 5 Rural PSI Segments, 2026

District Rank	Location	County
3	I-64 east of Afton	Albemarle
7	US-29 between Keleigh Ln and Cedar Grove/Matthew Mill Rd	Greene
17	US-29 leading southwest from Woods Mill	Nelson
21	US-29 between Carpenters Mill Rd and US-33 in Ruckersville	Greene
26	I-64 around Afton	Nelson

Table 11: Top 5 Rural PSI Intersections, 2026

District Rank	Location	County
20	US-29 and Deerfield Dr / Clore Dr	Greene
26	US-33 and Shannon Hill Rd	Louisa
27	Lake Monticello Rd and S Boston Rd	Fluvanna
28	US-522 and SR-208	Louisa
31	US-29 and N Garden Ln	Nelson

Safety improvements can address individual locations or shared risks across the network. Spot improvements respond to an identified problem at a specific location (e.g., modifying intersection geometry, installing pedestrian treatment, etc.), while systemic improvements address roadway features associated with crash types at multiple locations or the length of a longer segment (e.g., rumble strips, high-visibility backplates, etc.).

Some PSI locations overlap or are near jurisdictional boundaries. Outside of the MPO area, these are I-64 crossing between Albemarle and Nelson, US-29 crossing between Albemarle and Nelson, and US-29 crossing between Albemarle and Greene.

Completed by the TJPDC in 2025, the Move Safely Blue Ridge Comprehensive Safety Action Plan provided a regional framework for reducing roadway fatalities and serious injuries for all road users. Developed through the federal Safe Streets and Roads for All (SS4A) program, the plan incorporated crash analysis, stakeholder coordination, and three rounds of public engagement across the region's six jurisdictions to identify safety priorities and develop both systemic and spot-specific strategies.

Bicycle and Pedestrian Safety

While specific bicycle and pedestrian facilities are most densely present in the urbanized area, roads without facilities in rural areas are also used for bicycle and pedestrian travel. The region is traversed by US Bike Route 76, an east to west cross-country bike route. The Jefferson Area Bike

and Pedestrian Plan (2019) identified potential corridors that could be developed by each locality over time. The Planning District also completed a region-wide study of the Bike Route 76 in 2012. The majority of bicycle route development and planning has been concentrated within the MPO, City of Charlottesville, and Albemarle County. The City of Charlottesville adopted a Bicycle and Pedestrian Master Plan in 2015.

VDOT tracks crashes involving cyclists and pedestrians. While bicycle and pedestrian traffic is concentrated in the MPO, Ruckersville, Stanardsville, Lake Monticello, Lovingston, and Louisa all have visible bicycle/pedestrian crash concentrations. Parts of US-33 and US-29 near Ruckersville are in the top 5% statewide for PSI. No rural roadway is in the top 1%.

Figure 18: Bicycle and Pedestrian Crash Density and PSI locations, 2024

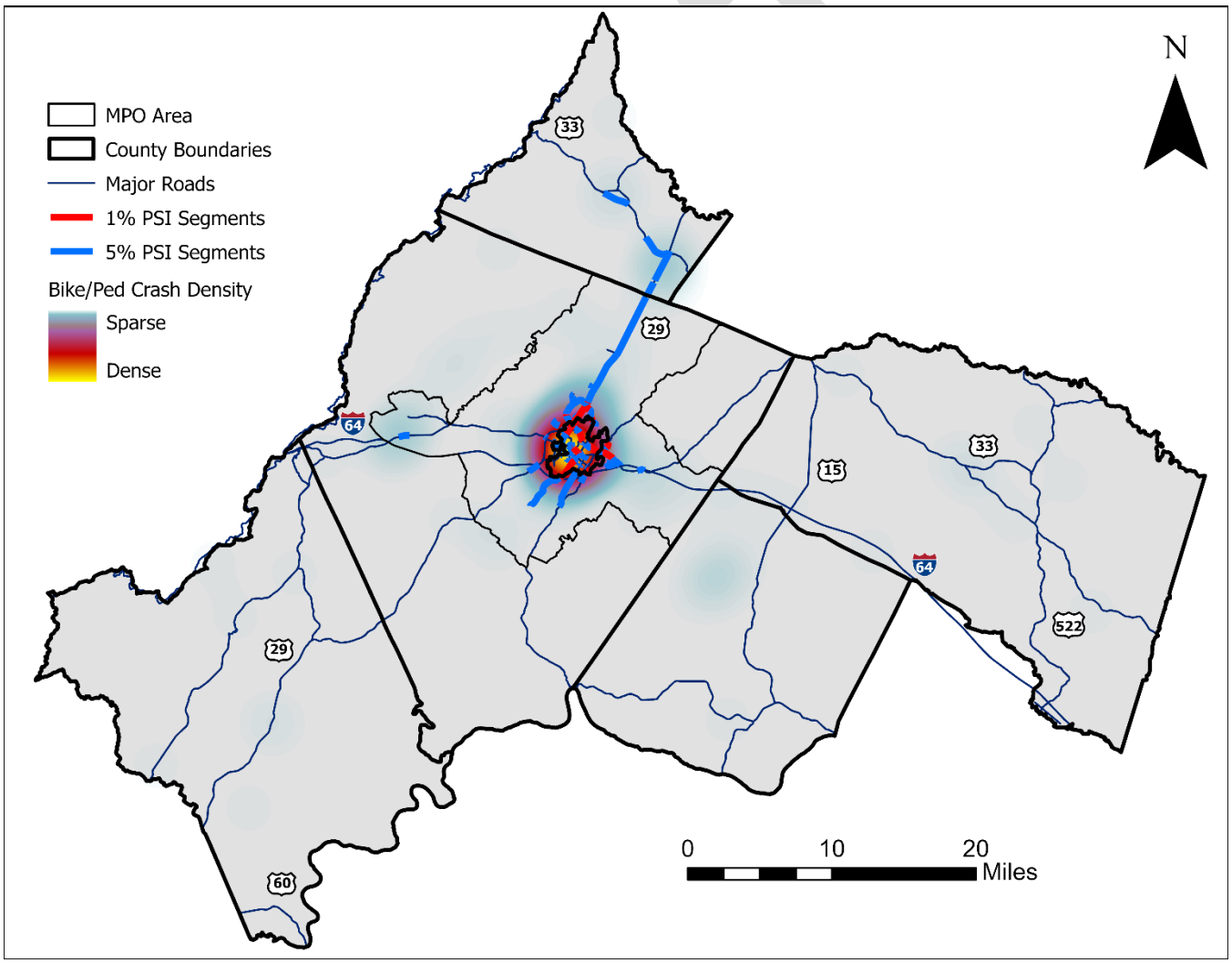
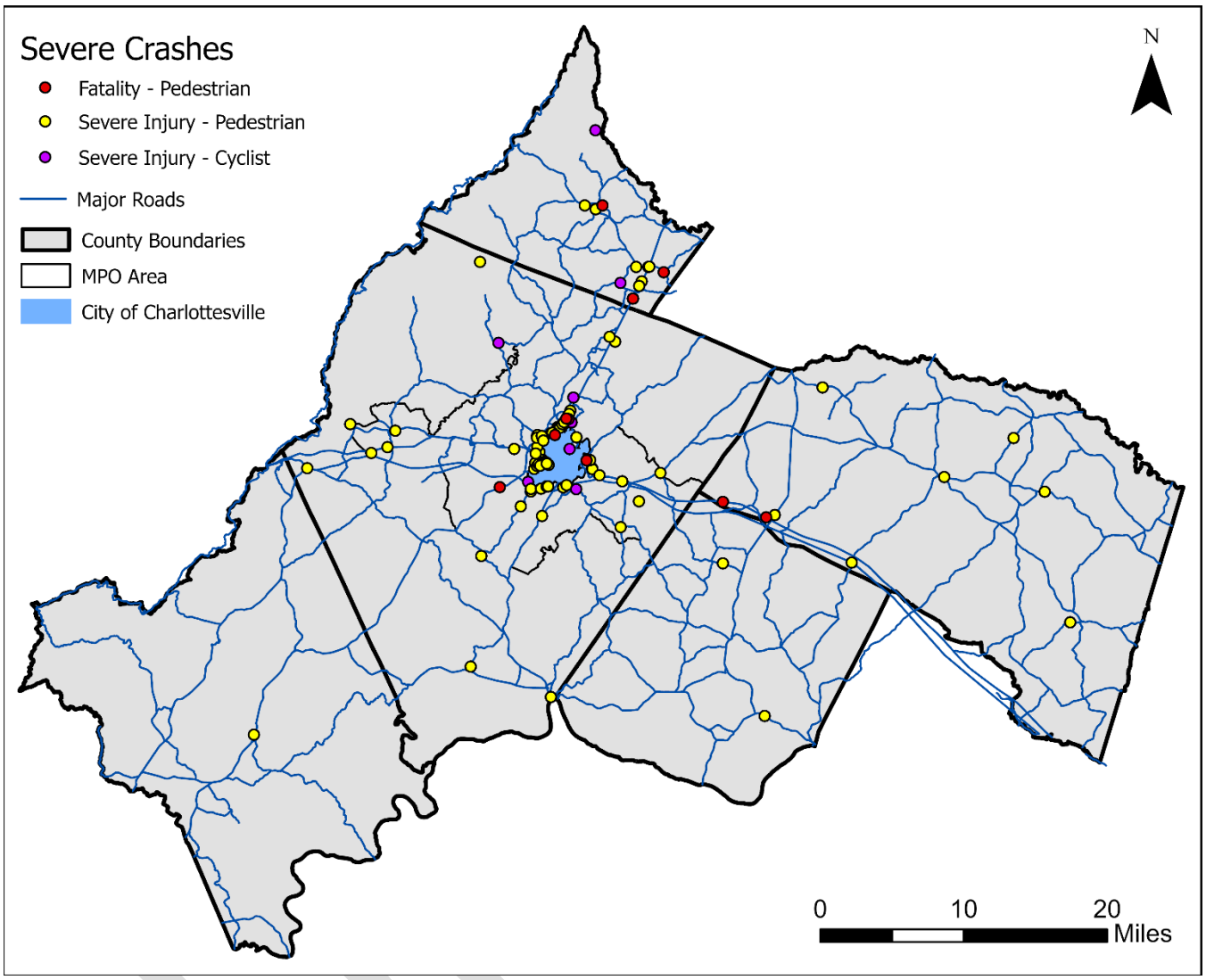


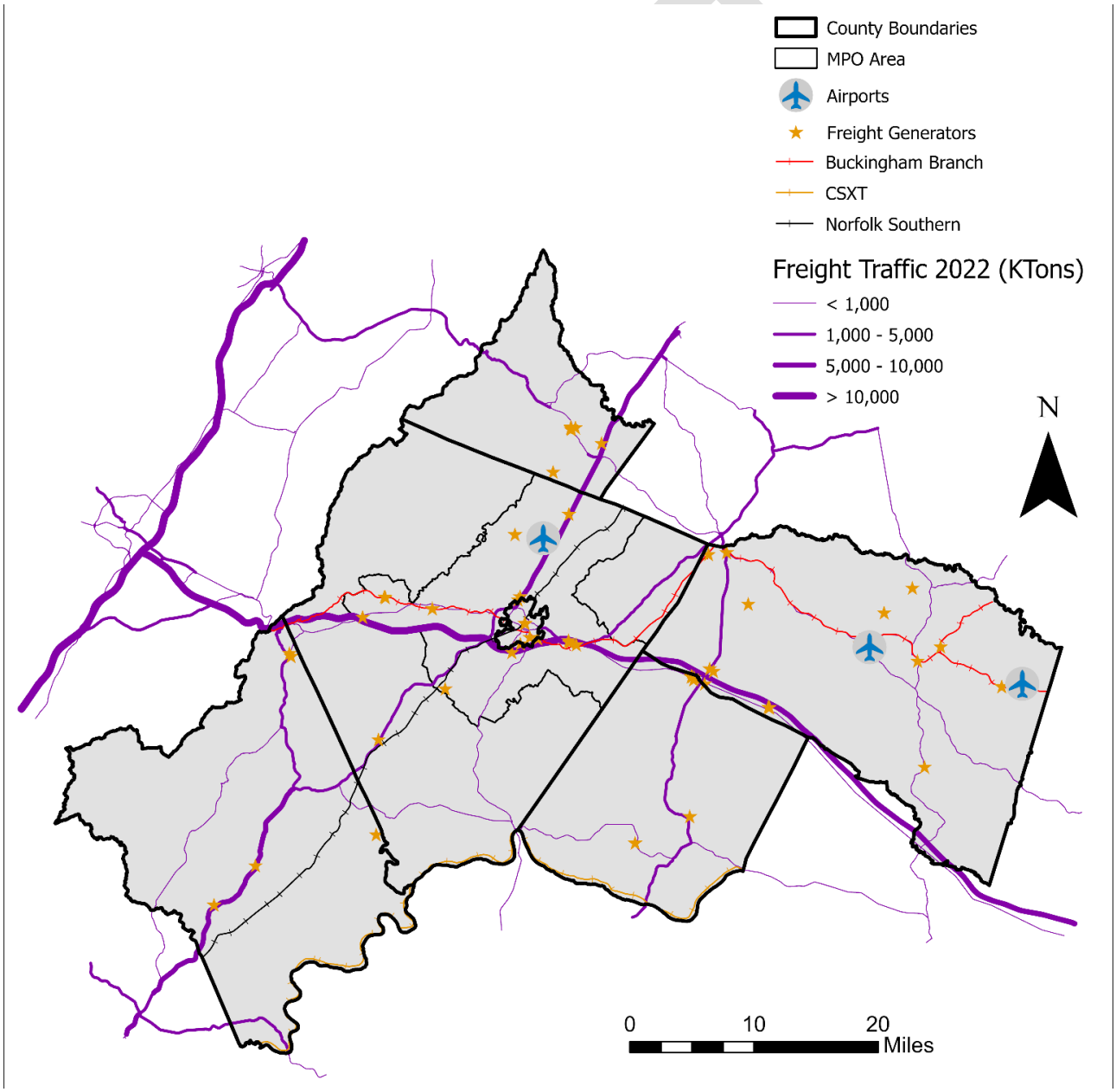
Figure 19: Fatal and Severe (A) Pedestrian and Cyclist Crashes, 2022-2025



Freight

Freight transportation serves the movement of goods within and through the region, connecting businesses, farms, manufacturers, and consumers. The freight system includes highways, local access roads, rail lines, and warehouse facilities. Situated at a major transportation crossroads, the region is well served by freight and inter-regional transportation connections. Figure 20 below shows the total volume of freight carried by trucks along major roadways in 2022, drawn from the most recent Bureau of Transportation Statistics Freight Analysis Framework data. Manufacturing and distribution centers are shown as Freight Generators on the map.

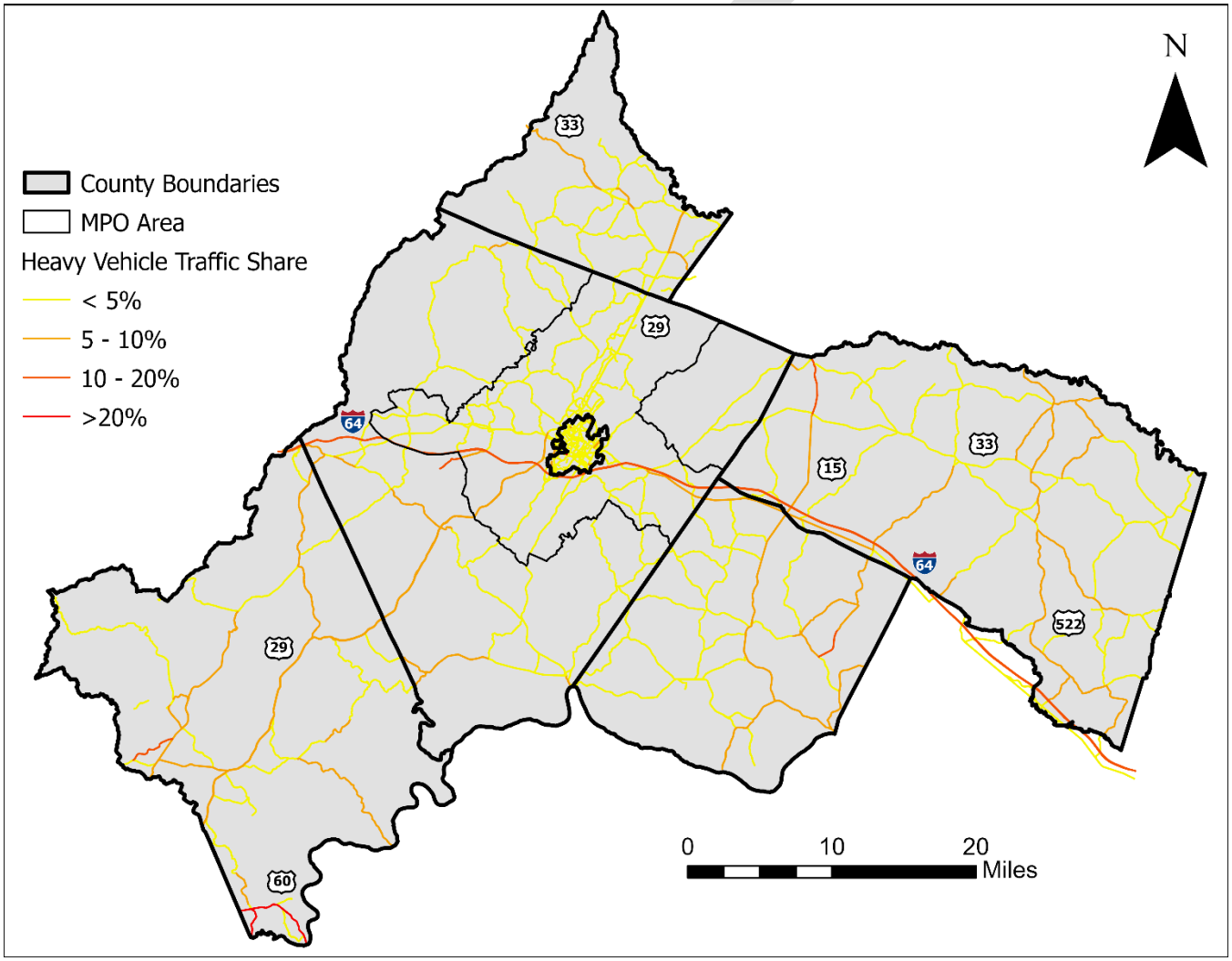
Figure 20: Freight Movement in Planning District 10



Major freight corridors within the region include I-64, US-29, and US-15. I-81 west of the region is also a major corridor. CSX, Norfolk Southern, and the Buckingham Branch Railroad move freight over the region's rail lines.

The Charlottesville-Albemarle Airport along US-29 provides both commercial and general aviation services. Louisa County Airport and Lake Anna Airport are general aviation facilities. These freight connections are critical to regional economic well-being and connectivity.

Figure 21: Heavy Vehicle Traffic Share, 2025



Heavy vehicle traffic is tracked by VDOT. Corridors with higher volumes of freight traffic tend to have higher percentages of heavy vehicles. The major traffic externalities – noise, pavement damage, emissions, and congestion – are disproportionately caused by heavy vehicles. This map shows the summed traffic share of 2-axle, 3-axle, 1-trailer, and 2-trailer heavy vehicles.

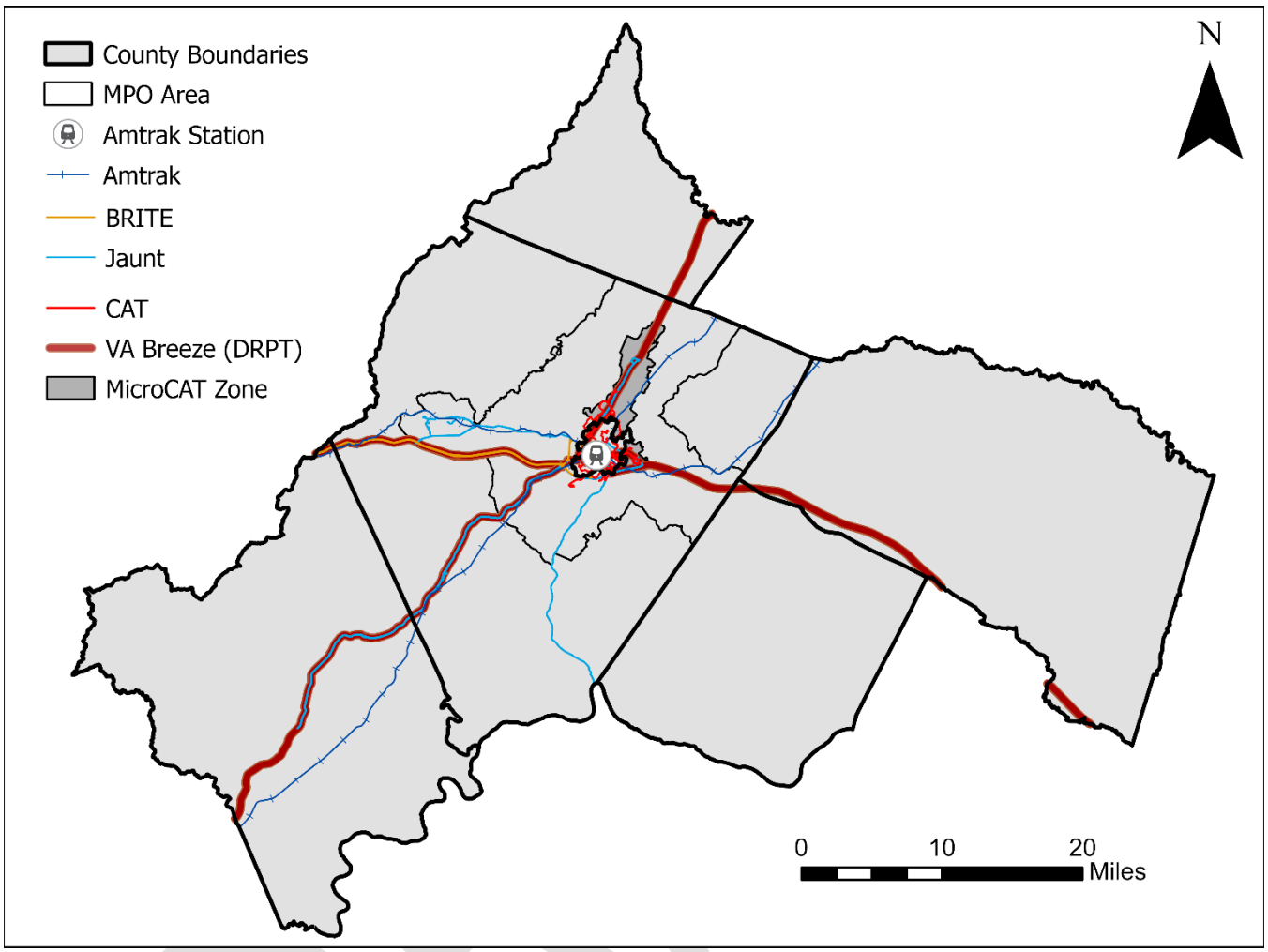
Public Transportation

Several transit providers serve Planning District 10, offering a combination of local fixed route, commuter, demand response, and microtransit services. While each provider serves different populations, the TJPDC helps to facilitate regional coordination to support transit operators aligning services and reducing duplication.

- **Charlottesville Area Transit (CAT)** is the primary fixed route service operator for the City of Charlottesville and portions of Albemarle County. CAT operates 13 fixed routes, as well as MicroCAT demand-response in zones in Pantops and North US 29. CAT fixed routes are currently operating fare-free. Beginning January 1, 2027, MicroCAT will introduce a fare.
    - **Jefferson Area United Transportation (JAUNT)** operates the JAUNT Connect fixed-route commuter service from Charlottesville to Crozet, 29 North, Buckingham, and Lovingston. JAUNT also operates curb-to-curb demand response transit across the region and operates the complementary ADA paratransit around CAT's fixed route system.
- **UVA Transit** provides fare-free fixed route and paratransit service for University of Virginia students, employees, and visitors. Although concentrated in the Charlottesville-Albemarle area, UVA transit supports regional access to employment, education, and healthcare by providing connections within the University area for those traveling from surrounding counties.
- **Blue Ridge Intercity Transit Express (BRITE)** operates the Afton Express commuter line connecting Charlottesville and Waynesboro/Staunton to the west. BRITE is operated by the Central Shenandoah Planning District Commission (CSPDC).
- **Virginia Breeze Bus Lines** is an intercity bus service operated by DRPT, with the Piedmont Express and Tidewater Current routes stopping in Charlottesville.
- **Amtrak** provides intercity passenger rail access in the TJPDC region through Charlottesville Union Station. Three routes serve Charlottesville: the Northeast Regional, the Crescent, and the Cardinal.

DRAFT

Figure 22: Public Transportation, 2026

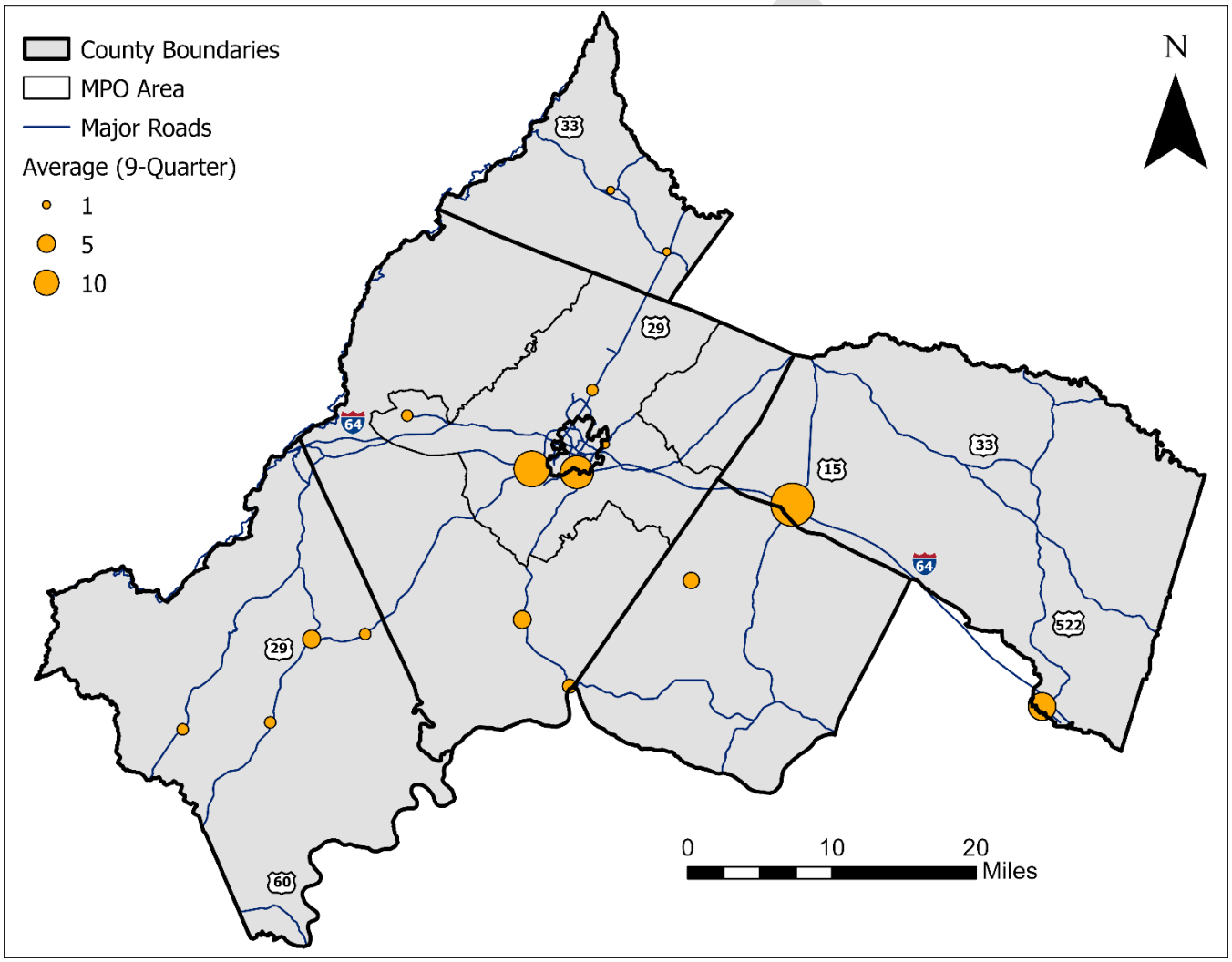


Administering on behalf of the newly activated Charlottesville-Albemarle Regional Transit Authority (CARTA), the TJPDC is conducting a Transit Prioritization and Implementation Feasibility Study in partnership with the City of Charlottesville and Albemarle County.

Transportation Demand Management: Park and Ride Lots

Transportation Demand Management (TDM) refers to a suite of measures designed to reduce traffic volume, including carpooling and vanpooling programs, public and commuter transit, park and ride lots, and intermodal coordination. The TDM map shows the usage of park and ride lots in Planning District 10, with the 9 most recent quarterly counts averaged. The most-used lot in the region is in Zion Crossroads.

Figure 23: Park-and-Ride Average Usage, 2024-2026



Park and ride lots support transportation demand management by providing locations where travelers can meet to carpool, vanpool, or take transit to their final destination. These facilities allow commuters to drive a portion of their trip and share transportation for the remainder, thereby reducing single occupancy vehicle trips and parking demand at destinations. Relevant factors driving park and ride usage include parking capacity, location/ease of access, lighting, transit services, and clear signage. TJPDC staff conduct quarterly park and ride counts and share the data with VDOT.

Table 12: Park-and-Ride Average Usage, 2024-2026

Lot Name	Jurisdiction	Average Occupancy
Azalea Park	Charlottesville	0
Beaver Dam Baptist Church	Fluvanna	0
Darden Towe Memorial Park	Albemarle	1
Department of Public Works (Avon Street Extended)	Albemarle	17
Greene County Public Schools	Greene	1
Gum Spring Park and Ride	Louisa	12
Irish Road Park & Ride	Nelson	2
Keene	Albemarle	5
Lake Monticello	Fluvanna	4
Lovingston	Nelson	2
Maple Grove Christian Church	Albemarle	0
Mountainside Senior Living	Albemarle	2
Peace Lutheran Church	Albemarle	0
Roseland Park & Ride	Nelson	2
Ruckersville Walmart	Greene	1
Scottsville	Albemarle	3
Teel Lane Park & Ride	Albemarle	20
Walmart South Lot	Albemarle	2
Woods Mill Park and Ride	Nelson	5
Zion Crossroads Park and Ride	Louisa	29

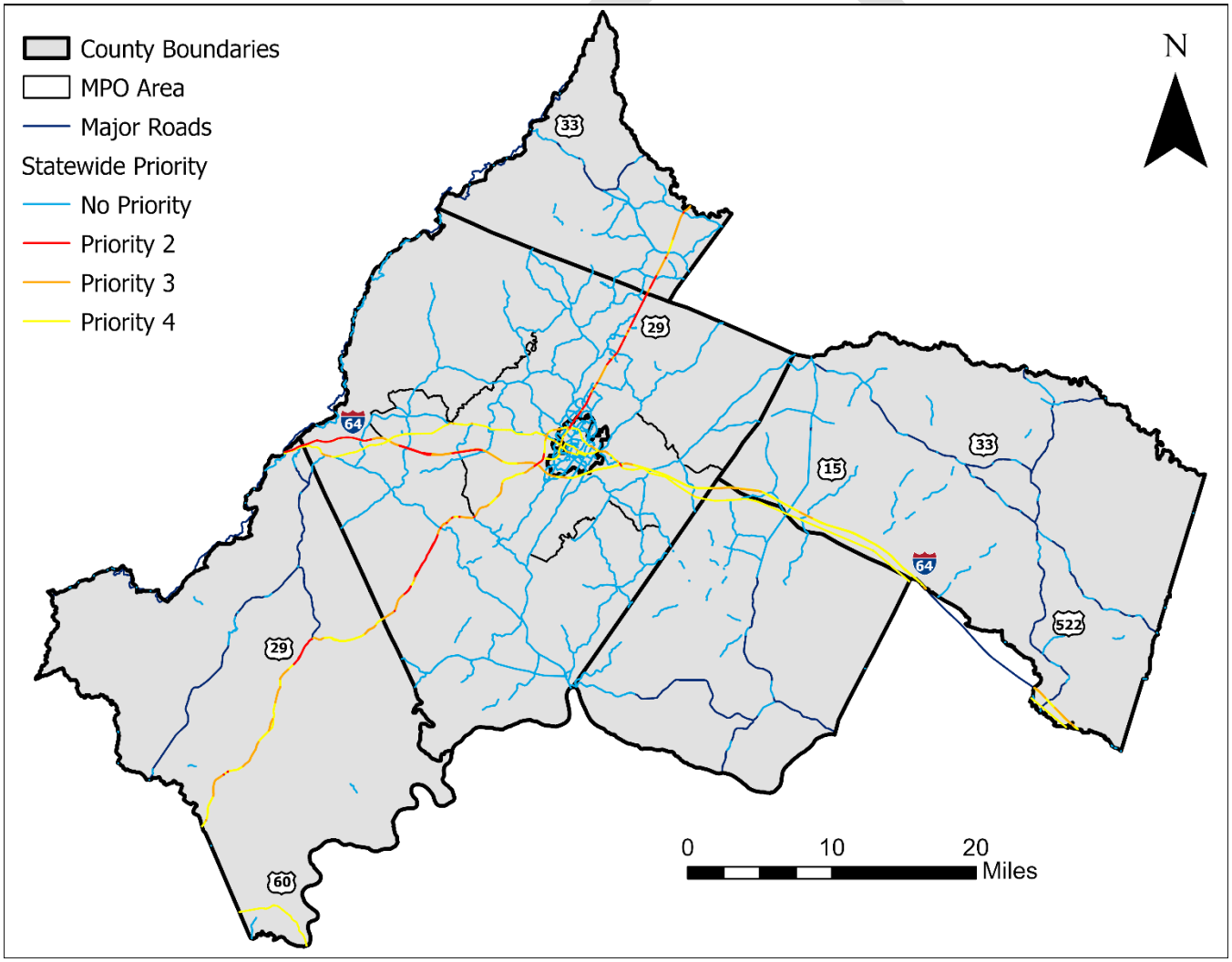
RideShare is a commuter assistance program funded by DRPT and operated jointly by the TJPDC and the Central Shenandoah Planning District Commission (CSPDC). Serving Central Virginia and the Central Shenandoah Valley, the program promotes alternatives to driving alone by offering carpool and vanpool matching, park and ride information, and employer outreach to improve workforce commuting options and mode switching.

VTrans Needs

VTrans is the statewide transportation plan, prepared by the Office of Intermodal Planning and Investment (OIPI) for the Commonwealth Transportation Board (CTB). It establishes transportation goals and identifies needs that inform planning and investment decisions. Its mid-term assessment considers needs over the next 10 years, providing a statewide framework for a decade of transportation investment.

The 2025 VTrans Prioritized Mid-Term Needs identify locations where transportation needs are particularly pressing or where multiple needs overlap. Prioritization considers the severity of a need and includes the categories such as congestion mitigation, reliability, capacity preservation, transportation demand management, transit access, bicycle and pedestrian access, safety, etc.

Figure 24: VTrans Prioritized Mid-Term Needs, 2025



VTrans establishes priorities at two geographic levels: **Statewide Priorities** and **Construction District Priorities**. Statewide Priorities identify the most severe transportation needs when

evaluated across the Commonwealth of Virginia, while Construction District Priorities identify the most severe transportation needs within each VDOT construction district. Albemarle, Charlottesville, Fluvanna, Greene, and Louisa are located in the VDOT Culpeper District, while Nelson County is location in the VDOT Lynchburg District.

Figure 24 illustrates statewide priority rankings for roadway segments 2025 VTrans Mid-Term Needs. According to the mid-term needs, there are no Statewide Priority 1 need locations in the Thomas Jefferson Planning District. Statewide Priority 2 and Construction District Priority 1-2 needs are shown in tables x and y.

Table 13. Corridor VTrans Priority 1 and 2 Mid-Term Needs

Route Corridor	From/To	Jurisdiction	Statewide Priority	Construction District Priority
US 29	Charlottesville border to Greene border	Albemarle	2	1/2
US 29	I-64 Exit 118 to north of Fontaine Ave	Albemarle	2	1/2
US 29	North of Murrays Ln to Rabbit Valley Ln	Albemarle	2	2
US 29 N	Taylors Gap Rd to Red Hill School Rd	Albemarle	No Priority	2
US 250	Free Bridge to N Hill	Albemarle	No Priority	1/2
I-64 W	Nelson border to east of Greenwood Station Rd	Albemarle	2	1
I-64	Exit 107 to Mechums River	Albemarle	2	2
VA 6	Hayman St to E Main St	Albemarle	No Priority	2
Union Mills Rd	Cumber Farm Dr to west of Two Rivers Dr	Fluvanna	No Priority	2
US 29	Albemarle border to Lake Saponi Dr	Greene	2	1/2
US 29	Keleigh Ln to Matthew Mill Rd	Greene	2	2
US 23	East of Rockingham border to east of Big Bend Fire Rd	Greene	No Priority	2
US 29	North of Davis Creek Ln to VA 6	Nelson	2	1
US 29	Tidbit Trail to River View Ln	Nelson	No Priority	2
US 29	Eades Ln to Orchard Park Ln/Stagebridge Rd	Nelson	No Priority	2
US 29	Stevens Cove Rd to Freshwater Cove Ln	Nelson	No Priority	2
US 29	Bowling Dr to north of Colleen Rd	Nelson	No Priority	2
I-64 W	Augusta border to Albemarle border	Nelson	2	2

Table 14. Intersection VTrans Priority 1 and 2 Mid-Term Needs

Intersection	Jurisdiction	Statewide Priority	Construction District Priority
VA 20 and Plank Rd	Albemarle	No Priority	2
US 29 and N Garden Lane	Albemarle	2	1/2
US 29 and Airport Rd	Albemarle	2	1/2
US 29 and Plank Rd	Albemarle	2	1/2
US 29 and Burton Rd	Albemarle	2	2
US 29 and Taylors Gap Rd	Albemarle	2	2
US 29 and Hilton Heights Rd	Albemarle	2	2
US 250 E at I-64 Interchange	Albemarle	2	2
VA 22 and E Belmont Fam/Black Cat Rd	Albemarle	No Priority	2
S Boston Rd and Lake Monticello Rd	Fluvanna	No Priority	2
S Boston Rd and River Ridge Dr	Fluvanna	No Priority	2
S Boston Rd and Broken Island Rd	Fluvanna	No Priority	2
US 29 and Fredericksburg Rd	Greene	2	1/2
US 29 and Deerfield/Clore Dr	Greene	2	1/2
US 15 and VA 22	Louisa	No Priority	2
US 250 and VA 208	Louisa	No Priority	2
US 33 and Shannon Hill Rd	Louisa	No Priority	2
US 522 and VA 208	Louisa	No Priority	2
VA 208 and Yanceyville Rd	Louisa	No Priority	2
US 29 and VA 56	Nelson	No Priority	1/2
US 29 and VA 6	Nelson	No Priority	1/2
US 29 and Anderson Ln/Lewis Ln	Nelson	No Priority	2
US 29 and Ridge Ln/Main St	Nelson	No Priority	2
US 29 and Colleen Rd	Nelson	2	2
VA 151 and VA 6	Nelson	No Priority	2