Charlottesville-Albemarle
Metropolitan Planning Organization

Fiscal Year 2009
Transportation Improvement Program

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SECTION I: A REVIEW OF CHARLOTTSEVILLE-ALBEMARLE AREA TRANSPORTATION PLANNING

Purpose of this Document

The Charlottesville-Albemarle Transportation Improvement Program (TIP) is a document used to schedule spending of federal transportation funds within the metropolitan region, in coordination with significant state and local funds for the federal fiscal years 2009 through 2012. It also demonstrates how these projects comply with federal planning regulations. The TIP is a product of the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) in compliance with federal requirements.

The Charlottesville-Albemarle Metropolitan Planning Organization (MPO)

The Charlottesville-Albemarle Metropolitan Planning Organization is the forum for continued, cooperative and comprehensive transportation decision-making among Charlottesville, Albemarle, state, and federal officials. Federal law (23 CFR Part 450) requires urbanized areas in the United States with populations greater than 50,000 persons to establish an MPO to coordinate transportation planning. The boundary of the Charlottesville-Albemarle MPO includes the City of Charlottesville and the adjacent urbanized areas of Albemarle County (the rural areas of Albemarle County are outside the MPO boundary, as is illustrated on the map on page 3).

The MPO considers long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions to transportation related challenges. The MPO is responsible for carrying out a continuous, cooperative, and comprehensive transportation planning process. This process includes reviewing transportation projects and preparing studies and plans.

The Charlottesville-Albemarle MPO is governed by the MPO Policy Board and staffed by the Thomas Jefferson Planning District Commission (TJPDC).

The MPO Policy Board membership consists of 12 representatives from:

**Voting Members (5)**
- Albemarle County Board of Supervisors [two members]
- Charlottesville City Council [two members]
- Va. Dept. of Transportation (VDOT)

**Nonvoting Membership (7)**
- Charlottesville Transit Service (CTS)
- CHART Advisory Committee
- Federal Transit Administration (FTA)
- JAUNT
- Thomas Jefferson Planning District Commission
- UVA Office of the Architect
- Va. Dept. of Rail and Public Transportation (DRPT)
Three committees support the MPO Policy Board. The MPO Technical Committee and a Citizen’s Committee (CHART) provide support to the Policy Board. The Community Mobility Committee (CMC) is a resource committee tasked with developing strategies to decrease dependence on the single occupant automobile. The three committees include representatives from the following organizations:

- Albemarle County
- City of Charlottesville
- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Virginia Department of Transportation (VDOT)
- Virginia Department of Rail and Public Transportation (VDRPT)
- University of Virginia
- Charlottesville Transit Service
- JAUNT
The Transportation Improvement Program (TIP)
The Charlottesville-Albemarle MPO Transportation Improvement Program (TIP) is a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. It represents projects from the most recently adopted Long Range Transportation Plan, UnJAM 2025. The fiscal year for the FY2009-2012 TIP begins on October 1, 2008 and is applicable until September 30, 2012. The projects that are currently listed in the draft FY2009-2012 TIP are the projects from the FY 2006-2008 TIP that have not yet been closed out, and new projects for which VDOT expects to receive funding. The Federal Highway Administration (FHWA) is a primary sponsor for many of the projects. Activities listed for the Charlottesville Transit Service and JAUNT are projects and programs to receive federal obligations over the coming four-year period.

The TIP and Its Purpose
The TIP:
- Prioritizes transportation projects expected to be implemented during a four-year period, and describes the schedule for obligating federal funds.
- Contains a financial plan for all modes of transportation including roadways and transit capital and operating costs.
- Serves as a tool for monitoring progress in implementing the MPO’s long range transportation plan.
- Is incorporated into the State Transportation Improvement Program (STIP), for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval.
- Includes state and locally funded regionally significant transportation projects to provide a comprehensive view of transportation projects in the Charlottesville-Albemarle area.
- Also includes regionally significant unfunded, illustrative transportation projects that are significant to the region’s transportation network improvement strategies.

Selecting Projects for the TIP
The FHWA tracks all federally funded projects in the Statewide Transportation Improvement Program (STIP), which incorporates each MPO TIP by reference, in total and without change. The STIP includes all transportation projects in the state of Virginia that are scheduled to receive federal funding over a four-year interval, and must first be included in the VDOT statewide Six Year Improvement Program (SYIP), developed by the Virginia Department of Transportation, in cooperation with local governments.

The SYIP is updated annually, and includes a listing of projects, their descriptions, funding sources, and cost estimates. The governing board of VDOT, the Commonwealth Transportation Board (CTB), approves the SYIP in the spring immediately preceding each new fiscal year. Prior to the spring SYIP approval, the CTB holds a fall pre-allocation hearing at which the MPO, City of Charlottesville, and Albemarle County are able to provide comments to about projects they wish to have included in the Six Year Improvement Program.

All projects that appear in the FY09 Six Year Improvement Program for FY2009-2012 that
require federal approval are included in the TIP; state and locally funded projects are not included in the TIP. The schedule and cost estimate for each phase of a project, as well as phase allocation and obligation information per project can be found in the currently adopted VDOT SYIP, and is available at www.syip.virginia.dot.org. Some projects in the TIP are not shown as individual projects; rather they are grouped together and shown as a single line item in the TIP. This single line item represents a grouping of projects with similar funding category, where a cumulative sum of obligations is shown, rather than obligations shown per project. The projects in these groups are listed individually in Appendix A.

All projects included in the TIP meet the goals and priorities defined by the MPO. However, due to the lack of funding sources, the FY09-12 TIP does not fully meet the goals of UnJAM; however the projects included in it begin to lay the groundwork for creating a balanced, multi-modal, efficient transportation network.
Transportation Goals and Priorities
The Charlottesville-Albemarle MPO has long-standing transportation goals and priorities that are defined in the regional long-range transportation plan, the United Jefferson Area Mobility Plan (UnJAM 2025). As required under federal regulations, UnJAM is a listing of the most important projects for the MPO area over the next 20 years. Due to severe budget constraints, the UnJAM Plan focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments.

Primary Goal and Major Factors
The overarching regional transportation system goal is to create a balanced, multi-modal transportation network, by 1) improving connections throughout the region; 2) improving mobility within neighborhoods, towns, and counties; and 3) making transportation choices that help foster livable communities. Several major factors are required to achieve these goals:

- **Completion of a well-connected network of roadways parallel to major highways**, with better connections within and between neighborhoods.
- **Re-engineered intersection and corridor design**, along with added lanes and capacity improvements, to improve operational efficiency and safety.
- **Fast, frequent, dependable transit service** with seamless connections throughout the region.
- **A grid of smaller streets** serving more compact development forms in the suburban and rural developments.
- **Well-executed design details** for pedestrian-friendly streets, bike lanes and trails, transit stops, safer intersections and pedestrian crossings.

All of these elements will also help complete the transit “customer delivery system” needed for efficient, cost-effective transit operations. By building new critical facilities and re-engineering existing roadways, overall system operations and safety will be improved.

As required under federal regulations, UnJAM is a listing of the most important projects for the MPO area over the next 20 years. Due to severe budget constraints, the UnJAM Plan focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments. It builds on the Eastern Planning Initiative (EPI) study that compared the effect of continued, dispersed development in our region versus a strategy of infill and compact growth around existing town centers. The EPI study determined that more compact, village-scaled development patterns had far less impact on fields, forest, farmland, air, and water quality, while potentially saving $500 million in transportation project costs. The MPO’s update to the long range plan, UnJAM 2035, is scheduled for adoption by May 2009 and will revisit the goals discussed below.

The regional dynamics of interconnected roads, coordinated transit systems such as JAUNT, CTS, UTS, and Park and Ride lots, varied commuting patterns, and regional destinations for shopping and recreation point to the need for a coordinated, multi-modal regional transportation plan. This plan must be effectively implemented if the region is to continue to flourish and grow in keeping with the quality of life we currently enjoy. Since the majority of local roadway construction is actually private investment – by developers building new subdivision streets –
significant progress can be made through better planning and project coordination. By encouraging more interconnections between new developments coupled with lower-speed, safer roadway design, a major portion of the roadway network can be completed with private funds. With careful planning, public funding could be maximized by “connecting the dots” between developments.

**Specific Emphasis**
The MPO recognizes the priority role US Route 29 plays as a regional and state thoroughfare. It is the major north-south automobile and truck route, and its capacity for through travel should be enhanced through a coordinated strategy of improvements where needed: additional lanes; grade-separated or other intersection improvements; improvements to signal timing and synchronization; removal of any unnecessary signals; more defined through and local service lanes; improved connections; and completion of a parallel road network to serve surrounding neighborhoods and businesses.

A better-connected network of neighborhood streets will help relieve traffic congestion along heavily used corridors, and reduce congestion at major choke points and intersections. These streets will also provide for many safety improvements to the overall transportation network, allowing people to access nearby destinations on smaller-scaled, walkable, bikable, and transit-friendly roadways.

Some roadways require minimal and/or spot improvements, widening, realignments, widened shoulders, and expanded lanes. These projects will improve safety and capacity. While a major focus is expedited project implementation, several new roadways and improvement projects are proposed to provide better multi-modal connections and through movements.

In order to provide residents and businesses with safe, efficient and truly usable transportation choices, the MPO Long Range Plan includes significant and unprecedented funding levels for bike, pedestrian, transit, and traffic calming projects. Strategies include a focus on improvements around existing villages, coupled with better connections between neighborhoods, schools, and town centers. Other improvements for pedestrian safety can be made that do not require capital funding and include enhanced enforcement of safety laws. The MPO also strongly supports the Safe Routes to School program and local Safe Routes to School projects.
Getting Involved in the MPO and the TIP Development

MPO Area Meetings:
All meetings for the MPO Policy Board and the three MPO committees are open to the public. Time is reserved at the start and finish of each meeting for comment from members of the public. All meetings are held at the TJPDC Office, 401 E. Water St., Charlottesville, VA 22902. For more information about the MPO and its committees, please visit http://www.tjpdc.org/transportation/mpo.asp.

TIP Development:
The MPO encourages public involvement in the TIP process. The MPO solicited public comments regarding the development of the FY09 TIP during various stages. The MPO held public hearings during the development of the draft FY09 TIP on June 18, 2008, July 16, 2008, and August 20, 2008. A table summarizing the public comments and MPO responses are located in the Appendix. Time is also allotted for public comment at the spring and fall CTB hearings. For more information about MPO Public Hearings, please visit http://www.tjpdc.org/transportation/agendas_and_minutes.asp?groID=3.

The hearing at which the CTB discusses the Charlottesville-Albemarle MPO area is held at the VDOT Culpeper District Office, 1601 Orange Road, Culpeper, VA 22701. For more information about the CTB, please visit http://virginiadot.org/infoservice/CTB-home.asp. For more information about the Six Year Improvement Program (SYIP), please visit http://www.virginiadot.org/projects/syp-default.asp.

Resource Documents:

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<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Route 29/Charlottesville Bypass</td>
<td><a href="http://www.albemarle.org/upload/images/forms_center/departments/community_development/forms/transportation/Route_29_(Western)_Bypass.pdf">http://www.albemarle.org/upload/images/forms_center/departments/community_development/forms/transportation/Route_29_(Western)_Bypass.pdf</a></td>
</tr>
<tr>
<td>4</td>
<td>Rt. 250 Bypass Interchange at McIntire Road</td>
<td><a href="http://www.250interchange.org/">http://www.250interchange.org/</a></td>
</tr>
<tr>
<td>7</td>
<td>Eastern Planning Initiative</td>
<td><a href="http://www.tjpdc.org/community/epi.asp">http://www.tjpdc.org/community/epi.asp</a></td>
</tr>
<tr>
<td>8</td>
<td>Hillsdale Drive</td>
<td><a href="http://www.hillsdaledrive.org/">http://www.hillsdaledrive.org/</a></td>
</tr>
<tr>
<td>9</td>
<td>TJPDC Bike and Pedestrian</td>
<td><a href="http://www.tjpdc.org/transportation/bikeWalk.asp">http://www.tjpdc.org/transportation/bikeWalk.asp</a></td>
</tr>
<tr>
<td>10</td>
<td>TJPDC Transportation</td>
<td><a href="http://www.tjpdc.org/transportation/index.asp">http://www.tjpdc.org/transportation/index.asp</a></td>
</tr>
<tr>
<td>11</td>
<td>Meadowcreek Parkway</td>
<td><a href="http://www.charlottesville.org/default.asp?pageid=49849344-D1FE-4D04-BFD2-990F0DB5BD5">http://www.charlottesville.org/default.asp?pageid=49849344-D1FE-4D04-BFD2-990F0DB5BD5</a></td>
</tr>
<tr>
<td>12</td>
<td>Environmental Review Reports</td>
<td>Copies are available in both the central Richmond Office and each District Office. They are sent to local residencies within 30 days of any public hearing about the project to which they relate. For additional information on Environmental Review for TIP projects, contact Rick Crofford (VDOT, Culpeper District Assistant Environmental Manager).</td>
</tr>
</tbody>
</table>

***Grouped Projects in Appendix A  
**Project funding in Appendix B
TIP User’s Guide: Understanding the TIP Format:
The FY2009 – 2012 TIP has a much different format than the previous TIPs. The change in format is an effort to streamline the TIP, the Statewide Transportation Improvement Program (STIP) and the Six Year Improvement Program (SYIP) process. The information on the individual project summaries have been changed to include only that which is required to be listed by Federal law, see illustration below. The individual project listing on the VDOT Six Year Improvement Program website (www.syip.virginiadot.org) still shows all of the information that has been taken out of the FY2009 - 2012 TIP project summary. This was done to cut down on the number of changes to the project summary that had to be made every time project information or estimates changed.

Illustration: Changes in the format of the project chart for the C-A TIP FY 2009 - 2012

Previously when any of the phase years or money allocated for a project changed, a new listing had to be sent to the Metropolitan Planning Organization (MPO), and the MPO had to give approval, in the form of an administrative adjustment, before the state could act upon the change. By not listing the phase schedule, the MPOs do not have to make those administrative adjustments whenever a date is changed, accelerating the project development cycle. Everything else that has the red box crossed

*The items that are crossed out have been removed from the C-A TIP FY 2009 - 2012

***Grouped Projects in Appendix A
**Project funding in Appendix B
out around it has been removed because that information is not federally required to be in the TIP. The information is still listed in the Six Year Improvement Program website, which can be viewed at www.syip.virginiadot.org.

Project information in the TIP is divided into the project categories described below:

<table>
<thead>
<tr>
<th>PROJECT CATEGORY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>Interstates are four-to-ten lane highways in Virginia. Interstates connect states and major cities. The projects listed in the Interstate section of the document describe interstate projects in the MPO area.</td>
</tr>
<tr>
<td>Primary Roads</td>
<td>Primary Roads are two-to-six lane roads that connect cities and towns with each other and with interstate. The projects listed in the Primary Road section of the document describe projects on Primary Roads in the MPO area.</td>
</tr>
<tr>
<td>Urban Roads</td>
<td>Urban roads are those that are located in cities, rather than Counties. The projects listed in the Urban Road section of the document describe projects on Urban Roads in the MPO area, nearly all of which are located in the City of Charlottesville.</td>
</tr>
<tr>
<td>Secondary Roads</td>
<td>There are 47,993 miles of Secondary Roads in the state of Virginia. Secondary roads are local connector or county roads. These generally are numbered 600 and above.</td>
</tr>
<tr>
<td>Rail Safety</td>
<td>Rail safety projects include safety improvements to railroad crossings (gates, flashing lights, etc.).</td>
</tr>
<tr>
<td>Transportation Enhancement</td>
<td>Transportation enhancement projects include safety and aesthetic improvements.</td>
</tr>
<tr>
<td>Public Transit Projects</td>
<td>Public transportation projects do not have specific project numbers. Public transit projects include Charlottesville Transit Service (CTS) and JAUNT services for which federal funding allocations are planned. The RideShare program budget is state funded and shown for informational purposes. All state and federal transit programs are matched with local government funds.</td>
</tr>
</tbody>
</table>

Allocations vs. Obligations
Allocations are funds that are available each year as identified in VDOT’s budget and Six Year Plan. Allocation amounts include state funds, federal funds, and local/state matching funds. Allocations, in some cases, are not dependent on project phase and often reflect an accrual of funds necessary to initiate a project phase in the future.

Obligations are commitments by the federal government to reimburse the state for the federal share of a project’s eligible costs. Obligations are identified in the STIP/TIP by project and project phase (Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)) and are forecasted across a three-year window.

One way to look at allocations and obligations is that the allocation is the estimated amount of your overall checking account balance that you anticipate spending, and the obligations are the checks you plan to write to cover costs that you have incurred. The TIP is an obligation document; the Six-Year Plan is an allocation document. The Six-Year Plan outlines allocation amounts for each fiscal year. Once the Six-Year Plan that was effective July 1, 2007 was adopted, FY08 allocations became included in the total previous allocations. This is because the funding for projects occurring in FY08 was no longer a projected estimate (allocation), but was actually in progress and incurring cost (obligation). As a result, FY09 is the next fiscal year for which money can be allocated (i.e. for which estimates can be projected). However, obligations (the federal dollars we plan to spend) can't be determined until the allocations (the
money we have in the bank) are determined. In other words, we are already looking forward to FY09 for allocations when the obligations for FY08 are determined. Additionally, since projects occurring in FY08 are continuing to incur costs as they progress, the FY08 obligation amounts are essentially a snapshot in time of the actual costs to date. In general, a project’s obligation funding can only be equal to or less than the amount of funding allocated to it.

**Project Summary**

Project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The information for each of these projects appears in the chart format shown below and is provided to the MPO by VDOT. Definitions for the numbered terms appear in the corresponding Glossary of Terms table. Project information will continue to appear if funding is still necessary for miscellaneous follow-up costs (e.g. utility relocation, miscellaneous bill payment, etc.). Additionally, projects must be removed from the Six Year Program in order to be removed from the TIP.

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**Term Definitions**

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  Universal Project Code (UPC)</td>
<td>Number assigned to each project at its conception, remaining with the project until completion</td>
</tr>
<tr>
<td>2  Scope</td>
<td>Includes notes about the work to be covered by the project</td>
</tr>
<tr>
<td>3  System</td>
<td>Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous</td>
</tr>
<tr>
<td>4  Jurisdiction</td>
<td>The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.</td>
</tr>
<tr>
<td>5  Federal Oversight Indicator (FO or NFO)</td>
<td>FO: Indicates Federal Oversight in the project construction contracting and management. NFO: Indicates No Federal Oversight in the construction contracting and management issues and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether or not there is federal oversight in the construction contracting and management phase of a project.</td>
</tr>
<tr>
<td>6  Project/Project Phase</td>
<td>Name of the Project PE: Preliminary Engineering - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take a few months to several years to complete. RW: Right of Way - Negotiations with property owners take place, payments are made and arrangements with utility companies are finalized, to obtain the land necessary for the project. CN: Construction - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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<tr>
<td>------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>7 Admin By</td>
<td>Entity responsible for the project</td>
</tr>
<tr>
<td>8 Description</td>
<td>Limits of the project</td>
</tr>
<tr>
<td>9 Route/Street</td>
<td>Local street name</td>
</tr>
<tr>
<td>10 Total Cost</td>
<td>The total estimated cost (TO). The cost estimate reflects the best overall estimate available at the time. Estimated costs begin as rough estimates usually based on historical data and are updated at critical stages (e.g. the final field inspection, as plans are more defined).</td>
</tr>
<tr>
<td>11 Fund Source</td>
<td>FHWA funding sources are described below:</td>
</tr>
<tr>
<td></td>
<td>All designations except &quot;State&quot; indicate that federal funds are to be used for at least a portion of the project.</td>
</tr>
<tr>
<td></td>
<td>APD Appalachian Development hp HPD TEA-21 Priority</td>
</tr>
<tr>
<td></td>
<td>APL Appalachian Local Access I Interstate</td>
</tr>
<tr>
<td></td>
<td>BH Bridge Rehabilitation IM Interstate Maintenance</td>
</tr>
<tr>
<td></td>
<td>BOND Bonds/Interest NHS National Highway System</td>
</tr>
<tr>
<td></td>
<td>BR Bridge Replacement OC Open Container</td>
</tr>
<tr>
<td></td>
<td>CMAQ Congestion Mitigation &amp; Air Quality OT Off the Top</td>
</tr>
<tr>
<td></td>
<td>DEMO Federal Demonstration RO Repeat Offender</td>
</tr>
<tr>
<td></td>
<td>DT Dulles Toll Facilities RPT Richmond-Petersburg Turnpike Tolls</td>
</tr>
<tr>
<td></td>
<td>EN Enhancement RS Rail Safety (100% Federal)</td>
</tr>
<tr>
<td></td>
<td>FH Forest Highway RSTP Regional Surface Transportation Program</td>
</tr>
<tr>
<td></td>
<td>FRAN Federal Reimbursement Anticipation Notes S State</td>
</tr>
<tr>
<td></td>
<td>FTA Federal Transit Authority Grant STP Surface Transportation</td>
</tr>
<tr>
<td></td>
<td>HES Hazard Elimination Safety (Sec. 152) TFRA Toll Facilities Revolving Door</td>
</tr>
<tr>
<td>12 Match</td>
<td>Most federal fund sources require a match of some sort; most often 80-20 i.e. the federal government reimburses 80% of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state or other sources.</td>
</tr>
<tr>
<td>13 Current and Future Obligations</td>
<td>The amount of funding which is obligated for the indicated phase of work. A funding obligation is the spending authority that a state can spend and be reimbursed in each Federal fiscal year. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share of a project’s eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement.</td>
</tr>
</tbody>
</table>

**Additional Project Information** Each ungrouped project summary includes additional detail provided by the MPO, the City of Charlottesville, and Albemarle County. This information appears in a small chart beneath the project’s cost estimates and obligations, and includes detail describing the project’s location, purpose, MPO endorsement status, and environmental review information, including:

| Environmental Impact Statement (EIS) | An Environmental Impact Statement is prepared for projects where it is known that the action will have a significant effect on the environment |
| Categorical Exclusions (CE) | Categorical Exclusions are for actions that do not individually or cumulatively have a significant environmental effect. Most CEs require minimum administration review. |
| Program Categorical Exclusions (PCE) | Program Categorical Exclusions are specifically spelled out actions which are excluded from review and do not require administration review. |
| Environmental Assessment (EA) | An Environmental Assessment is prepared for actions in which the significance of the environmental impact is not clearly established. |
| Not Available (NA) | Not available or not undertaken. |
TIP Financial Plan
SAFETEA-LU’s planning regulation 23 CFR 450.324(h) specifies the inclusion of a financial plan in the TIP that shows how the projects or project phases identified in the TIP can reasonably be expected to be implemented, with the available public and private revenues identified. TIP projects or project phases are required to be consistent with the long range plan and must be fully funded in the TIP. To the extent that funding is available or shall be reasonably available, priority projects or project phases have been cooperatively selected for inclusion in this TIP. The MPO and its member organizations have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the 4-year period beginning Fiscal Year 2009.

Some projects listed in the TIP may show $0 for planned obligations. There are several reasons this may occur and include:

- Project is complete; awaiting closeout
- Subsequent phases beyond 4 years
- Information only, funding being pursued
- Project to be funded from [category] group funding

In addition to construction projects, financial projections have also been made to show revenues for maintaining and operating the region’s highway and transit systems during the same 4-year period. Funded TIP actions typically include, but are not limited to:

- transportation studies
- ground transportation system improvement projects (fixed-guide, highway, bicycle, pedestrian, commuter lots, etc)
- public transit systems and services, including the components of coordinated human service mobility plans
- system maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; mowing; painting; rest area or weigh station sites; etc)
- system operations (ITS-TSM applications; traffic operations such as signalization, signal coordination, ramp meters, or message signs; roadside assistance; incident management; for the urbanized TMAs, their Congestion Management Process activities; VDOT traffic management centers; bridge-tunnel management; toll road or congestion pricing management; etc)

Funding Sources
The TIP funding summary “Table C” located below summarizes by year and by funding source the revenue amounts estimated and committed for fiscal year 2009-2012. The tables include expenditures and estimated revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including any State and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The following provides a general overview of funding programs utilized in the development of the TIP.

Highway Funding Programs:
BR/BROS Bridge Rehabilitation and Replacement program provides funding for bridge improvements. Eligibility for funding is based on a rating of bridge condition by VDOT as a candidate for upgrading.

DEMO The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects,
because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.

**EB/MG**

The *Equity Bonus* (formerly known as *Minimum Guarantee*) ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.

**IM**

*Interstate Maintenance* (IM) program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.

**NHS**

*National Highway System* (NHS) projects can be funded only if they are on the National Highway System, which is established by Congress.

**RSTP**

*Regional Surface Transportation Program* (RSTP) provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others.

**SAFETEA-LU**

*The Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) is the federal transportation bill that provides federal transportation funding to each state. The SAFETEA-LU funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.

**STP**

*Surface Transportation Program* (STP) can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.

**Non-Federal**

Any funding that does not come from federal sources is grouped into the non-federal funding category.

**EN**

*Transportation Enhancement* funds have been made available for bicycle and pedestrian facilities through the Surface Transportation Program of the TEA-21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities. Projects are available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the Roadscapes Program, which provides funding for local jurisdictions to apply for landscaping projects on state and federally maintained rights-of-way.

**SRS**

*Safe Routes to School* is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.
Transit Funding Programs:
Section 5307  Federal Transit Administration formula grants for transit capital and operating assistance in urbanized areas.
Section 3037  Federal Transit Administration funds for Job Access and Reverse Commute grants to provide low-income individuals job access transportation.
Section 5309  Federal Transit Administration discretionary grant funding for capital assistance for major bus related construction or equipment projects.
Section 5310  Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.
Non-Federal  Any funding that does not come from federal sources is grouped into the non-federal funding category.

Financial Assumptions
The TIP financial plan is federally required to include only committed and/or reasonably available transportation funding sources. The estimates on funding sources and costs are based on reasonable financial principles and recent information. The financial estimates for both revenues and costs are given in year of expenditure dollars, and reflect growth and inflation factors. VDOT costs estimates are from the VDOT Project Cost Estimating System. For projects not administered by the state, cost estimates are developed cooperatively through the MPO or responsible local government. Maintenance and construction program financial planning assumptions used for the FY 2009 – FY 2012 TIP are consistent with assumptions and distribution methodology used for the UnJAM 2025 Long Range Plan. Financial assumptions include:

1) Maintenance allocations will increase 4% annually.
2) Federal revenue annual growth is forecasted at the rate of increase in taxable gallons of gas as estimated by the Virginia Department of Taxation, which is 2.05%.
3) After the HB3202 bond issuance period has ended, it is assumed that there will be $300 million of new bond revenue, with its associated debt, each year beyond 2017 that will be distributed in the same manner as was the previous bond proceeds.
4) It is assumed that future federal reauthorizations will follow the current funding scheme and base levels.
5) Revenue figures are based on VDOT’s FY 2008 – 2013 Six-Year Financial Plan.

SAFETEA-LU further authorizes the inclusion of certain projects in both the TIPs and the Long Range Plans that have neither the commitment nor the reasonable expectation for federal funding within the time frames of the respective documents but would be regionally important projects if federal funds were available for them. These are called illustrative projects and are found at the end of Section II of this document. Their inclusion signals the importance the MPO places on these projects as part of the region’s coordinated traffic reduction efforts. Funding for the illustrative projects is reasonably expected to come from a combination of federal, state, and local funding programs, contributions and earmarks, developer proffers and cash contributions, and developer-built network connections.
### Table C

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<th>FFY2010</th>
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<td>Estimated Revenue</td>
<td>Proposed Commitment</td>
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<td>$0</td>
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**Statewide**

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## Project Index: All Projects

### Section II: UNGROUPED PROJECTS

#### Primary Road Projects

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<tbody>
<tr>
<td>P-7</td>
<td>Rt. 29 Bypass</td>
<td>16160</td>
<td>21</td>
</tr>
<tr>
<td>P-9</td>
<td>Rt. 29 Corridor Improvements</td>
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</tr>
<tr>
<td>P-12</td>
<td>Rt. 29 Long Range Corridor Plan w/ Access Management</td>
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#### Urban Road Projects

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<td>U-5.</td>
<td>Meadowcreek Parkway Interchange</td>
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<td>U-6.</td>
<td>Jefferson Park Avenue Extended – Bridge Replacement</td>
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<td>U-7.</td>
<td>City of Charlottesville Downtown Transit Transfer Center</td>
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<td>U-12.</td>
<td>Hillsdale Drive Connector 2 Lane</td>
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<td>U-17</td>
<td>Rte. 29/250 Bypass Interchange Imp (Hydraulic Rd-Barracks)</td>
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<td>U-18</td>
<td>McIntire Rd (Meadowcreek Pkwy) 2 lanes (RW&amp;CN)</td>
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<td>Rt. 631 Meadowcreek Parkway Phase I County Portion</td>
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<td>S-13</td>
<td>Rt. 606 Dickerson Road</td>
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<td>S-18</td>
<td>Rt. 643 Rio Mills Road</td>
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<td>S-19</td>
<td>Rt. 743 Advance Mills Bridge Over North Fk Rivanna River</td>
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#### Miscellaneous Projects

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<td>Projects Improvements Grants for Safe Routes ToSchools Pgm</td>
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#### Illustrative Transportation Projects

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<td>Rt. 702 Reservoir Road</td>
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<td>Rt. 631 Old Lynchburg Road</td>
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<td>S-17</td>
<td>Proposed Eastern Connector</td>
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<td>S-20</td>
<td>Proposed Berkmar Drive Extended</td>
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***Grouped Projects in Appendix A

**Project funding in Appendix B
Section III: GROUPED PROJECTS *

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<td>GRP-2</td>
<td>Construction</td>
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<td>Maintenance</td>
<td>Preventative Maintenance and System Preservation</td>
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<td>Maintenance</td>
<td>Preventative Maintenance for Bridges</td>
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* Individual projects contained within each group category are shown in Appendix A.

Section IV: PUBLIC TRANSPORTATION PROJECTS

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<td>JAUNT</td>
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<td>CTS</td>
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</table>
SECTION II: UNGROUPED PROJECTS

Interstate Road Projects – Contained in Grouped Projects

Historical Interstate Road Projects
(Not included in the FY09 TIP)

1. Project IOM-3 (Districtwide Rumble Strips): project replaced with 81429 in Safety Group
2. Project IOM-5 (Districtwide Interstate Signal): project deferred and dropped from iSYP
### Primary Road Projects

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>UPC</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>P-7</td>
<td>Rt. 29 Bypass</td>
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<td>Rt. 29 Long Range Corridor Plan w/ Access Management</td>
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***Grouped Projects in Appendix A

**Project funding in Appendix B
**PROJECT SUMMARY**

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<th>UPC NO</th>
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<td></td>
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<td>Albermarle County</td>
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<tr>
<td></td>
<td>DESCRIPTION</td>
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**PROJECT LOCATION:** Rt. 250 Bypass to Rt. 29 North of South Fork Rivanna River

**ADDITIONAL INFORMATION**

**Purpose:** 6-mile alternative route around US29 North of Charlottesville, from interchange of 29 and 250 Bypass.

**Endorsement:** Endorsed by the MPO

**Environmental Review:** Supplemental Environmental Impact Statement (SEIS) Completed in 2002; VDOT to conduct Environmental Re-evaluation

**Other:** MPO approval of this project is conditioned on commitments documented in a letter sent to the MPO by Secretary of Transportation Sean T. Connaughton. This letter can be found with Amendment 1 of this document. This letter includes the following assurances:

1. **Hillsdale Drive** – The Secretary will recommend to the CTB that the FY13 to FY18 SYIP include $10 million dollars for the completion of this project.
2. **US29/US250 (Best Buy) Ramp and Lane Improvements** – The FY12 to FY17 SYIP will provide the resources necessary to fully construct the project under VDOT administration.
3. **Berkmar Drive Extended** – The Secretary will direct VDOT as part of the Route 29 Bypass design, to include the conceptual design and layouts of Berkmar Drive Extended including the river crossing to ensure the Bypass does not preclude the construction of Berkmar Drive Extended.
4. **Belmont Bridge** – The Secretary will recommend to the CTB that the FY13 to FY18 SYIP include $8.4 million dollars in funding to the SYIP to advance construction of this project.
**Project Summary**

**UPC NO:** 16160  **SCOPE:** NEW CONSTRUCTION

**SYSTEM:** Primary  **JURISDICTION:** Albemarle County  **OVERSIGHT:** FO

**PROJECT:** RTE 29 - BYPASS - PE & RW ONLY  **ADMIN BY:** VDOT

**DESCRIPTION:** FROM: 1.12 KILOMETERS NORTH ROUTE 29 TO: 0.8 KILOMETER NORTH RIVANNA RIVER (10.4000 KM)

**ROUTE/STREET:** 0029  **TOTAL COST:** $47,166,750

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<thead>
<tr>
<th>FUND SOURCE</th>
<th>MATCH</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
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</tr>
</thead>
<tbody>
<tr>
<td>PE AC</td>
<td>S0</td>
<td>$15,129</td>
<td>$0</td>
<td>$0</td>
<td>S0</td>
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<tr>
<td>RW STP</td>
<td>S0</td>
<td>($1,321,857)</td>
<td>$0</td>
<td>$0</td>
<td>S0</td>
</tr>
</tbody>
</table>

**MPO Note**

**Project Location:** Rt. 250 Bypass to Rt. 29 North of South Fork Rivanna River

---

**Additional Information**

**Purpose:** Proposed 6-mile alternative route around US29 North of Charlottesville, from interchange of 29 and 250 Bypass and the proposed Northern Free State Road

**Endorsement:** Endorsed by the MPO

**Environmental Review:** Supplemental Environmental Impact Statement (SEIS) Completed

**Other:** In the past, the MPO has endorsed funding for Preliminary Engineering and Right of Way, and has withheld endorsement of funding for the construction or accrual of construction funding until the issues identified in the TIP Resolution were addressed. (See the MPO resolutions on US 29 Bypass Funding and TIP endorsement.) The MPO continues to oppose the current design of the proposed bypass, but is including the bypass in the TIP to allow for completion of right of way litigation, as well as to account for continued expenses from VDOT’s management of rental properties (acquired homes) along the project route. The project as designed does not meet community or regional needs, and has been determined too costly for the transportation benefits to be gained (draft design plans for the Western Bypass can be found in the Albemarle County Department of Community Development and the local VDOT Residency Office). While the MPO is aware of regional transportation needs, the MPO is concerned about the proposed bypass because it would negatively impact area schools, neighborhoods, and the community’s water supply. The MPO also believes improvements at intersections on existing Rt. 29 could greatly improve regional through capacity. In addition, a VDOT study had showed there would be little improvement to the traffic conditions on the Rt. 29 corridor in the area, if the proposed bypass were built. On November 12, 2002, the MPO passed a resolution regarding the proposed bypass.
Project P-9: Rt. 29 Corridor Improvements

PROJECT SUMMARY **

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>RECONSTRUCTION w/ ADDED CAPACITY</th>
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<tbody>
<tr>
<td>77387</td>
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<th>JURISDICTION</th>
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<th>ADMIN BY</th>
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<tbody>
<tr>
<td>RTE 29</td>
<td>Powhatan County</td>
<td>NFO</td>
<td>VDOT</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>ROUTE/STREET</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>FROM POLO GROUNDS ROAD TO: AIRPORT ROAD (2.1000 Mi)</td>
<td>0029</td>
<td>$32,572,931</td>
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<table>
<thead>
<tr>
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<th>MATCH</th>
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<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
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<tbody>
<tr>
<td>PE AC</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>($181,165)</td>
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<td>RW AC</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>$6,000,000</td>
</tr>
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</table>

PROJECT LOCATION: Rt. 29

ADDITIONAL INFORMATION

Purpose: Route 29 Corridor Improvements
Endorsement: Endorsed by the MPO
Environmental Review: To be conducted by VDOT

Other: Widening of Route 29 from 4 to 6 lanes from Polo Grounds Road to Airport Road. MPO Policy Board made this a priority project from the Places 29 study. MPO approval of this project is conditioned on commitments documented in a letter sent to the MPO by Secretary of Transportation Sean T. Connaughton. This letter can be found with Amendment 1 of this document. This letter includes the following assurances:

1. **Hillsdale Drive** – The Secretary will recommend to the CTB that the FY13 to FY18 SYIP include $10 million dollars for the completion of this project.
2. **US29/US250 (Best Buy) Ramp and Lane Improvements** – The FY12 to FY17 SYIP will provide the resources necessary to fully construct the project under VDOT administration.
3. **Berkmar Drive Extended** – The Secretary will direct VDOT as part of the Route 29 Bypass design, to include the conceptual design and layouts of Berkmar Drive Extended including the river crossing to ensure the Bypass does not preclude the construction of Berkmar Drive Extended.
4. **Belmont Bridge** – The Secretary will recommend to the CTB that the FY13 to FY18 SYIP include $8.4 million dollars in funding to the SYIP to advance construction of this project.
Project P-9: Rt. 29 Corridor Improvements

PROJECT SUMMARY

**

PROJECT LOCATION: Rt. 29

ADDITIONAL INFORMATION

Purpose: Route 29 Corridor Improvements

Endorsement: Endorsed by the MPO

Environmental Review: N/A

Other: Widening of Route 29 from 4 to 6 lanes from Polo Grounds Road to Airport Road. MPO Policy Board made this a priority project from the Places 29 study.
P-12: Route 29 Long Range Corridor Plan with Access Management

**PROJECT SUMMARY**

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>STUDIES ONLY</th>
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<tr>
<td>0029</td>
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<tbody>
<tr>
<td>Primary</td>
<td>Culpeper District-wide</td>
<td>VDOT</td>
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<table>
<thead>
<tr>
<th>PROJECT</th>
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<tbody>
<tr>
<td>Long Range Corridor Plan</td>
<td></td>
</tr>
<tr>
<td>Including Access Management</td>
<td></td>
</tr>
<tr>
<td>Plan</td>
<td></td>
</tr>
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</table>

**DESCRIPTION**
FROM: I-66 TO: North Carolina State Line

**TOTAL COST**
$1,500,000

**FUND SOURCE**
MATCH: 
FY09: $0
FY10: $0
FY11: $0
FY12: $0

**ADDITIONAL INFORMATION**

<table>
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<tr>
<th>Purpose:</th>
<th>Study to improve regional mobility.</th>
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<tbody>
<tr>
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</tr>
<tr>
<td>Environmental</td>
<td>N/A</td>
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<tr>
<td>Review:</td>
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</tr>
<tr>
<td>Other:</td>
<td>Study initiated by VDOT. Project</td>
</tr>
<tr>
<td></td>
<td>funded through Culpeper District,</td>
</tr>
<tr>
<td></td>
<td>however project limits contain</td>
</tr>
<tr>
<td></td>
<td>areas outside of the Culpeper</td>
</tr>
<tr>
<td></td>
<td>District. Will review and</td>
</tr>
<tr>
<td></td>
<td>incorporate Places 29 Master Plan</td>
</tr>
<tr>
<td></td>
<td>elements for corridor.</td>
</tr>
</tbody>
</table>
Historical Primary Road Projects
(Not included in the FY09 TIP)

3. Project P-1 (Rt. 20 Widening/Pave Shoulders from Rt. 1150 – Rt. 708): project complete
4. Project P-6 (UVA North Grounds Connector – Partial PE only): project complete
5. Project POM-1 (Districtwide Bridge Strengthening and Widening): project dropped from iSYP
## Urban Road Projects

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>UPC</th>
<th>Page</th>
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<tbody>
<tr>
<td>U-1.</td>
<td>Fontaine Avenue Widening</td>
<td>14643</td>
<td>26</td>
</tr>
<tr>
<td>U-4.</td>
<td>Meadowcreek Parkway Phase I City of Charlottesville Portion</td>
<td>2529</td>
<td>27</td>
</tr>
<tr>
<td>U-5.</td>
<td>Meadowcreek Parkway Interchange</td>
<td>60234</td>
<td>28</td>
</tr>
<tr>
<td>U-6.</td>
<td>Jefferson Park Avenue Extended – Bridge Replacement</td>
<td>14645</td>
<td>29</td>
</tr>
<tr>
<td>U-7.</td>
<td>City of Charlottesville Downtown Transit Transfer Center</td>
<td>51414</td>
<td>30</td>
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<tr>
<td>U-12.</td>
<td>Hillsdale Drive Connector 2 Lane</td>
<td>60233</td>
<td>31</td>
</tr>
<tr>
<td>U-17</td>
<td>Rte. 29/250 Bypass Interchange Imp (Hydraulic Rd-Barracks)</td>
<td>85708</td>
<td>32</td>
</tr>
<tr>
<td>U-18</td>
<td>McIntire Rd (Meadowcreek Pkwy) 2 lanes (RW&amp;CN)</td>
<td>15487</td>
<td>33</td>
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</table>
Project U-1: Fontaine Avenue Widening

**PROJECT SUMMARY**

<table>
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<th>UPC NO</th>
<th>SCOPE</th>
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<td>14543</td>
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<tbody>
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<td>Urban</td>
<td>Charlottesville</td>
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<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>ROUTE/STREET</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTE 29 - FONTAINE AVENUE - 3 LANES</td>
<td>FROM: 0.116 KILOMETER WEST WCL CHARLOTTESVILLE TO: JEFFERSON PARK AVENUE (0.7610 KM)</td>
<td>FONTAINE AVENUE (0029)</td>
<td>$7,710,900</td>
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<table>
<thead>
<tr>
<th>FUND SOURCE</th>
<th>MATCH</th>
<th>FY09</th>
<th>FY10</th>
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<tbody>
<tr>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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</tbody>
</table>

**Project Location:** West Corporate Limits of Charlottesville to Jefferson Park Avenue

**ADDITIONAL INFORMATION**

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Increase roadway capacity to accommodate greater demands of the Fontaine Research Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endorsement:</td>
<td>Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review:</td>
<td>CE</td>
</tr>
<tr>
<td>Other:</td>
<td>Project deferred indefinitely – scheduled ad date of 2018. September 2005 City approved design, which includes sidewalks, bike lanes. Design is expected to reduce right of way cost by only widening the existing 2 lane sections at 2 intersections, adding center turn lanes and median. PE is complete and RW is underway.</td>
</tr>
</tbody>
</table>
Project U-4: Meadowcreek Parkway Phase 1 (City of Charlottesville Portion)

PROJECT SUMMARY

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>2529</th>
<th>SCOPE</th>
<th>NEW CONSTRUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>SYSTEM</td>
<td>Urban</td>
<td>JURISDICTION</td>
<td>Charlottesville</td>
</tr>
<tr>
<td>PROJECT</td>
<td>MCINTIRE ROAD EXTENDED- 2 LANES</td>
<td>ADMIN BY</td>
<td>VDOT</td>
</tr>
<tr>
<td>DESCRIPTION</td>
<td>FROM: 0.147 MILES N. OF RT. 250 BYPASS TO: 0.004 MILES S OF MELBOURNE RD INTERSECTION (0.8600KM)</td>
<td></td>
<td></td>
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<tr>
<td>ROUTE/STREET</td>
<td>MCINTIRE ROAD</td>
<td>TOTAL COST</td>
<td>$3,400,000</td>
</tr>
<tr>
<td>FUND SOURCE</td>
<td>MATCH</td>
<td>FY09</td>
<td>FY10</td>
</tr>
<tr>
<td>$0</td>
<td>$0</td>
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<td>$0</td>
</tr>
</tbody>
</table>

PROJECT LOCATION: From 775ft north of the Rt 250 Bypass at McIntire Rd to Melbourne Rd Intersection

ADDITIONAL INFORMATION

Purpose: Provide new travel route between downtown Charlottesville and Rio Rd.

Endorsement: Endorsed with caveat (see Other)

Environmental Review: State funded,
SERP for City completed 1/15/02
SERP for County not required (per VDOT)

Other: Cooperative Project with other system(s).
UPC 2529: includes PE phase of project
UPC 15487: includes RW and CN phases of project. Also called McIntire Extended – from 775ft north of the 250 Bypass to Melbourne Rd.
PE underway, RW complete.
Local funds to be provided by the City from their Urban Construction Initiative payment.
The City and CHART 2025 Plan recommend there be a grade-separated interchange at MCP/Rt.250/Mcintire Rd in order to maintain an adequate level of service, while providing safe pedestrian & bike connections to McIntire Park. The design includes on-road bicycle lanes and an off-road enhanced pedestrian trail for shared use. Albemarle County funded a consultant study to assist in planning its portion to enable development of a linear park for the entire corridor.
Project U-5: Route 250 Bypass Interchange at McIntire Park

PROJECT SUMMARY**

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>RECONSTRUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>00234</td>
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<table>
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<tr>
<th>SYSTEM</th>
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<th>OVERSIGHT</th>
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<tbody>
<tr>
<td>Urban</td>
<td>Charlottesville</td>
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<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>ADMIN BY</th>
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</thead>
<tbody>
<tr>
<td>RTE 250 Bypass - Construct Interchange</td>
<td>AT MCINTIRE ROAD/MEADOW CREEK PARKWAY (0.5000 Mi)</td>
<td>Locally</td>
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<table>
<thead>
<tr>
<th>PROGRAM/STREET</th>
<th>ROUTE 250 Bypass (0250)</th>
<th>TOTAL COST</th>
<th>$20,645,107</th>
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<tr>
<td>FUND SOURCE</td>
<td>MATCH FY09 FY10 FY11 FY12</td>
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<tr>
<td>CN</td>
<td>Other $1,500,000 $0 $1,500,000 $0 $0</td>
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<tr>
<td>SAFETEA-LU</td>
<td>$4,163,000 $0 $10,052,000 $0 $0</td>
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<td>CN TOTAL</td>
<td>$5,663,000 $0 $18,652,000 $0 $0</td>
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</table>

U-5 was adjusted in March 2010 to match recent funding changes. The chart below is no longer relevant.

PROJECT LOCATION: Rt. 250 Bypass Interchange at McIntire Rd/Meadowcreek Parkway

ADDITIONAL INFORMATION

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Improve capacity, safety, and ped/bike accessibility at Rt. 250/McIntire Road intersection.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endorsement:</td>
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<tr>
<td>Other:</td>
<td>$25 million designated for this project in SAFETEA-LU, 1/5 of which will be allocated and obligated each year.</td>
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</table>
Project U-6: Jefferson Park Avenue Extended – Bridge Replacement

U-6 was adjusted in May 2010 to match recent funding changes. The chart below is no longer relevant.

PROJECT LOCATION:

ADDITIONAL INFORMATION

<table>
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<tr>
<th>Purpose:</th>
<th>Increase roadway capacity</th>
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<tbody>
<tr>
<td>Endorsement:</td>
<td>Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review:</td>
<td>CE</td>
</tr>
<tr>
<td>Other:</td>
<td>PE is still in progress. CN planned for 2010. Design includes widening for bicycle lanes on bridge and additional right of way for potential increased rail capacity</td>
</tr>
</tbody>
</table>
**PROJECT SUMMARY**

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
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<tbody>
<tr>
<td>51414</td>
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</table>

**SYSTEM**
Urban

**JURISDICTION**
Charlottesville

**OVERSIGHT**
NFO

**PROJECT**
CITY OF CHARLOTTESVILLE TRANSIT TRANSFER CENTER

**ADMIN BY**
VDOT

**DESCRIPTION**
(ADMINISTERED BY DRPT)

**ROUTE/STREET**
TRANSFER CENTER

**TOTAL COST**
$2,000,000

**FUND SOURCE** | **MATCH** | **FY09** | **FY10** | **FY11** | **FY12**
<table>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

---

**PROJECT LOCATION:**

[Map of Charlottesville Downtown Transit Transfer Center]

---

**ADDITIONAL INFORMATION**

**Purpose:**
Increase transit capacity

**Endorsement:**
Endorsed by the MPO

**Environmental Review:**
N/A

**Other:**
Facility construction complete.

Transit Transfer Center on east end of Downtown mall, fronting on Water Street. Pedestrian and bicycle access also available. The Center features a mix of retail/commercial space as well as transportation services, and is the gateway to the Downtown Mall from the east.

Virginia Department of Rail and Public Transportation (VDRPT) administers project. The following funding information applies only to VDRPT: $7,310,514 in federal funds has been granted for facility design and construction, through the FTA. An additional $926,787 in state funds has been granted for facility design and construction, through DRPT.
Project U-12: Hillsdale Drive Connector (2 Lane)

**PROJECT SUMMARY**

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>NEW CONSTRUCTION</th>
<th>OVERSIGHT</th>
<th>JURISDICTION</th>
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</thead>
<tbody>
<tr>
<td>60233</td>
<td>HILLSDALE DRIVE CONNECTOR - 2 LANE</td>
<td></td>
<td></td>
<td>Charlottesville</td>
</tr>
</tbody>
</table>

**DESCRIPTION**
FROM: GREENBRIER DRIVE TO: HYDRAULIC ROAD (0.8500 MI)

**ROUTE/STREET**
HILLSDALE DRIVE

**TOTAL COST**
$30,548,960

**FUND SOURCE**
Match
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<th>FY09</th>
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<tbody>
<tr>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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</tbody>
</table>

**PROJECT LOCATION:** from Greenbrier Drive to Hydraulic Road

**ADDITIONAL INFORMATION**

**Purpose:** A parallel alternative route to Route 29, which connects Rio and Hydraulic Road

**Endorsement:** Endorsed by the MPO

**Environmental Review:** CE

**Other:** PE only. This is a high priority for the MPO. Albemarle County has set aside funds in its Capital Improvement Programs for the small section, which is located in the County. This is a proposed three-lane road to include sidewalks for local use. The City has requested a re-allocation of $1.5 Million in funding from the Fontaine Avenue project to Hillsdale Drive Connector. In March 2006, FHWA issued a Finding of No Significance (FONSI) for the approved alignment, and roadway design is underway. Fall/Winter 08 public hearing planned. www.hillsdaledrive.org
**Project U-17: Rte. 29/250 Bypass Interchange Imp (Hydraulic Rd-Barracks)**

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>RECONSTR W/ADDED CAPACITY</th>
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<th>OVERSIGHT</th>
</tr>
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<tbody>
<tr>
<td>Urban</td>
<td>Charlottesville</td>
<td>Locally</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>ROUTE/STREET</th>
<th>FUND SOURCE</th>
<th>MATCH</th>
<th>FY09</th>
<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTE. 29/250 BYPASS INTERCHANGE IMP (HYDRAULIC RD - BARRACKS)</td>
<td>FROM: 0.42 mi south of N.C. L. Charlottesville TO: Intersection at Hydraulic Road (0.4200 Mi)</td>
<td>EMMET STREET (0029)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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**PROJECT LOCATION**

**ADDITIONAL INFORMATION**

**Purpose:** Bypass Interchange Improvements - urban construction initiative project. Reconstruction with added capacity. Project includes an additional lane on 29 South from Hydraulic Road to 250 Bypass.

**Endorsement:** Endorsed by the MPO

**Environmental Review:** Begun.

**Other:** PE underway. Accruing funds for CN, expected in 2010.
Project U-18: McIntire Rd (Meadowcreek Pkwy) 2 lanes (RW&CN)

**PROJECT LOCATION:** From 775ft north of the Rt 250 Bypass at McIntire Rd to Melbourne Rd Intersection

### ADDITIONAL INFORMATION

**Purpose:**
Provide new travel route between downtown Charlottesville and Melbourne Rd.

**Endorsement:**
Endorsed by the MPO

**Environmental Review:**
N/A

**Other:**
Cooperative Project with other system(s).
UPC 2529: includes PE phase of project
UPC 15487: includes RW and CN phases of project
Local funds to be provided by the City from their Urban Construction Initiative payment. The City and CHART 2025 Plan recommend there be a grade-separated interchange at MCP/Rt.250/Mcintire Rd in order to maintain an adequate level of service, while providing safe pedestrian & bike connections to McIntire Park. The design includes on-road bicycle lanes and an off-road enhanced pedestrian trail for shared use. Albemarle County funded a consultant study to assist in planning its portion to enable development of a linear park for the entire corridor.
Historical Urban Road Projects
(Not included in the FY09 TIP)

1. Project U-2 (Emmet Street Traffic Signal Coordination): project complete
2. Project U-3 (Ivy Road 4 Lanes – Partial PE only): dropped from iSYP
3. Project U-8 (Citywide Traffic Installations): project complete
4. Project U-10 (Locust Avenue Bridge): project complete
5. Project U-11 (UVA Pedestrian Bridge): project complete
6. Project U-13 (Safety/Mobility Study – Rt 29 from 250 Bypass to Hydraulic Road): project complete
7. Project U-14 (Transit Operations – Flex of city funds to transit): Project complete
## Secondary Road Projects

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>UPC</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-6</td>
<td>Rt. 631 Meadowcreek Parkway Phase I County Portion</td>
<td>2530</td>
<td>36</td>
</tr>
<tr>
<td>S-13</td>
<td>Rt. 606 Dickerson Road</td>
<td>54429</td>
<td>37</td>
</tr>
<tr>
<td>S-18</td>
<td>Rt. 643 Rio Mills Road</td>
<td>54418</td>
<td>38</td>
</tr>
<tr>
<td>S-19</td>
<td>Rt. 743 Advance Mills Bridge Over North Fk Rivanna River</td>
<td>77273</td>
<td>39</td>
</tr>
</tbody>
</table>
Project S-6: Route 631 (Meadowcreek Parkway) Phase I County Portion

PROJECT SUMMARY**

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>2530</th>
<th>SCOPE</th>
<th>NEW CONSTRUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>SYSTEM</td>
<td>Secondary</td>
<td>JURISDICTION</td>
<td>Albermarle County</td>
</tr>
<tr>
<td>PROJECT</td>
<td>RTE 631 - 2 LANE ON 2 LANE ROW; 4 LANE ON RELOCATED RIO ROAD</td>
<td>ADMIN BY</td>
<td>VDOT</td>
</tr>
<tr>
<td>DESCRIPTION</td>
<td>FROM: INTERSECTION MELBOURNE ROAD TO: 0.0863 MILE NORTH OF NORFOLK SOUTHERN RAILWAY (1.3270 MI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROUTE/STREET</td>
<td>MEADOW CREEK PARKWAY - RIO ROAD (0531)</td>
<td>TOTAL COST</td>
<td>$25,460,283</td>
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</table>

<table>
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<th>FUND SOURCE</th>
<th>MATCH</th>
<th>FY09</th>
<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
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<tbody>
<tr>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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</tbody>
</table>

PROJECT LOCATION: City line to Rt. 631 (Rio Rd)

ADDITIONAL INFORMATION

Purpose: Alleviate demand on current road Rio Rd/Park St. to downtown

Endorsement: Endorsed by the MPO

Environmental Review: Underway

Other: PE and RW underway. Two-lane design approved by County and CTB; includes bridge over NS Railroad and Meadowcreek. Project includes bike lanes and sidewalks; County matching City’s design; Parkland is to be purchased in excess of right-of-way pursuant to an act of the General Assembly. This project includes projects S-7 and S-8.
Project S-13: Rt. 606 (Dickerson Road)

**PROJECT SUMMARY**

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>RECONSTRUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>54429</td>
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<table>
<thead>
<tr>
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<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>ADMIN BY</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTE 606 - RECONSTRUCT &amp; SURFACE TREAT NON-HARDSURFACED ROAD</td>
<td>FROM ROUTE 850 TO ROUTE 1030 (1.9600 MI)</td>
<td>VDOT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROUTE/STREET</th>
<th>FUND SOURCE</th>
<th>MATCH</th>
<th>FY09</th>
<th>FY10</th>
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<th>FY12</th>
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<tbody>
<tr>
<td>DICKERSON ROAD (0606)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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</table>

**PROJECT LOCATION:** Rt. 850 to Rt. 1030

**ADDITIONAL INFORMATION**

- **Purpose:** Pave road to provide a parallel to route Rt.29, from Rte 850 (Chris Green Lake Rd) to Rte 1030 (Lonicera Way).
- **Endorsement:** Endorsed by the MPO
- **Environmental Review:** SERP underway
- **Other:** 2 mile segment. Remaining portions will be completed separately. This project has been divided into five project including two bridge projects.
Project S-18: Rt. 643 (Rio Mills Rd.)

PROJECT SUMMARY

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>RECONSTRUCTION</th>
</tr>
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<tbody>
<tr>
<td>54418</td>
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<table>
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<table>
<thead>
<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTE 643 - RECONSTRUCT &amp; SURFACE TREAT NON-HARDSURFACE ROAD</td>
<td>FROM: ROUTE 29 TO: 1.10 MILES WEST ROUTE 29 (1.1000 MI)</td>
<td>$3,218,665</td>
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<table>
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<th>FY10</th>
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ADDITIONAL INFORMATION

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Upgrade road that connect Rt. 29 to Rt. 743</th>
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<tbody>
<tr>
<td>Endorsement:</td>
<td>Endorsed by Albemarle Board of Supervisors</td>
</tr>
<tr>
<td>Environmental Review:</td>
<td>N/A</td>
</tr>
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<td>Other:</td>
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Project S-19: Rt. 743 Advance Mills Bridge

**PROJECT SUMMARY**

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<th>UPC NO</th>
<th>SCOPE</th>
<th>BRIDGE REPLACEMENT</th>
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<td>77273</td>
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<table>
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<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>RTE 743 - BRIDGE &amp; APPROACHES OVER NORTH FORK RIVANNA</td>
<td>FROM: 0.11 Mi. W Int. Rte. 641 TO: Int. Rte. 641 (0.1100 Mi)</td>
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<table>
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<th>ROUTE/STREET</th>
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<td>0743</td>
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<td>$0</td>
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</table>

**ADDITIONAL INFORMATION**

**Purpose:** Replace bridge.

**Endorsement:** Endorsed by the MPO

**Environmental Review:** Underway

**Other:** PE underway. VDOT has conducted extensive repairs and rehabilitation over the past 10-15 years to extend the life of the structure. VDOT closed the bridge in 2007. A new bridge will be constructed and open to public in Fall 2009 –Spring 2010.

Albemarle County Board of Supervisors have included this project in their FY09 Secondary Six-Year Plan.
Historical Secondary Road Projects
(Not included in the FY09 TIP)

1. Project S-3 (Rte. 651 Free State Road Connector): dropped from iSYP
2. Project S-10 (Rte. 649 Airport Road): project complete
3. Project S-12 (Rte. 649 Profitt Road): dropped from iSYP
**Miscellaneous Projects**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>UPC</th>
<th>Page</th>
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<tbody>
<tr>
<td>MISC-10</td>
<td>Projects Improvements Grants for Safe Routes To Schools Pgm</td>
<td>81509</td>
<td>42</td>
</tr>
<tr>
<td>MISC-11</td>
<td>Safe Routes To Schools</td>
<td>T4101</td>
<td>42</td>
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**Please note:** Obligation forecasts for these projects not broken down by MPO Area; they are tracked as a statewide line item.
### Project MISC-10: Projects, Improvements, Grants for Safe Routes to Schools Program

#### PROJECT SUMMARY**

<table>
<thead>
<tr>
<th>UPN NO</th>
<th>SCOPE</th>
<th>SAFETY/TRAFFIC OPER/S/ISM</th>
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<td>81509</td>
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<th>JURISDICTION</th>
<th>OVERSIGHT</th>
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<tbody>
<tr>
<td>Miscellaneous</td>
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<table>
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<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>ADMIN BY</th>
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<tbody>
<tr>
<td>PROJECTS IMPROVEMENTS GRANTS FOR SRTS PROGRAM</td>
<td>Funding identified to be obligated statewide as projects are identified</td>
<td>VDOT</td>
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<td>FUND SOURCE</td>
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### Project MISC-11: Safe Routes to Schools

#### PROJECT SUMMARY**

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<tr>
<th>PROJECT</th>
<th>DESCRIPTION</th>
<th>ADMIN BY</th>
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<tbody>
<tr>
<td>SAFE ROUTES TO SCHOOLS</td>
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<td>VDOT</td>
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<tbody>
<tr>
<td>FUND SOURCE</td>
<td>MATCH</td>
</tr>
<tr>
<td>$0</td>
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</table>
Historical Miscellaneous Road Projects
(Not included in the FY09 TIP)

1. Project MISC-1 (Traffic and Safety Operations): replaced with T3746 in Traffic & Safety Group
2. Project MISC-2 (Preventative Maintenance and System Preservation): replaced with T4152 in Maintenance Group
3. Project MISC-3 (Traffic Records Electronic Data System): project complete
4. Project MISC-12 (Virginia Scenic Byway): project complete
Illustrative Transportation Projects

<table>
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<tr>
<th>Number</th>
<th>Description (Primary)</th>
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<tr>
<td>P-10</td>
<td>Grade Separated Interchange at Hydraulic Road and US29 Intersection</td>
<td>n/a</td>
<td>45</td>
</tr>
<tr>
<td>P-11</td>
<td>“Downtown Trail”</td>
<td>n/a</td>
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<table>
<thead>
<tr>
<th>Number</th>
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<tr>
<td>S-4</td>
<td>Rt. 781 Sunset Avenue Improvements</td>
<td>n/a</td>
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<tr>
<td>S-11</td>
<td>Rt. 702 Reservoir Road</td>
<td>n/a</td>
<td>48</td>
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<tr>
<td>S-14</td>
<td>Southern Parkway</td>
<td>n/a</td>
<td>49</td>
</tr>
<tr>
<td>S-15</td>
<td>Rt. 631 Rio Road Intersection Improvements</td>
<td>n/a</td>
<td>50</td>
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<tr>
<td>S-16</td>
<td>Rt. 631 Old Lynchburg Road</td>
<td>n/a</td>
<td>51</td>
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<tr>
<td>S-17</td>
<td>Proposed Eastern Connector</td>
<td>n/a</td>
<td>52</td>
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<tr>
<td>S-20</td>
<td>Proposed Berkmar Drive Extended</td>
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<thead>
<tr>
<th>Number</th>
<th>Description (Studies)</th>
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<tr>
<td>ST-1</td>
<td>Planning Study of West Main Corridor</td>
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<table>
<thead>
<tr>
<th>Number</th>
<th>Description (Transportation Enhancements)</th>
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<th>Page</th>
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</thead>
<tbody>
<tr>
<td>T-10</td>
<td>Multi-Use Trail from the Transit Center to Meade Avenue</td>
<td>n/a</td>
<td>57</td>
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</table>

The Transportation Improvement Program may include, for illustrative purposes, additional projects that would be included in the approved Transportation Improvement Program if reasonable additional resources beyond those identified in the financial plan were available. This section was added at the recommendation of the FHWA. Illustrative transportation projects are included in the TIP as an informational item. Its inclusion signals the importance the MPO places on these projects as part of the region’s coordinated traffic reduction efforts. There is currently no dedicated source of funding for these projects, however most of the required financing is expected to come from county and private contributions.
Project P-10: Grade Separated Interchange at Hydraulic Rd. and US 29 Intersection

Not currently funded by VDOT in FY09; not scheduled to receive STIP obligations

PROJECT LOCATION:

<table>
<thead>
<tr>
<th>ADDITIONAL INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose:</td>
</tr>
<tr>
<td>Endorsement:</td>
</tr>
<tr>
<td>Environmental Review:</td>
</tr>
<tr>
<td>Other:</td>
</tr>
</tbody>
</table>
**Project P-11: “Downtown Trail”**

**PROJECT SUMMARY**
The MPO seeks to create a trail system that extends from Northern Albemarle to downtown Charlottesville, possibly continuing further south to connect to the Ragged Mountain Natural Area trail system. This comprehensive trail system is currently discussed only in concept (no formal studies or projects have been planned or programmed). The project is not currently funded by VDOT in FY09, and is not scheduled to receive STIP funding. The goals and objectives of this trail system are as follows:

**GOALS**
- Establish a multi-modal trail (bicycle and pedestrian) system that can be used as an alternative to travel on Rte. 29 throughout northern Albemarle to Charlottesville

**OBJECTIVE**
- Implement trail projects outlined in the UnJAM Plan to create a unified trail network
- Create a transportation alternative to Rte. 29 for travel from Northern Albemarle County into the City of Charlottesville
- Create an alternative to Rte. 29 for travel to and from businesses and residences in the Rte. 29 corridor
- Create a recreation trail for pedestrians and bicyclists
- Extend trail further south as development occurs

**IMPLEMENTATION**
- Utilize a combination of Primary and Secondary Road funding
- Segment trail construction in combination with roadway projects (e.g. Meadowcreek Parkway)
- Secure Rights of Way through proffers from developers in area

**PROJECT LOCATION**

<table>
<thead>
<tr>
<th>ADDITIONAL INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose:</td>
</tr>
<tr>
<td>Endorsement:</td>
</tr>
<tr>
<td>Environmental Review:</td>
</tr>
<tr>
<td>Other:</td>
</tr>
</tbody>
</table>
Project S-4: Sunset-Fontaine Connector

PROJECT SUMMARY

Not currently funded by VDOT in FY09; not scheduled to receive STIP federal obligation.

PROJECT LOCATION: City Line to Fifth Street Extended

ADDITIONAL INFORMATION

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Safety and capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endorsement</td>
<td>Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review</td>
<td>N/A</td>
</tr>
<tr>
<td>Other</td>
<td>The existing section of Sunset Avenue has been on the County’s priority list for many years for upgrading/spot improvements. The Connector Road, is a recommendation of the Southern Urban Area B Study and the Comprehensive Plan. This project is considered a relatively high priority project which will provide an essential new access alternative from the southern Development Areas to the City and University.</td>
</tr>
</tbody>
</table>
Project S-11: Rt. 702 (Reservoir Rd)

PROJECT SUMMARY:

Not currently funded by VDOT in FY09; not scheduled to receive STIP federal obligation.

ADDITIONAL INFORMATION

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Safety</th>
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<tbody>
<tr>
<td>Endorsement</td>
<td>Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Other:

Reservoir Road has been on the County’s Priority List as a paving project for many years. Due to the length of this road and its geometrics, it would be infeasible to pave the entire length of Reservoir Road. The Planning Commission and Board of Supervisors supported staff and VDOT’s recommendation to change the Reservoir Road project from a paving project to a spot improvement project. As a spot improvement, staff and VDOT recommends these improvements to include paving a portion of Reservoir Road and spot improvements at the most serious locations (blind curves, poor drainage). Spot improvements at various locations. Some of the improvements may be done as part of the reservoir expansion.
Project S-14: Southern Parkway

PROJECT SUMMARY

Not currently funded by VDOT in FY09; not scheduled to receive STIP federal obligation.

PROJECT LOCATION

ADDITIONAL INFORMATION

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Provide new east-west access for local travelers in southern urban area and will reduce demand on I-64 and City neighborhoods</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endorsement:</td>
<td>Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review:</td>
<td>N/A</td>
</tr>
<tr>
<td>Other:</td>
<td>This project remains a high priority, and is recommended to be moved ahead of the Old Ivy Road Improvement Project (moving up from priority #9 last year to priority #7 in this proposed priority list). VDOT Residency staff has recently indicated to the County that this road project will be eligible for full secondary funding. Staff is still waiting for written confirmation from VDOT Central Office. Without full funding, the County would be responsible for at least half of the funding for the road.</td>
</tr>
</tbody>
</table>
Project S-15: Rt. 631 (Rio Road) – Intersection Improvement

**PROJECT SUMMARY**

Not currently funded by VDOT in FY09; not scheduled to receive STIP federal obligation.

**PROJECT LOCATION**

**ADDITIONAL INFORMATION**

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Improve safety</th>
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<tr>
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<tr>
<td>Environmental Review</td>
<td>N/A</td>
</tr>
<tr>
<td>Other</td>
<td>Intersection improvement to add turn lane and sight distance at Penn Park Lane. (Partial funding potentially from private sources)</td>
</tr>
</tbody>
</table>

***Grouped Projects in Appendix A***

**Project funding in Appendix B**

50
**Project S-16: Rt. 631 (Old Lynchburg Road)**

**PROJECT SUMMARY**

Not currently funded by VDOT in FY09; not scheduled to receive STIP federal obligation.

**PROJECT LOCATION:** 1.35 Miles South of I-64 To Rt. 708

**ADDITIONAL INFORMATION**

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Spot improvements at various locations</th>
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<tbody>
<tr>
<td>Endorsement:</td>
<td>Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review:</td>
<td>N/A</td>
</tr>
<tr>
<td>Other:</td>
<td>Route 631 (Old Lynchburg Road/Fifth Street Extended) is the major road serving the Biscuit Run Neighborhood. This also serves as the new home for the County Office Building Fifth Street annex. The realignment and widening of this roadway in the northern portion of the Neighborhood from the City limits to Sunset Boulevard has provided for a major development corridor. The portion of Route 631 (Old Lynchburg Road) south of Sunset Boulevard has a narrow pavement width and poor horizontal and vertical curves which make access from some local roads difficult. Walkways exist along one side of the improved portion of Route 631. This road may be improved as part of new development in the area.</td>
</tr>
</tbody>
</table>
Project S-17: Proposed Eastern Connector

PROJECT SUMMARY

Not currently funded by VDOT in FY09; not scheduled to receive STIP federal obligation.

PROJECT LOCATION: Rt. 250 to Rt. 29 North

<table>
<thead>
<tr>
<th>ADDITIONAL INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose: Alleviate traffic from Rt. 29 North</td>
</tr>
<tr>
<td>Endorsement: Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review: N/A</td>
</tr>
<tr>
<td>Other: Funded jointly by Albemarle County</td>
</tr>
<tr>
<td>and the City of Charlottesville, the Eastern</td>
</tr>
<tr>
<td>Connector Study is an examination of a potential multimodal transportation connection between US Route 29 north of the US Route 250 Bypass and the City of Charlottesville and US Route 250 east of the City in the Pantops area. The need to study locations for the Eastern Connector was identified in the United Jefferson Area Mobility 2025 Long-Range Plan (UnJAM). The ultimately adopted plan envisioned the Eastern Connector as a two-lane roadway, with parallel bicycle and pedestrian facilities with a projected average daily traffic volume in the year 2025 of approximately 15,000 vehicles per day. Three alternatives presented to the public in Summer/Fall 2008.</td>
</tr>
</tbody>
</table>
Project S-20: Proposed Berkmar Drive Extended (Town Center Road)

PROJECT SUMMARY

Not currently funded by VDOT in FY09; not scheduled to receive STIP federal obligation.

PROJECT LOCATION: Extend Berkmar Drive from northern terminus of Hilton Heights Road to Rivanna North Fork

<table>
<thead>
<tr>
<th>ADDITIONAL INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose:</td>
</tr>
<tr>
<td>Protect and enhance capacity of Rt. 29 North and provide a parallel alternate multimodal route for local traffic</td>
</tr>
<tr>
<td>Endorsement:</td>
</tr>
<tr>
<td>Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review:</td>
</tr>
<tr>
<td>N/A</td>
</tr>
<tr>
<td>Other:</td>
</tr>
<tr>
<td>Provide new parallel-essential, multimodal access to the goods and services offered by the area Neighborhood and Employment Service Centers along corridor, as defined in the 29 North Corridor Study and Places29. Developers to build, donate ROW, and/or donate cash for significant portions of the project and surrounding network. The parallel network is envisioned as a lower-speed, urban cross section from Hilton Heights to the river crossing, where it will transition to a rural section, and back again to urban while respecting context of adjacent development as it reaches its terminus at Airport Road.</td>
</tr>
</tbody>
</table>
Project ST-1: Regional Transit Authority Planning Study for West Main Corridor

**PROJECT SUMMARY**

*Not currently funded by VDOT in FY09; not scheduled to receive STIP federal obligation.*

**PROJECT LOCATION:** Planning study for West Main Corridor, from Downtown to the University, to consider alternative modes such as bus rapid transit and light rail transit (streetcar) to support increasing transportation alternatives between destinations.

**ADDITIONAL INFORMATION**

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Planning study for West Main Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endorsement:</td>
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</tr>
<tr>
<td>Environmental Review:</td>
<td>N/A</td>
</tr>
<tr>
<td>Other:</td>
<td>The 1.23 mile West Main Corridor from Downtown to the University has seen an increase in the potential for residential and commercial development with parcels becoming available and recent zoning changes. When built, new development will greatly increase the demand on the already congested transportation infrastructure of the corridor – while increasing the potential for greatly improved transit service. This study will explore means to achieve a more efficient system of alternative transportation (transit, walking, and bicycling improvements) within the corridor to help address the expected future demand and provide travelers with improved travel choices. Options to be considered may include Streetcar or Bus Rapid Transit (BRT) technology. Partial funding for study from development community.</td>
</tr>
</tbody>
</table>
Project T-10: Multi-Use Trail from the Transit Center to Meade Avenue

PROJECT SUMMARY
New enhancement project. Funding to be provided by SAFETEA-LU

PROJECT LOCATION

ADDITIONAL INFORMATION

<table>
<thead>
<tr>
<th>Purpose:</th>
<th>Multi-use trail to connect downtown with neighborhoods to the east and parks along the Rivanna River</th>
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</thead>
<tbody>
<tr>
<td>Endorsement:</td>
<td>Endorsed by the MPO</td>
</tr>
<tr>
<td>Environmental Review:</td>
<td>N/A</td>
</tr>
<tr>
<td>Other:</td>
<td>Project will not require right of way nor will any downtown parking be lost. City to build a 6-ft trail from the Transit Center to 10th Street, a developer will build a 10-ft trail from 10th to Carlton, and the City intends to utilize Transportation Enhancement Grant Funds to build a 10-ft trail from Carlton/Water to Meade Park. Construction hopefully completed by summer 2009.</td>
</tr>
</tbody>
</table>
## SECTION III: GROUPED PROJECTS

<table>
<thead>
<tr>
<th>Number</th>
<th>Group</th>
<th>Category</th>
<th>Page</th>
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<tbody>
<tr>
<td>GRP-1</td>
<td>Construction</td>
<td>Bridge Rehabilitation/Replacement Construction</td>
<td>57</td>
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<td>GRP-2</td>
<td>Construction</td>
<td>Rail</td>
<td>57</td>
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<td>GRP-3</td>
<td>Construction</td>
<td>Safety/ITS/Operational Improvements</td>
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<td>Construction</td>
<td>Transportation Enhancements/Byway/Non-Traditional</td>
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<td>GRP-5</td>
<td>Maintenance</td>
<td>Preventative Maintenance and System Preservation</td>
<td>58</td>
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<td>GRP-6</td>
<td>Maintenance</td>
<td>Preventative Maintenance for Bridges</td>
<td>58</td>
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<tr>
<td>GRP-7</td>
<td>Maintenance</td>
<td>Traffic and Safety Operations</td>
<td>59</td>
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**GRP-1: Construction-Bridge Rehabilitation/Replacement/Construction**

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<td>FUND SOURCE</td>
<td>MATCH</td>
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<tr>
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<td>BR</td>
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**GRP-2: Construction-Rail**

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<td>PROGRAM NOTE</td>
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<td>FUND SOURCE</td>
<td>MATCH</td>
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<td>CN</td>
<td>STPIRR</td>
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**GRP-3: Construction-Safety/ITS/Operational Improvements**

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</tr>
<tr>
<td>FUND SOURCE</td>
<td>MATCH</td>
</tr>
<tr>
<td>PE</td>
<td>NH</td>
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<td>NH</td>
<td>CONVERSION</td>
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<tr>
<td>CN</td>
<td>ARRA</td>
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<tr>
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<td>$447,759</td>
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</tr>
<tr>
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</tr>
<tr>
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</table>

GRP-3 was adjusted in November 2009 to match recent funding cuts. The chart below is no longer relevant.

<table>
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<tr>
<th>GROUPING</th>
<th>Construction: Safety/ITS/Operational Improvements</th>
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</thead>
<tbody>
<tr>
<td>ROUTE/STREET</td>
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</tr>
<tr>
<td>FUND SOURCE</td>
<td>MATCH</td>
</tr>
<tr>
<td>PE</td>
<td>NH</td>
</tr>
<tr>
<td>NH</td>
<td>CONVERSION</td>
</tr>
<tr>
<td>PE TOTAL</td>
<td>$453,919</td>
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<tr>
<td>CN</td>
<td>ARRA</td>
</tr>
<tr>
<td>HSIP</td>
<td>$447,759</td>
</tr>
<tr>
<td>NH</td>
<td>$900,000</td>
</tr>
<tr>
<td>CN TOTAL</td>
<td>$544,561</td>
</tr>
<tr>
<td>CN AC</td>
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***Grouped Projects in Appendix A
**Project funding in Appendix B
**GRP-4: Construction-Transportation Enhancements/Byway/Non-Traditional**

**GROUP SUMMARY***

<table>
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<tr>
<th>FUND SOURCE</th>
<th>MATCH</th>
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<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
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</thead>
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<tr>
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<tr>
<td>STP</td>
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<td>CN STP</td>
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<tr>
<td>CN TOTAL</td>
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<td>$17,528,628</td>
<td>$17,828,464</td>
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**GRP-5: Maintenance-Preventative Maintenance and System Preservation**

**GROUP SUMMARY***

<table>
<thead>
<tr>
<th>FUND SOURCE</th>
<th>MATCH</th>
<th>FY09</th>
<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
</tr>
</thead>
<tbody>
<tr>
<td>CN IM</td>
<td>$12,224,881</td>
<td>$42,533,891</td>
<td>$22,500,180</td>
<td>$21,691,074</td>
<td>$23,298,784</td>
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<td>NH</td>
<td>$22,991,126</td>
<td>$20,901,126</td>
<td>$21,541,649</td>
<td>$24,436,280</td>
<td>$25,105,705</td>
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<tr>
<td>STP</td>
<td>$34,997,323</td>
<td>$25,917,124</td>
<td>$36,949,967</td>
<td>$39,025,225</td>
<td>$39,096,974</td>
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<td>CN TOTAL</td>
<td>$70,213,394</td>
<td>$89,352,141</td>
<td>$80,991,796</td>
<td>$84,152,579</td>
<td>$87,501,463</td>
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**GRP-6: Maintenance-Preventative Maintenance for Bridges**

**GROUP SUMMARY***

<table>
<thead>
<tr>
<th>FUND SOURCE</th>
<th>MATCH</th>
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<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
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</thead>
<tbody>
<tr>
<td>CN BR</td>
<td>$45,120,418</td>
<td>$36,506,481</td>
<td>$47,851,151</td>
<td>$49,304,256</td>
<td>$50,817,783</td>
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</table>
**GRP-7: Maintenance-Traffic and Safety Operations**

<table>
<thead>
<tr>
<th>GROUPING</th>
<th>Maintenance : Traffic and Safety Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROGRAM NOTE</td>
<td>Funding identified to be obligated statewide as projects are identified.</td>
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</table>

<table>
<thead>
<tr>
<th>ROUTE/STREET</th>
<th>FUND SOURCE</th>
<th>MATCH</th>
<th>FY09</th>
<th>FY10</th>
<th>FY11</th>
<th>FY12</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CN NH</td>
<td>$26,903,494</td>
<td>$25,848,711</td>
<td>$26,366,686</td>
<td>$27,156,656</td>
<td>$28,242,923</td>
<td>$127,389,290</td>
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<tr>
<td></td>
<td>STP</td>
<td>$4,943,823</td>
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<td>$4,845,000</td>
<td>$4,990,360</td>
<td>$5,189,964</td>
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<td></td>
<td>CN TOTAL</td>
<td>$31,847,323</td>
<td>$30,598,711</td>
<td>$31,210,686</td>
<td>$32,147,006</td>
<td>$33,432,887</td>
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</table>

***Grouped Projects in Appendix A
**Project funding in Appendix B
SECTION IV: PUBLIC TRANSPORTATION PROJECTS

Public Transportation Projects

<table>
<thead>
<tr>
<th>Description</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>Park and Ride Lots</td>
<td>60</td>
</tr>
<tr>
<td>CTS</td>
<td>61</td>
</tr>
<tr>
<td>JAUNT</td>
<td>61</td>
</tr>
</tbody>
</table>

Park and Ride Lots

Park and Ride lots are included in the TIP as an informational item. Its inclusion signals the importance the MPO places on Park and Ride lots as part of the region’s coordinated traffic reduction efforts. There is currently no dedicated source of funding for Park and Ride lots. The information provided in this year’s TIP could be used as a baseline for future improvements as needs arise.

A map of all Park and Ride lots in the planning district are included because, in addition to lots built or improved within the MPO boundary, efforts to build convenient Park and Ride lots in the rural areas reduces traffic flowing into the urban area.
### Charlottesville Area Transit

**Commonwealth Transportation**

**Culpeper District**

**Metropolitan Planning Organization: Charlottesville Area Metropolitan Planning Organization**

#### Name of Federal Funds Recipient: Charlottesville Transit Service

<table>
<thead>
<tr>
<th>MPO Project Number</th>
<th>Category</th>
<th>Project Description</th>
<th>STP ID</th>
<th>FY09 Amount</th>
<th>FY10 Amount</th>
<th>FY11 Amount</th>
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</table>

Both the CAT and JAUNT charts were replaced on August 1st 2010 to reflect FY11 budget changes. The previous charts are available upon request.

### JAUNT

**Metropolitan Planning Organization: Charlottesville Area Metropolitan Planning Organization**

**Name of Federal Funds Recipient: JAUNT**

<table>
<thead>
<tr>
<th>MPO Project Number</th>
<th>Category</th>
<th>Project Description</th>
<th>STP ID</th>
<th>FY09 Amount</th>
<th>FY10 Amount</th>
<th>FY11 Amount</th>
<th>FY12 Amount</th>
<th>Comments</th>
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</thead>
<tbody>
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Both the CAT and JAUNT charts were replaced on August 1st 2010 to reflect FY11 budget changes. The previous charts are available upon request.

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**Grouped Projects in Appendix A**

**Project funding in Appendix B**