
Memorandum

To: Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Committees
From: Christine Jacobs, Executive Director, TJPDC/CA-MPO
Date: May 21, 2024
Reference: Smart Scale Final Applications

Background:

The CA-MPO staff and committees have worked diligently, in cooperation with the Virginia Department of Transportation, the Thomas Jefferson Planning District Commission, and staff in both the City of Charlottesville and Albemarle County, to identify and prepare pre-applications for Round Six (6) of Smart Scale. As a requirement of the final Smart Scale application, a signed resolution of support is needed for all projects submitted by the CA-MPO. Additionally, as a requirement of the locality's Smart Scale applications, a signed resolution of support is needed for local projects that are within the urbanized area.

All projects submitted by the CA-MPO meet the eligibility criteria for funding under Smart Scale's High Priority Program. All projects submitted by the localities within the urbanized area meet the eligibility criteria for funding under Smart Scale's District Grant Program. Supporting documentation for all final Smart Scale applications is due no later than July 15, 2024.

The descriptions below represent the most accurate descriptions available at the time of application preparation. It is important to note that details of the project may be amended as the project goes through the design phase.

Description of projects being submitted by the CA-MPO:

- a. **US250/Peter Jefferson Parkway and Rolkin Road Project Pipeline Bundle** - The project includes access management treatments to US250 at Peter Jeff. Pkwy and pedestrian improvements at US250 and Rolkin Rd. US250/Peter Jeff. Pkwy improvements include: 1) Close existing median cut between Pantops Mountain Rd. and Peter Jeff. Pkwy. 2) Close median crossing on US 250 at the Hilton Garden Inn. 3) Convert existing eastbound shared right-turn/thru-lane to thru-only. 4) Add a 220' right-turn only for eastbound traffic on US250. 5) Implement a thru-cut at the US250/Peter Jeff. Pkwy intersection, 6) Construct a 50-space park & ride lot on the NW corner of the US250/Peter Jeff. Pkwy intersection. Improvements at US250/Rolkin Rd. include, 1) An at-grade pedestrian crossing for the northern, eastern, and southern legs with a pedestrian island located in the NE quadrant. 2) Add 800' sidewalk on the southern side of US250 from Rolkin Rd. to State Farm Blvd.
- b. **I64/Fifth Street Interchange Improvement (Exit 120)** - Convert existing signalized diamond interchange to a diverging diamond interchange at the connection of I-64 and 5th Street (Exit 120). Includes a shared use path between the NB and SB lanes with crosswalks to the NE and SW. On the northern end of the DDI, the shared use path will be extended on the east side of 5th St to the entrance to Holiday Inn (including crossing 5th Street Landing) and on the SW side from the interchange to Pinehurst Court.

- c. **Barracks Road Pipeline US 29/250 Interchange and SUP** - The Barracks Road Pipeline US 29/250 Interchange Project will include 1) hybrid roundabouts at both 29/US250 interchanges, allowing for a reduction in the lanes in the SB direction to accommodate a shared use path on the west side through the interchange, and 2) a continuous shared use path along the west side of Barracks Rd from Bennington Road to Emmet St.
- d. **Barracks Road Pipeline Corridor Improvements** - The Barracks Road Pipeline Corridor Improvements Project will include 1) hybrid roundabouts at both 29/US250 interchanges, reducing to a single lane in the SB direction 2) a continuous shared use path along the west side of Barracks Rd from the Georgetown Road to Emmet St. 3) hybrid roundabout at Georgetown Rd and Barracks Rd, 4) Closing all median cuts along Barracks road from Georgetown to the US 29/250 interchange, 5) pedestrian crosswalks at all four legs of the Georgetown/Barracks roundabout, on the west side of the two roundabouts on the US29/250 interchange roundabouts through the interchanges, and across Barracks Rd on either side of the two interchange roundabouts, 6) Reducing the width of the lanes on Barracks Rd between Georgetown on the northern most interchange to 11 feet, and 7) Installing 2 concrete pads and up to 2 transit shelters at existing stops along Barracks Road and Georgetown Road.

Description of projects begin submitted by Albemarle County

- a. **Old Trail Drive and US 250 West Intersection Improvements** - This project would construct a 2 and 1 hybrid roundabout at the Old Trail Drive/250 intersection with pedestrian crosswalks and appropriate safety features on the northern and eastern legs of the roundabout.
- b. **Rio Road and Hillsdale/Northfield/Old Brook Improvements** - Reconstruct the existing two signalized intersections as a hybrid, multilane double roundabout. Construct shared use path along the encompassing the double roundabout and extending both north and south from the double roundabout on the east side of Rio Rd. SUP extends west onto both sides of Hillsdale to connect to existing sidewalk on the south side of Hillsdale via an added bike ramp. Integrate pedestrian crossings on all legs of the intersection. SUP connects to existing sidewalk along the south/west side of Rio Rd; SUP connects to existing SUP on the north/east side.
- c. **Barracks Road and Georgetown Road Improvements** - Reconstruct the existing signalized intersection of Georgetown and Barracks Roads as a hybrid roundabout with at-grade pedestrian crossings on all legs of the intersection. Access management along Barracks Road between Georgetown Road and westbound on- and off-ramps to US29/250. Construct a SUP along the west side of Barracks Road between Georgetown Road and Bennington Road. Construct sidewalk along the west side of Barracks Road between Bennington Road and the existing sidewalk at the first crossover on Barracks south of the US29/250 interchange. Upgrade CG-12 ramps along the east side of Barracks in the project area. Install 2 concrete pads and up to 2 transit shelters at existing stops along Barracks Road and Georgetown Road. Add SB right-turn lane starting at Bennington Road onto US 29/250 westbound to include appropriate pedestrian crossing safety controls.

Recommended Actions:

***CA-MPO Technical Committee:**

1. *Staff recommends a motion to recommend adoption of the resolution endorsing the CA-MPO's Smart Scale applications for the project described herein.
2. *Staff recommends a motion to recommend adoption of the resolution endorsing the submission of Smart Scale applications for projects submitted by localities within the urbanized area.

***CA-MPO Policy Board:**

1. Staff recommends a motion to adopt the resolution endorsing the CA-MPO's Smart Scale applications for Round Six (6), as presented.
2. Staff recommends a motion to adopt the resolution endorsing the submission of Smart Scale applications for Round Six (6), as presented.