

COUNTY OF ALBEMARLE



DEPARTMENT OF COMMUNITY DEVELOPMENT

Secondary-Six Year Plan Priorities and Recommendations

Albemarle County Board of Supervisors Work Session April 5, 2017

VDOT Secondary Six Year Plan Background

The Secondary Six-Year Plan (SSYP) allocates funding for the construction, maintenance, and improvement of roads in the state secondary system (roads with a route number of 600 or higher). The funds allocated to Albemarle County through the SSYP include state and federal funds for a variety of road improvement programs. The SSYP for Albemarle County is updated and approved annually and identifies the specific funding source, use, and levels allocated for the immediate fiscal year. The SSYP also identifies planned program funding for the next five (5) fiscal years, however, these allocations are projections only.

There are three major funding sources that can be directed towards projects in a manner that give the Board of Supervisors some latitude to fund its prioritized projects.

- **TeleFee Funds** – Funded through fees utility companies pay for infrastructure within VDOT right-of-way; can be used for a broad range of secondary road construction, maintenance, and improvements.
- **Commonwealth Transportation Board (CTB) Unpaved State Funds** - must be used for hard surfacing of unpaved state secondary roads with greater than 50 vehicles per day; these funds are set to be discontinued after 2020.
- **District Grant Unpaved Funds** – replace CTB funds after 2020 with the same purpose.

The total annual allocation has increased from \$482,000 in FY 15 to an estimated \$850,000 in FY 18. The majority of these funds must be used for unpaved roads. There are other sources of funds that are available for improvements to the secondary roads which are outlined in the Six-Year Improvement Program (SYIP) and awarded through various grant programs and other funding apportionments.

Following is the projected funding allocations for the FY 18 SSYP:

FISCAL YEAR	CTB FORMULA UNPAVED STATE	TELEFEE FUNDS	DISTRICT GRANT UNPAVED	TOTAL FUNDS
2018	\$498,289	\$351,811	\$0	\$850,100
2019	\$573,201	\$351,811	\$0	\$925,012
2020	\$550,892	\$351,811	\$0	\$902,703
2021	\$0	\$351,811	\$773,496	\$1,125,307
2022	\$0	\$351,811	\$773,496	\$1,125,307
2023	\$0	\$351,811	\$773,496	\$1,125,307

VDOT Paving Programs

Rural Rustic Road Program

The Rural Rustic Road (RRR) Program is the preferred method for paving because it offers a flexible, less expensive approach to paving unpaved roads. To qualify as a RRR, several criteria must be met:

1. Board of Supervisors must pass a resolution declaring the road to be a RRR;
2. Board of Supervisors indicates that expected growth and traffic increase along the road in the near future is minimal;
3. The curves along the road should be generally adequate for the traffic and any increase in speeds expected after the improvement;
4. Roadway drainage must currently be sufficient or require only minor improvements;
5. The daily traffic volume must be under 1500 vehicles.

For roads with traffic volumes greater than 400 vehicles per day, 18-foot pavement width is desirable and some typical section improvements may be necessary. The local VDOT manager will determine whether this approach is suitable for a requested unpaved road.

Pave-In-Place Program

The pave-in-place approach might be considered if:

1. The traffic is under 750 vehicles per day;
2. Only minor improvements are needed to accommodate traffic; and
3. Needed improvements can be made within the available, existing right of way. Easements might be necessary for spot improvements.

Under the pave-in-place option, the road is improved to a minimum standard of 18 feet of pavement with 2-foot shoulders.

Traditional Reconstruction with Additional Right of Way

If significant improvements are needed or if significant development is proposed along the road, a more traditional approach is used to reconstruct the unpaved road and improve the alignment. A minimum 40-foot right of way is usually required for these projects with additional right of way or easements acquired based on the proposed improvement.

Albemarle County Paving Priorities

The *Albemarle County Priority List for Secondary Road Improvements, Unpaved Roads* (Attachment A) is a listing of all Secondary Roads that have been requested to be paved by the public, county departments, or other agencies. This list is reviewed annually and approved by the Board and forms the basis of the SSYP for Albemarle County. Based on Board direction regarding the prioritized projects VDOT will draft a revised SSYP each spring. A *Draft Albemarle County Priority List for Secondary Road Improvements, Unpaved Roads* is included as **Attachment A**.

The *Albemarle County Unpaved Road Policies and Review Process* outlines the process for the submission, review, prioritization, and construction associated with the paving of unpaved roads in the county. This document (**Attachment B**) was updated to reflect the changes requested by the Board at its May 4, 2016 meeting. The only significant change to this policy from the

previous year was that all projects will be reprioritized each year allowing newly added projects to move ahead of previously prioritized projects.

SSYP Project Updates

Attachment C is the most current SSYP (FY 17-FY 22) which was approved by the Board on June 08, 2016. The following list identifies some notable projects in the current SSYP:

- **Broomley Road (Rt. 677)** – bridge replacement – complete
- **Doctors Crossing (Rt. 784)** – paving project – complete
- **Brocks Mill Road (Rt. 822)** – rural addition – complete
- **Bunker Hill Road (Rt. 685)** – paving project – under construction
- **Keswick Drive (Rt. 731)** – Rt. 744 to Rt. 22, paving project expected to begin in FY 18
- **Preddey Creek Road (Rt. 747)** – Rt. 600 to Rt. 640, paving project expected to begin in FY 18
- **Patterson Mill Lane (Rt. 824)** – from Rt. 688 to one-mile north of Rt. 608, paving project expected to begin in FY 18
- **Rio Mills Connector** – This proposed roadway would connect Rio Mills Road to Berkmar Drive Extended. Funds allocated to this project in the SSYP consist of all Telefee funds for each of the six years of the plan with a remaining balance to complete. This project has been recommended for funding under the most recent Smart Scale funding program with the assumption that the existing funds in the SSYP would match the Smart Scale funds. At this time, it is recommended that we retain this project with the current funding levels until the funding and sources are finally approved.
- **Dick Woods Road (Rt. 637)** – Rt. 151 to the Nelson County Line, paving project currently funded in FY 21. A safety issue was recently identified on this road segment that required immediate addressing. As a result, some improvements were made that would normally be done in the initial phases of a resurfacing project thereby making it financially beneficial to move forward with the paving as soon as possible. For that reason, it is recommended by staff and VDOT that this project be moved up in priority to occur immediately following the three projects above that are planned to begin in FY 18.

Recommendations

Staff recommends the Draft FY 18-23 SSYP complete Bunker Hill Road and continue to advance the three projects proposed for resurfacing in FY 18 as the highest priorities. The Dick Woods Road resurfacing project is recommended to occur immediately following those projects. The next four recommended paving projects in priority order are: Harris Creek Road (720), North Garden Lane (712), Coles Rolling Road (712), and Blair Park Road (707) based on the factors recommended in Attachment B. Hammocks Gap Road (612) is recommended to be added to the priority list following those.

ATTACHMENTS

- A - Draft Albemarle County Priority List for Secondary Road Improvements, Unpaved Roads
- B - Albemarle County Unpaved Road Policies and Review Process
- C - FY 17-FY 22 Secondary Six Year Plan