

COUNTY OF ALBEMARLE



DEPARTMENT OF COMMUNITY DEVELOPMENT

Secondary-Six Year Plan Priorities and Recommendations

Albemarle County Board of Supervisors Work Session April 4, 2018

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 \$857,361 in FY 18 to an estimated \$923,032 in FY 19. 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 19 SSYP:

FISCAL YEAR	CTB FORMULA UNPAVED STATE	TELEFEE FUNDS	DISTRICT GRANT UNPAVED	TOTAL FUNDS
2019	\$573,201	\$349,831	\$0	\$923,032
2020	\$550,892	\$349,831	\$0	\$900,723
2021	\$0	\$349,831	\$773,496	\$1,123,327
2022	\$0	\$349,831	\$522,579	\$872,410
2023	\$0	\$349,831	\$694,463	\$1,044,294
2024	\$0	\$349,831	\$694,463	\$1,044,294

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:

- **Rio Mills Connector (Rt. 643)** – The balance of this project has been funded through the Smart Scale Program and is estimated to be constructed in 2022.
- **Bunker Hill Road (Rt. 685)** – paving project – complete
- **Keswick Drive (Rt. 731)** –Rt. 744 to Rt. 22, underway
- **Preddy Creek Road (Rt. 747)** – Rt. 600 to Rt. 640, paving project - underway
- **Patterson Mill Lane (Rt. 824)** – from Rt. 688 to one-mile north of Rt. 608, paving project expected to begin in FY 19; property owners have been notified and Board has approved a Resolution for Rural Rustic Paving
- **Dick Woods Road (Rt. 637)** –Rt. 151 to the Nelson County Line, paving project expected to begin in FY 19; property owners have been notified and expected Board resolution in July.
- **Berkmar Drive to Lewis and Clark Connector Study** - \$800,000 is being used by Engineering Consultant for design of this roadway. An additional approximately \$2 million is available to leverage for additional funds to construct these roads. It is unknown at this time whether this will be necessary but staff recommends retaining this funding until next year when we will know more.
- **North Garden Lane (Rt. 712)** – Rt. 29 to Rt 692 – likely would be funded in FY19
- **Coles Rolling Road, Hammocks Gap Road** - Currently funded in out years of the SYIP but County and VDOT continue to receive a high number of resident complaints on the condition of the roads.

Recommendations

Staff recommends the Draft FY 19-24 SSYP complete Keswick Road and Preddy Creek Road and move to Patterson Mill Lane and Dick Woods Road as the highest priorities in the SSYP. Continuing to use the established prioritization policy to advance projects will provide a stable and defensible program for paving unpaved roads. New projects that should be added to the SSYP based on available funding include Stony Point Pass and Whites Mountain Road. County and VDOT continue to receive a high number of resident complaints regarding the condition of the both of these routes. The approximately \$2 million available to leverage for additional funds to construct the Berkmar to Lewis & Clarke Connector should be retained for now. Out year Telefee funding could be directed to a new account which would provide for sidewalk maintenance throughout the County.

ATTACHMENTS

- 1 - Draft Albemarle County Priority List for Secondary Road Improvements, Unpaved Roads
- 2 - Albemarle County Unpaved Road Policies and Review Process
- 3 - FY 18-FY 23 Secondary Six-Year Plan