

COUNTY OF ALBEMARLE



DEPARTMENT OF COMMUNITY DEVELOPMENT

Secondary-Six Year Plan Priorities and Recommendations

Albemarle County Board of Supervisors Work Session May 1, 2019

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 for FY 20 is set at \$906,171. 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 20 SSYP:

FISCAL YEAR	CTB FORMULA UNPAVED STATE	TELEFEE FUNDS	DISTRICT GRANT UNPAVED	TOTAL FUNDS
2019 - 2020	\$550,892	\$355,279	\$0	\$906,171
2020 - 2021	\$0	\$355,279	\$773,496	\$1,128,775
2021 - 2022	\$0	\$355,279	\$522,580	\$877,859
2022 - 2023	\$0	\$355,279	\$694,463	\$1,049,742
2023 - 2024	\$0	\$355,279	\$751,383	\$1,106,662
2024 - 2025	\$0	\$355,279	\$751,383	\$1,106,662

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* is a listing of all Secondary Roads that have been requested to be paved by the public, county departments, or Board of Supervisors. 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 B.

The *Albemarle County Unpaved Road Policies and Review Process* (Attachment C) outlines the process for the submission, review, prioritization, and construction associated with the paving of unpaved roads in the county. This document was updated to reflect the changes requested by the

Board at its May 4, 2016 meeting.

SSYP Project Updates

Attachment D is the most current SSYP (FY 19-FY 24) which was approved by the Board on June 13, 2018. The following list identifies some notable projects in the current SSYP:

- **Rio Mills Connector (Rt 643)**- Provides matching funds out of Telefee allocation combined with Smart Scale funds for fully funded project and is estimated to be constructed in 2022.
- **Keswick Rd (Rt.731)** – Paving project fully funded in FY 18 (but remains until completed and closed out)– to be complete Spring 2019
- **Preddy Creek Rd (Rt. 747)** – Paving project fully funded in FY 18 (but remains until completed and closed out)– to be complete March 2019
- **Patterson Mill Lane (Rt. 824)** – Paving project- initial funding in FY 18 fully funded in FY 19- expected to begin summer/fall 2019.
- **Dick Woods Road (Rt. 637)** – Paving project- initial funding in FY 18 fully funded in FY 19- starting Spring 2019
- **North Garden Lane (Rt. 712)**- paving project- initial funding in FY 19 fully funded in FY 20- starting late 2019/early 2020
- **Coles Rolling Rd (Rt. 712) 2 segments** - First segment fully funded paving project in FY 20; second segment paving project initial funding in FY 20 and fully funded in FY 21
- FY 19 – 24 SSYP contains TeleFee Funds in the amount of \$2,275,792 currently directed to the Berkmar Drive Extended project. This funding is available to be moved to other secondary road projects if the Board directs.

Recommendations

Staff recommends the Draft FY 20-25 SSYP begin funding of North Garden Lane, proposed for resurfacing late 2019 early 2020, and continue to advance Coles Rolling Road (broken up into two projects) proposed for resurfacing in FY 20/FY 21 as the highest priorities. Staff also recommends adding Burnt Mill Road (Rt. 784), recommended to be fully funded in FY 21, and Reservoir Road (Rt. 702) as the next 2 highest priorities. Both roads were submitted this past year as paving requests. The next four recommended paving projects in priority order are: Harris Creek Road (Rt. 720), Blair Park Road (Rt. 707), and Hammons Gap Road (Rt. 612) based on the factors recommended in Attachment C. Red Hill School Road (Rt. 760) is recommended to be added to the priority list following those. Staff also recommends supporting the paving requests that were submitted this year to be on the priority list: Wesley Chapel Rd (Rt 671), Henderson Ln (Rt 805), Via Lane (Rt.672), Mountain Vista Rd (Rt. 737), and Fox Mountain Rd (Rt. 668).

ATTACHMENTS

- B - Draft Albemarle County Priority List for Secondary Road Improvements, Unpaved Roads
- C - Albemarle County Unpaved Road Policies and Review Process
- D - FY 2019-2024 Secondary Six-Year Plan