

**DRAFT**

CHART Project List

Amended 02.20.08 by the MPO Policy Board to include Year of Expenditure project cost information

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Statewide and Metropolitan Planning Rule (72 Fed. Reg. 7224) requires that Long Range Plan (LRP) project list fiscal restraint be demonstrated in Year of Expenditure (YOE) dollars.

Virginia Department of Transportation and MPO staff used the following methodology to project costs into YOE dollars.

Year of Expenditure (YOE) Methodology

- Fiscally constrained funding projection from FY08 through FY25 is \$251,245,993.
- Six-Year Plan (SYP) estimates are used when available and are already in YOE.
- Engineer's Estimates are used when available.
- Future CLRP projects not in SYP for construction are assumed to be built in 1 of 3 four-year increments: FY2014-2017, FY2018-2021, or FY2022-2025. YOE for these projects is based on the 2025 CLRP cost inflated to FY14, FY18, or FY22.
- YOE is calculated based on 3% annual inflation.
- "Place Holders" are not inflated to YOE.
- Enhancements, Rail Highway Crossings, and Safety Projects were grouped as budget line items to eliminate the need for future CLRP amendments for individual projects.

Updated project information is noted in red to the right of projects in the list. No projects were removed from the CHART Project List during the YOE amendment process.

## CHART 2025 Project Listing

On May 16, 2007 The MPO Policy Board amended the Long Range Plan to include the Advance Mills Bridge Project. Funding was reallocated from the Northern Free State Road Project to accomplish this. These changes are noted in red in the CHART 2025 Project Listing.

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost	
<b>Improvements</b>									
<b>Roadway Projects</b>									
I-1	S-10	Airport Road (Route 649)	U4	Expand roadway to four lanes with sidewalks and bike lanes; includes roundabout at intersection of 649/606	Add capacity, Improve safety	\$11,427,000	\$11,427,000	\$0	Project complete
I-2	n/a	Southern Urban (Area B) Improvements to include the Sunset-Fontaine Connector	n/a	Contribution to PE and construction of projects to be identified by Area B study	Add capacity, Alternate route	\$2,000,000	\$0	\$2,000,000	"Place Holder" - not inflated
I-3 <sup>1</sup>	n/a	Free State Road Connection and Bridge	R2/BR	Construct 2-lane road with sidewalks and bike lanes from Rio Road to Free State Road and replace substandard bridge (See footnote 1)	Improve safety	\$35,000	\$35,000	\$0	To be built by developer
I-4	U-1	Fontaine (Maury St to WCL)	U3R	Roadway improvements, add bicycle lanes and sidewalks	Improve safety, Add capacity	\$7,711,000	\$1,021,000	\$6,690,000	Engineer's Estimate for FY018 - \$7,711,000. In Urban SYP
I-5	S-5	Georgetown Road (Route 656)	Spot	Retrofit existing roadway; create urban cross-section providing for continuous pedestrian, bicycle access	Improve safety	\$2,017,000	\$2,017,000	\$0	Fully Funded
I-7	U-6	Jefferson Park Avenue Extd-Bridge Replacement	Br	Replace bridge at JPA over Norfolk Southern Railroad	Improve safety, Enhance community character	\$7,991,000	\$6,221,000	\$1,770,000	In Urban SYP
I-8	S-1	Old Ivy Road (Route 601)	U3	Widen road from 2 to 3 lanes, add sidewalks and bike lanes from 250 to 29/250 Bypass	Add capacity	\$9,459,060	\$17,000	\$9,442,060	Inflated cost to 2014
I-9	S-2	Old Lynchburg Road (Route 631)	Spot	Realign roadway at various locations	Improve safety	\$1,950,000	\$0	\$1,950,000	Inflated cost to 2014
I-10	S-12	Proffit Road (Route 649)	U2	Reconstruct roadway; Create urban cross-section adding capacity; increase lanes (4 from 29 to Worth Crossing, 3 to Pritchett Lane, remain 2 lanes to Development Area Boundary)	Improve safety	\$14,650,000	\$325,000	\$14,325,000	Inflated cost to 2022. Northpointe developer to build 1/3
I-11	n/a	Reservoir Road (Route 702)	n/a	Spot improvements	Improve safety, Enhance community character	\$1,029,000		\$1,029,000	Inflated to 2018
I-12	I-1	Rest Area at Ivy (upgrade sewer system)	n/a	Upgrade deteriorating rest area sewer system;undergoing sewer line extension	Maintenance	\$3,740,000	\$1,309,000	\$0	Interstate Maintenance not included in fiscal projections
I-13	P-1	Route 20 (Rte 250 to Rte 600) shoulder widening safety	R1	Need for sidewalks on the southern portion of Rt. 20 connecting to public transit in an area of mixed use and low-cost housing.	Strengthened, widened shoulder	\$235,000	\$235,000	\$0	Project complete
I-14	P-2	Route 22 (at Route 250 Int)	Int	Realign hazardous intersection	Improve safety	\$2,817,000	\$1,354,000	\$1,463,000	In Primary SYP
I-15	n/a	Route 29 (from South Fork Rivanna River to Airport Road)	R6	Improve roadway to accommodate anticipated traffic due to increased development	Provide travel choices. Improve safety, Better access	\$25,725,000	\$2,071,000	\$23,654,000	Inflated cost to 2018. In Primary SYP.
I-16	n/a	Route 29 Corridor Improvements (Previously named Route 250 / 29 Hydraulic-Greenbrier Interchanges)	n/a	Provide partial funding for improvements to be recommended from 29H250 P2 Study	Add capacity, Improve safety	\$30,626,159		\$30,626,159	"Place Holder" - Individual projects now being programmed, PE for interchanges only
I-17	P-8	Route 53 Bridge replacement over Buck Island Creek	Br	Replace bridge	Improve safety	\$3,000,000	\$3,000,000	\$0	Project complete
I-18		Route 250 safety / TSM shoulder widening	Spot			\$7,061	\$7,061	\$0	Project complete
I-19	n/a	Route 679 RR crossing	Spot	Add lights and gates	Improve safety	\$140,000	\$140,000	\$0	Project complete
I-20	S-4	Sunset Road (Route 781)	U2	Realign roadway at various locations	Improve safety	\$2,722,500		\$2,722,500	Inflated cost to 2022.
n/a	n/a	Unpaved Roads	n/a	Mandated allowance	Improve safety	n/a		\$4,200,000	Assumed to be 12% of Secondary Roads Forecast
I-21	S-13	Dickerson Road (Route 606)	n/a	Pave roadway from 850 to 1030	Improve safety, Enhance community character	\$1,690,000	\$1,008,000	\$0	Included in "Unpaved Roads" total
I-22	n/a	Gilbert Station Road (Route 640) *	n/a	Pave roadway from 784 to 20	Improve safety	\$193,000	\$193,000	\$0	Included in "Unpaved Roads" total

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost	
I-23	n/a	Woods Edge Road (Route 623)*	n/a	Pave roadway from 616 to dead-end	Improve safety	\$125,000	\$135,000	\$0	Included in "Unpaved Roads" total
		Rio Mills Road (Route 643) *	n/a	Pave from Route 29 to 1.1 miles west	Improve safety	\$3,219,000	\$611,000	\$0	Included in "Unpaved Roads" total
	S-19	Rt. 743 Bridge & Approaches over North Fork Rivanna (Advance Mills Bridge)	Br	Bridge replacement - 0.04 mile south of Rt. 641	Add capacity, Improve safety, Better Access	\$4,018,000	\$100,000	\$3,918,000	In Secondary SYP
	I-3	I-64 WB Exit at 5th Street	Int	Widen Approach Lanes	Improve Operations	\$1,204,000	\$275,000	\$929,000	In Interstate SYP
	I-4	I-64 EB Exit at Shadwell	Int	Dual LTL to WB Route 250	Improve Operations	\$3,101,000	\$231,000	\$2,870,000	In Interstate SYP
	U-15	Rte. 20 Bridge Replacement	Br	Belmont bridge replacement	Replace Bridge	\$9,195,000	\$3,209,000	\$5,986,000	In Urban SYP
		Rte. 29/250 Bypass Interchange Imp		Hydraulic Road to Barracks Road	Add Capacity	\$4,700,000		\$4,700,000	In Urban SYP
		Rte. 606 Bridge Replacement	Br	Dickerson Road over North Fork Rivanna	Replace Bridge	\$5,069,000	\$550,000	\$4,519,000	In Secondary SYP
		Rte. 606 Bridge Replacement	Br	Dickerson Road over Jacobs Run	Replace Bridge	\$2,174,000	\$591,000	\$1,583,000	In Secondary SYP
		Rte. 250 Bridge Replacement - Shadwell	Br		Replace Bridge	\$14,000,000		\$14,000,000	Engineer's Estimate for FY014
	Misc.	Enhancement Projects		Budget Line Item		\$7,426,225		\$7,426,225	Grouped Budget Item
	Misc.	Rail Highway Crossings		Budget Line Item		\$40,442		\$40,442	Grouped Budget Item
	Misc.	Safety Projects		Budget Line Item		\$4,909,607		\$4,909,607	Grouped Budget Item
		* These projects are included in the total Unpaved Roads allowance							
<b>Transit/Bicycle/Pedestrian/Traffic Calming Projects</b>									
n/a	n/a	Bike/Pedestrian Projects	n/a	Complete sidewalk networks and bike lanes	Improve safety, Provide travel choices	\$6,000,000		\$6,000,000	"Place Holder" - not inflated
n/a	n/a	Garth Road (to Free Union)	n/a	Construct multi-use trail along Garth to Free Union	Improve safety, Provide travel choices	\$250,000		\$0	Included in "Bike/Pedestrian Projects"
n/a	n/a	Hydraulic Road Pedestrian Crossing (at Georgetown Road)	n/a	Provide pedestrian crossing	Improve safety	\$65,000		\$0	Included in "Bike/Pedestrian Projects"
	n/a	Complete listing of additional projects is attached						\$0	Included in "Bike/Pedestrian Projects"
I-24	n/a	Ivy Road From Emmet Street to Canterbury Road	U3R	Improve roadway to include restriping to accommodate new sidewalk and bike lanes	Improve safety, Add capacity	\$478,000	\$478,000	\$0	In Urban SYP to cover previous expenditures only
I-25	n/a	Traffic calming (county wide)	n/a	Traffic calming for selected neighborhoods (\$50K/year)	Improve safety, Enhance community character	n/a		\$1,000,000	"Place Holder" - not inflated
I-26	n/a	Transit Corridor Improvements	n/a	Contribution to transit improvements	Improve safety, Provide travel choices	n/a		\$6,500,000	"Place Holder" - not inflated
I-27	U-14	Transit Operations	n/a	Contribution to transit operations	Improve safety, Provide travel choices	n/a		\$8,000,000	"Place Holder" - not inflated
	S-2	Route 1427 - Hillsdale Drive Safety Project		Rio Road to Greenbriar Road	Improve safety, Provide travel choices	\$300,000	\$300,000	\$0	In Secondary SYP
<b>New Construction Projects</b>									
<b>Roadway Projects</b>									
N-1	n/a	Berkmar Drive Extended (Town Center Road)	R2	Extend existing roadway from northern terminus of Hilton Heights Road to Rivanna North Fork	Alternate route	\$44,100,000		\$22,000,000	Inflated cost to 2018. Assumes Developers to build, donate ROW, and/or donate cash for approximately half of the project

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost
N-2 <sup>2</sup>	n/a	Eastern Connector (southern route)**	R2	Study potential location connecting 29N to 250E' contribution to funding; includes construction cost (See footnote 2)	Alternate route	\$11,700,000		\$11,700,000
N-3 <sup>3</sup>	U-12	Hillsdale Drive Extended	U2	Add new roadway from southern terminus of existing Hillsdale (at Greenbrier) to Hydraulic Road (See footnote 3)	Alternate route; increase safety	\$24,401,780		\$14,000,000
N-4	U-4	Meadow Creek Parkway Phase I (City)	U4R	City portion of MCP; southern terminus beginning on 250 Bypass, northern terminus at Northern Corporate Limit; includes parkland; County matching City's Design; VDOT will help fund pond	Alternate route	\$13,511,000	\$8,419,000	\$5,092,000
N-5	S-6	Meadow Creek Parkway Phase I (County)	U2	County portion of MCP; southern terminus Melbourne Road, northern terminus Rio Road	Alternate route	\$25,632,000	\$25,632,000	\$0
N-6	S-8	Meadow Creek Parkway Phase I Bridge over Norfolk Southern Railroad	U2	Bridge of MCP Phase I over CSX Railroad	Alternate route	\$1,880,500		\$0
N-7	S-7	Meadow Creek Parkway Phase I Bridge over Meadow Creek	U2	Bridge of MCP Phase I over Meadow Creek	Alternate route	\$2,204,500		\$0
N-8	U-5	Meadow Creek Parkway/McIntire Interchange	n/a	Construct grade-separated interchange at McIntire and Meadow Creek Parkway as part of MCP roadway project	Alternate route	\$29,645,000	\$15,441,000	\$14,204,000
N-9 <sup>4</sup>	S-9	Northern Free State Road ** (formerly Meadow Creek Parkway Phase 2)	R2	Location study for new road, connecting at its southern terminus of 631, extending to Rt 29, contribution to funding (See footnote 4)	Alternate route	\$4,200,000	\$482,000	\$3,718,000
N-10 <sup>5</sup>	P-7	Route 29 Bypass (Funding to resolve current litigation of ROW purchases only)	R4	Bypass road with southern terminus from 29/250 Bypass, northern terminus to 29 above Berkmar Drive (See footnote 5)	Alternate route	\$47,167,000	\$45,318,000	\$1,849,000
N-11	n/a	Southern Parkway	R2	Connector road from Avon Street to 5th Street Extended to include sidewalks and bike lanes	Alternate route	\$3,380,000		\$3,380,000
<b>Transit/Bicycle/Pedestrian/Traffic Calming Projects</b>								
N-12	n/a	Park and Ride Lots	n/a	Construct, maintain park and ride lots in area	Provide travel choices, Better access	\$500,000		\$500,000
<b>Studies</b>								
<b>Roadway Projects</b>								
ST-1	U-13	Route 250 / 29 Safety /Mobility Study	n/a	Conceptual design study leading to PE (29H250)	Improve safety, Better access, Alternate route	\$390,496	\$390,496	\$0
ST-2	n/a	Route 29 Corridor Study (29H250 Phase 3)	n/a	Completion of 29H250 as presented in original scope (from Barracks Road to North Fork Rivanna)	Improve safety, Better access, Add capacity, Alternate route	\$600,000	\$600,000	\$0
		Rte. 29 Corridor & Access Management Study	n/a	From Amherst to I-66	Improve safety, Better access, Add capacity, Alternate route	\$250,000	\$0	\$250,000
ST-3	n/a	UVA North Grounds Connector Road to Hydraulic/Barracks/Georgetown (Mobility and Location Study)	n/a	Study extending NGC to Hydraulic/Barracks/Georgetown (Feasibility and Location Study)	Alternate route	\$500,000		\$500,000
<b>Transit/Bicycle/Pedestrian/Traffic Calming Projects</b>								
ST-4	n/a	Route 250 East Pantops (Multi-modal)	n/a	Study multi-modal options on the corridor	Provide travel choices, Improve safety, Better access	\$500,000		\$500,000
ST-5	n/a	Transit Corridor Analysis	n/a	Study feasibility of BRT/LRT along various corridors	Add capacity, Provide travel choices	\$800,000		\$800,000
ST-6	n/a	Crozet Rail Transit Study	n/a	To study transit use of the existing CSX tracks and improvements needed from Crozet to downtown Charlottesville	Provide travel choices, Improve safety and mobility	\$250,000		\$250,000
ST-7	n/a	Feasibility of Freight Bypass	n/a	To determine the feasibility of a freight bypass around the City of Charlottesville using CSX railway from Woolen Mills to Cherry Hill	Provide alternative mode for transporting goods through the region	\$250,000		\$250,000
								251,245,993
<b>Funding Totals</b>								

Inflated cost to 2014

Assumes Developer to donate ROW

In Urban SYP

In Secondary SYP

Included in N-5

Included in N-5

In Urban SYP

In Primary SYP for PE & RW Only

In Primary SYP for PE Only

In Secondary SYP, but no estimate or allocations shown

"Place Holder" - not inflated

Study Complete

Study Underway

Only accounts for portion passing through Albemarle County

"Place Holder" - not inflated

"Place Holder" - not inflated

"Place Holder" - not inflated

"Place Holder" - not inflated

"Place Holder" - not inflated

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost
	n/a	Total funds available		From FY08 through FY25				\$251,245,993
		Remaining funds available						(\$0)
<b>Vision Projects (Not Fiscally Constrained)</b>								
V-1	n/a	Barracks Road (Rt. 654) from Western City Limits to Old Garth Road (Rt. 601)	Spot					n/a
V-3	n/a	Bicycle Lanes on Rugby Road	n/a					n/a
V-4	n/a	Complete Rt. 29 Corridor Study (Charlottesville-North Carolina Border)						n/a
V-5	n/a	Dairy Road/Route 250 Bypass Bridge from Dairy Road to Dairy Road						n/a
V-6	n/a	Decca Lane (Rt. 678) from Decca Lane (Rt. 678) to Owensville Road (Rt. 676)	Int					n/a
V-7	n/a	East High Street from Long Street (Rt.250 Bypass) to Ninth Street	U3					n/a
V-8	n/a	Emmet Street (Rt. 29 Business) from Ivy Road (Rt. 250 Business) to Arlington Boulevard	U3					n/a
V-9	n/a	Emmet Street/Stadium Road from Emmet Street to Jefferson Park Avenue	Int					n/a
V-10	n/a	Garth Road (Rt. 601) to Barracks Farm Road (Rt. 658)	Int/spot					n/a
V-11	n/a	Hydraulic Road (Rt. 743) from Rio Road (Rt.631) to Woodland Road (Rt. 676)	Int					n/a
V-12	n/a	Implement Entrance Corridor design guidelines developed in Southern Charlottesville Transportation Study. See also land Project	n/a					n/a
V-14	n/a	Intersection at Forest Hills, Prospect and 9th streets.	n/a					n/a
V-15	n/a	Interstate 64 interchanges at Rt. 29, Rt. 250, Rt. 20 and Rt. 250 from Rt. 250 (High Street) to Fontaine Ave (Rt. 29)	Int					n/a
V-17	n/a	McCormick Road/Emmet Street Bridge from McCormick Road to McCormick Road	Br					n/a
V-18	n/a	Millmont to Massie Road Connector	n/a					n/a
V-19		Polo Grounds to Proffit Road Connector	n/a					n/a
V-20	n/a	Rio Road (Rt. 631) from Albemarle Square to Fashion Square	Int	Int- look at during phase II 29H250				n/a
V-21	n/a	Rt. 250 East (Richmond Road) from Rt.20 to Louisa Road (Rt.22)	U5					n/a
V-22	n/a	Rt. 29 Seminole Trail Intersections (east-west movement) Barracks Road (Rt. 654) to Airport Road (Rt. 649)	Int					n/a
V-23	n/a	Thomas Jefferson Parkway (Rt.53) to James Monroe Parkway (Rt. 795)+C69	Int					n/a
V-24	n/a	Tilman Road (Rt. 676) from Tilman (Rt. 676) to Ivy Road Rt. 250)	Int/spot					n/a
V-25	n/a	Transportation Safety Studies	n/a					n/a
V-26	n/a	UVA Project- Maywood Connector from Maywood Drive to Crispell Road				\$20,000,000		n/a

Project #	TIP # (Funding source)	Project	Type*	Project Description	Project Purpose	Total Cost	Previous Allocations	Remaining Cost
V-27	n/a	UVA Project- North Grounds Connector Interchange from Rt. 250 Bypass to Massie Road	Spot					n/a
V-28	n/a	UVA Project- Pedestrian Bridge/Bicycle-Pedestrian Terrace over Jefferson Park Avenue	Int/Br			\$20,000,000		n/a
V-29	n/a	West Main Street from Jefferson Park Avenue to Ridge Street/McIntire Road	Spot					n/a
V-30	n/a	Woodland Road (Rt. 676) from Hydraulic Road (Rt.743) to Free Union Road (Rt. 601)	Spot					n/a

**TIP Funding Sources**

I= Interstate  
U= Urban  
P= Primary  
S= Secondary  
n/a= No funds allocated in TIP

**Project types**

U= Urban Roadway -typically with curb and gutter, and sidewalks  
R= Rural Roadway -typically with swales and paths  
# (after U or R)= # of travel lanes  
Spot= Spot Improvements  
Int= Intersection Improvements  
Br= Bridge Improvements  
TSM= Transportation Systems Management

1 Segments of the connection will be funded by others.

2 Eastern Connector project is to study potential alignment connecting the 250 East-Pantops area to Rio Road or 29 North. If no feasible alignment can be found, the funds from this project remaining after the study will be reallocated. The study of this project will be concurrent with that of Northern Free State Road.

3 Segments of the Hillsdale Road Extention project may be funded by others.

4 Northern Free State Road is proposed as the similar route of the former Meadow Creek Parkway Phase 2 (County portion). Some segments likely to be funded by others. If no feasible alignment can be found, the funds from this project remaining after the study will be reallocated. The study of this project will be concurrent with that of Eastern Connector. **On May 16, 2007, \$2,200,000 was reallocated from this project to the Advance Mills Bridge project.**

5 Route 29 Bypass project is in the listing only to allow for existing right-of-way transactions currently in litigation to be completed. The current amount listed is the latest figure given for existing transactions and is subject to change. Any remaining unspent funds should be reallocated to Project # I-13 (Route 29 corridor improvements-partial funding for improvements to be recommended from 29H250 Ph2 Study), which has the same function.

\*\* Eastern Connector and Northern Free State Road are separate projects, but will be studied concurrently.