

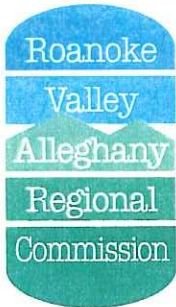
# Roanoke Valley Area Metropolitan Planning Organization (RVAMPO)

*Constrained Long-Range Transportation Plan 2025 (CLRTP 2025)*  
Year of Expenditure Amendment

**Final**

*Adopted April 24, 2008*





Roanoke Valley Area  
**Metropolitan Planning Organization**

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The 24<sup>th</sup> day of April, 2008

**RESOLUTION**

**Endorsement of the “Year of Expenditure” Amendment to the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025**

**WHEREAS**, federal regulations implemented as a result of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) require urbanized area metropolitan planning organizations to develop and approve a financially constrained long range transportation plan; and

**WHEREAS**, the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025 was adopted by the Roanoke Valley Area MPO Policy Board on April 26, 2004 and amended on June 28, 2007; and

**WHEREAS**, SAFETEA-LU introduced additional requirements into the transportation planning process; and

**WHEREAS**, SAFETEA-LU requires project cost estimates to be prepared in Year of Expenditure dollars.

**NOW, THEREFORE BE IT RESOLVED**, that the Roanoke Valley Area MPO Policy Board approves the Year of Expenditure amendment to the Roanoke Valley Area Metropolitan Planning Organization Long Range Transportation Plan 2025, as presented,

**AND THEREFORE BE IT FURTHER RESOLVED**, that this plan shall serve the Commonwealth of Virginia and the federal government as the primary guidance for future transportation related investments in the Roanoke Valley area.

David Trinkle, Chairman,  
Roanoke Valley Area Metropolitan Planning  
Organization

**Introduction:** The current national transportation law and funding program *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* requires that Metropolitan Planning Organization (MPO) Constrained Long-Range Transportation Plans (CLRTPs) provide project cost estimates in Year of Expenditure (YOE) dollars. Previously many MPOs, including the Roanoke Valley Area MPO, estimated project costs in current year dollars, while projected future revenues were based on projected year of availability. This set up a situation where, revenues accurately reflected future value, but project costs did not. This amendment modifies the **RVAMPO Long-Range Transportation Plan 2025**, which was adopted February 26, 2004 and amended June 28, 2007, to account for (YOE) project cost estimates. Information in this amendment supersedes and replaces financial information in the current **RVAMPO Long-Range Transportation Plan 2025**. Staff is concurrently preparing the next update to the long-range transportation plan: *RVAMPO Long-Range Transportation Plan 2035* for adoption in February 2009. That plan will be the official constrained long-range transportation plan on the RVAMPO’s 5-year update cycle.

**Approach:** This amendment accounts for year of expenditure cost estimates by using three 6-year timeframes: FY 2008-13, FY 2014-19 and FY 2020-25. These timeframes were chosen because the first timeframe FY 2008-13 corresponds to the current Virginia Department of Transportation (VDOT) 6-year program. In this regard, the two remaining 6-year timeframes can be thought of as financially constraining future 6-year plans with the corresponding timeframes. This provides an analogy from the LRTP 2025 back to VDOT’s 6-year program, and ultimately to the RVAMPO’s 4-year Transportation Improvement Program (TIP). Project cost estimates are inflated to future year dollars using the 4<sup>th</sup> year of the two remaining timeframes 2017 and 2023 respectively. Cost estimates for the first time frame derive from VDOT’s 6-Year Program, which has a mechanism for accounting for inflation within the 6-year period that it covers. Calculations for 2017 and 2023 are carried out using “Cost Estimating” Spreadsheets provided by VDOT. The inflation rate for VDOT’s Salem District is assessed at 3% per year.

Project cost estimates are financially constrained for each timeframe separately as shown in Figure 2 at right.

**Vision List:** Traditionally the “Vision List” component of a long-range transportation plan has been used in a “wish list” fashion to accommodate

TP nt	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate
	\$16,000	\$0	\$0
	\$439,767	\$0	\$0
	\$365,969	\$2,403,115	\$0
	\$142,171	\$1,480,421	

Figure 1 – Three 6-Year Timeframes

Safety Improvement	\$387,000	\$0	\$0	\$387,000		
Intersection Improvement	\$2,040,000	\$990,000	\$0	\$1,050,000		Biocycle 2005
Two-Stage Crossing	\$73,000	\$73,000	\$0	\$0		Biocycle 2005
Canterleaver Flashing Lights	\$210,000	\$210,000	\$0	\$0		Isolated geom phys
	\$5,000,000	\$3,000,000	\$4,855,289	\$2,000,000		
Corridor Improvement	\$2,000,000	\$1,000,000	\$0	\$1,000,000		\$374,109
<b>Total Estimated Project Costs:</b>				\$36,139,176	\$32,317,225	\$28,452,484
<b>Projected Funding Available:</b>				\$36,139,176	\$32,317,225	\$28,452,484

Figure 2 – Financial Constraint for Each Timeframe

regionally popular projects that could not be accommodated in the “financially constrained” list of projects. This amendment offers an exception to this common practice. Since the RVAMPO will adopt a LRTP 2035 in February 2009, the “Vision List” for this amendment will extend the timeframes from 2025 to 2035, see Figure 3. The first “Vision List” timeframe FY 20026-31 is a 6-year timeframe analogous to the three 6-year timeframes in the “Financially Constrained” list of projects. The second “Vision List” timeframe FY 2032-35 is only 4-years due to the desire to adopt the 2035 horizon year that the next long-range transportation plan will use. In many respects, this amendment’s “Vision List” is an extension of the “Financially Constrained” list as it imposes financial constraints based on revenue estimates for each timeframe. This will allow the RVAMPO to use this amendment process as a springboard to the decision making process for the LRTP 2035 update.

**Regional Bicycle Plan and Transportation Demand Management**

**Review** – SAFETEA-LU guidance requires that the MPO transportation planning process take into account established plans in the specialties of economic development, environmental plans, local government plans and other plans the may impact the Long-Range Transportation Planning Process. This YOE Amendment specifically reviews projects in relation to established regional Bicycle Planning documents and the regional Transportation Demand Management (TDM) process administered through RIDE Solutions. The regional bicycle and pedestrian planning process is robust and has been in active development for over a decade. The region boasts and official RVAMPO “Urban Bicycle Plan,” a “Rural Bicycle Plan” for the Roanoke Valley-Alleghany Regional Commission area outside of the RVAMPO study area, and several Regional Bicycle Suitability Studies which employed evaluation models such as the Bicycle Level of Service (BLOS) and the Bicycle Compatibility Index (BCI). More information can be found at <http://www.rvarc.org/bike/home.htm> .

Many of the projects that appear in the “Constrained List of Projects” show planning cost estimates that explicitly identify bicycle or pedestrian accommodations such as bicycle lanes and/or sidewalks. For all other projects, staff reviewed the relevant bicycle planning documents and noted where bicycle accommodations were recommended in the respective documents. For these projects staff did not

Original LRTP 2025 (February 2004) Vision Amount	FY 2026-2031 Timeframe Cost Estimate	FY 2032-2035 Timeframe Cost Estimate	
\$14,438,000	\$25,539,200		Ne lar
\$4,857,000			
\$11,305,000	\$1,835,321	\$14,425,671	Bi Re for Ue (or Bi Re for
\$15,482,000			

Figure 3 – Vision List Timeframes

Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
	3 origins, 30 destinations within .5 mi. Valley Metro transfer station.
	1 origin, 0 destinations within .5 mi.
Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	3 origins, 0 destinations within .5 mi.
Reconstruct the existing roadway to a three-lane section from Worju Street west through Virginia Western Community College to include sidewalk, curb and gutter, drainage, and bike lanes. Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	6 origins, 10 destinations within .5 mi.

Figure 4 – Bicycle and TDM Review Results

detail a specific project, because in many instances a range of accommodations are feasible depending on the desired BLOS or BCI result. This review is in the spirit of VDOT’s Policy which asserts that Bicycle Accommodations will be included in project design and construction unless a safety, significant cost or other reason can be demonstrated that precludes specific accommodation.

Transportation Demand Management (TDM) is a term that is applied to a host of strategies including carpooling, vanpooling, bicycling to work, walking to work, telework, stagnated working hours and other strategies. The bottom line is that TDM strategies aim to reduce Single Occupant Vehicle (SOV) demand especially during peak hours. RIDE Solutions is the regional TDM agency for the Roanoke and New River Valleys. RVARC serves as the lead staffing agency and fiscal agent to both the RVAMPO and the RIDE Solutions program. This sets up a beneficial situation that allows for the integration of TDM feedback in the RVAMPO planning process.

RIDE Solutions maintains a geographic database of individuals who have registered to carpool, bicycle, walk or take public transportation to work. RIDE Solutions markets its services, which are free to the end user, to businesses, individuals and groups. RIDE Solutions is also on the forefront of defining target markets, establishing outcome measures and measuring the effectiveness of media channels. The results of these measures can be fed back into the transportation planning process to encourage anticipation of TDM friendly projects early in the RVAMPO planning process.

The right hand column in Figure 4 indicates how TDM results were integrated into this LRTP 2025 amendment. The number of “origins” and “destinations” within 0.5mi of a project indicate the number of individuals in the RIDE Solutions database who either begin or end their work trip near that facility. The RIDE Solutions database represents a fraction of likely commuters who have the same travel patterns, since individuals have to take the time to sign-up for a RIDE Solutions service to be counted in this review. In this regard, the TDM review can serve as an early indicator for the consideration of amenities such as additional park and ride lots, additional bus shelters and/or additional bicycle/pedestrian accommodations in the project corridor. Projects with a higher than average potential for TDM strategies are highlighted in grey.



Figure 5 – RIDE Solutions Website

# Urban Transportation Systems

*City of Roanoke*  
*City of Salem*  
*Town of Vinton*

TP nt	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	
	\$16,000	\$0	\$0	Bic Rec for
	\$439,767	\$0	\$0	Fac
	\$365,969	\$2,403,115	\$0	
	\$142,171	\$1,480,421		

City of Roanoke Urban System - Financially Constrained List

Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original 2004 L RTP Constrained Amount	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-2025 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
10th Street	Gilmer Avenue	Andrews Road	0.7	Reconstruction	\$10,668,000	\$9,782,000	\$866,000	\$886,000			ROW underway. - Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 1 destination within .5 mi.
10th Street	Andrews Road	Williamson Road	0.9	Reconstruction	\$6,643,000	\$5,738,000	\$0	\$905,000			PE underway. - Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 3 destinations within .5 mi.
Wonju Street	Colonial Avenue	Brandon Avenue	0.26	4 lane	\$3,958,000	\$3,376,000	\$7,280,000	\$582,000			Project scope amended to traffic and safety improvements along Colonial Ave.	7 origins, 2 destinations within .5 mi.
13th Street-Hollins Road	Jamison Avenue	Orange Ave	0.93	U4D w/ Bike Lanes	\$23,049,000	\$10,945,000	\$10,020,000	\$12,104,000			Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origin, 2 destinations within .5 mi.
Campbell Ave.	Williamson Rd	Norfolk Ave	0.57	U3L	\$4,000,000	\$1,800,000	\$4,013,000	\$2,200,000				3 origins, 30 destinations within .5 mi. Valley Metro transfer station.
Norfolk Ave.	Campbell Ave.	Wise Ave.	0.13	U3L	\$1,000,000	\$500,000	\$915,000	\$500,000				1 origin, 0 destinations within .5 mi.
Wise Ave.	Norfolk Ave.	ECL Roanoke	1.16	U3L	\$8,166,000	\$0	\$8,166,000			\$19,774,000	Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	3 origins, 0 destinations within .5 mi.
Colonial Ave	Brandon Avenue	Winding Way Road	1.4	U3L w/ Bike Lanes	\$3,000,000	\$1,500,000	\$7,518,733	\$1,500,000			Reconstruct the existing roadway to a three-lane section from Wonju Street west through Virginia Western Community College to include sidewalk, curb and gutter, drainage, and bike lanes. Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	6 origins, 10 destinations within .5 mi.
I-581/Elm Ave Interchange	Jefferson St	6th St.	0.25	U6L	\$4,762,000	\$1,000,000	\$8,000,000	\$3,762,000				2 origins, 23 destinations within .5 mi.
Orange Ave. Network Improvements Planning Analysis	I-581	ECL Roanoke	3.53	Corridor Study	\$300,000	\$0	\$300,000		\$453,776		Corridor study to evaluate alternate network connections to relieve congestion on Orange Avenue.	9 origins, 11 destinations within .5 mi. Blue Hills industrial park target area for shuttle service, bicycle accommodation, or other TDM measure
Orange Avenue	11th St	Gus Nicks Blvd	0.87	U6L	\$13,282,000	\$6,027,000	\$11,414,000	\$7,255,000				9 origins, 11 destinations within .5 mi. Blue Hills industrial park target area for shuttle service, bicycle accommodation, or other TDM measure
Salem Turnpike/ Shenandoah Avenue Corridor	36th St.	24th St	1.2	U2L w/ bike lanes	\$5,641,000	\$0	\$5,641,000		\$8,800,000		Turn lanes at selected locations - Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO on Shenandoah Avenue portion	6 origins, 2 destinations within .5 mi.
Williamson Road	Orange Ave.	Hershberger Rd.	2.7	Corridor Improvement	\$15,493,000	\$0	\$15,493,000		\$21,910,000		Corridor improvements to include curb, gutter, sidewalk, and other streetscape enhancements - Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	13 origins, 13 destinations within .5 mi.
Transit Improvements			N/A		\$115,000	\$115,000	\$2,913,173	\$0			Surface Transportation funds will be flexed over to support bus shelters, bus pullouts, Downtown circulator, and other transit enhancements.	Shuttle service to Blue Hills Industrial Park is recommended. WRABA advocacy of TDM measures also recommended. Advance Auto participation recommended.
Mobility and Accessibility Improvements			N/A		\$8,520,000	\$0	\$4,855,289		\$215,625	\$8,304,375	Bike lanes, shared-use paths (greenways), sidewalks, curb and gutter, other Pedestrian and Bicycle enhancements	
Signal and ITS Improvements			N/A		\$2,000,000	\$889,000	\$4,855,289	\$1,111,000			Interconnection and coordinated signal systems & miscellaneous ITS improvements	

City of Roanoke Urban System - Financially Constrained List

Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original 2004 L RTP Constrained Amount	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-2025 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
Dr. MLK Jr. Bridge	Salem Ave.	Centre Ave.	0.12	Bridge Replacement	\$2,121,000	\$2,121,000	\$0	\$0				
Safe Routes to School Program			N/A	SRTS Program Development	\$25,000	\$25,000	\$0	\$0				
SRTS Sidewalk								\$326,000				
SRTS Sidewalk								\$219,000				
Bridge Painting			N/A			\$0	\$0	\$352,176	\$937,824			
Safety Projects			N/A	Safety Improvement	\$387,000	\$0	\$0	\$387,000				
Riverland Rd.	Bennington St.		N/A	Intersection Improvement	\$2,040,000	\$990,000	\$0	\$1,050,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	
10th St.	Lick Run Creek	Syracuse Ave.	N/A	Two-Stage Crossing	\$73,000	\$73,000	\$0	\$0			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	
Tazwell Ave.	NS Rail Crossing	3rd St.	N/A	Cantilever Flashing Lights	\$210,000	\$210,000	\$0	\$0				
Intersection & Miscellaneous Spot Improvements			N/A		\$5,000,000	\$3,000,000	\$4,855,289	\$2,000,000			Isolated improvements, additional turn lanes, geometric improvements, and other minor physical improvements	
Corridor Improvements on Herschberger Road	Cove Rd.	Williamson Rd.	1.83	Corridor Improvement	\$2,000,000	\$1,000,000	\$0	\$1,000,000		\$374,109		
<b>Total Estimated Project Costs:</b>								\$36,139,176	\$32,317,225	\$28,452,484		
<b>Projected Funding Available:</b>								\$36,139,176	\$32,317,225	\$28,425,484		



City of Roanoke - Vision List

Facility Route # and Name	From:	To:	Recommended Improvement	Length	Projected Cost	Previous Funding	Original L RTP 2025 (February 2004) Vision Amount	FY 2026-2031 Timeframe Cost Estimate	FY 2032-2035 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
13th Street Project Hollins Road, NE	Orange Ave.	Liberty Rd.	U4D w/ Bike Lanes		\$10,774,000	\$0	\$10,774,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 3 destinations within .5 mi.
13th Street Project Tazewell Ave	Williamson Rd	9th St	U2L		\$1,803,000	\$0	\$1,803,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 6 destinations within .5 mi.
Brandon Ave.	Brambleton	Main St	U4L		\$1,728,000	\$0	\$1,728,000			Intersection improvements. Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	5 origins, 0 destinations within .5 mi.
Cove Rd	Peter's Creek	Lafayette Blvd	U2L		\$7,194,000	\$0	\$7,194,000				5 origins, 4 destinations within .5 mi.
Hershberger Rd.	Peters Creek Rd.	Cove Rd	U3L w/ bike lanes	1.34	\$25,539,200	\$0	\$14,438,000	\$25,539,200		Neighborhood plan supports a three-lane street	6 origins, 2 destinations within .5 mi.
Hershberger Rd.	Williamson Rd	East City Limits Roanoke	U3L w/ bike lanes		\$4,857,000	\$0	\$4,857,000				2 origins, 6 destinations within .5 mi.
King St.	Gus Nicks Blvd	Orange Ave.	U3L w/ bike lanes		\$31,702,400	\$0	\$11,305,000	\$1,835,321	\$14,425,671	Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	3 origins, 0 destinations within .5 mi.
Orange Ave.	Gus Nicks Blvd.	King St.	U6L		\$15,482,000	\$0	\$15,482,000			U6L w/ Intersection Improvements (or as determined by Corridor Study). Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	5 origins, 2 destinations within .5 mi.
Plantation Rd	Liberty Rd.	Hollins Rd.	U4L		\$6,272,000	\$0	\$6,272,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 8 destinations within .5 mi. CEI significant trip generator
Plantation Rd	0.3 mile south of Liberty Road	Indiana Ave	U4L		\$1,800,000	\$0	\$1,800,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 4 destinations within .5 mi.
Plantation Rd	Liberty Rd	Wingfield Ave	U4L		\$3,700,000	\$0	\$3,700,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origins, 1 destinations within .5 mi.
Plantation Rd	Liberty Rd	0.3 mile south of Liberty Road	U4L		\$2,300,000	\$0	\$2,300,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	2 origins, 0 destinations within .5 mi.
Salem Turnpike	WCL Roanoke	24th St	U2L		\$11,893,000	\$0	\$11,893,000			Turn lanes at selected locations	7 origins, 1 destinations within .5 mi.
Shenandoah Avenue	WCL Roanoke	24th Street	U3L w/ bike lanes		\$15,702,000	\$0	\$15,702,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	2 origins, 15 destinations within .5 mi. VAMC is RIDE Solutions Workplace partner
Transit Improvements					\$6,000,000	\$0	\$6,000,000			Surface Transportation funds will be flexed over to support bus shelters, bus pullouts, Downtown circulator, and other transit enhancements.	
Mobility and Accessibility Improvements					\$10,000,000	\$0	\$10,000,000			Bike lanes, shared-use paths (greenways such as the Roanoke River greenway), sidewalks, curb and gutter, other Pedestrian and Bicycle enhancements	
Signal and ITS Improvements					\$10,000,000	\$0	\$10,000,000			Interconnection and coordinated signal systems & miscellaneous ITS improvements	
Intersection & Miscellaneous Spot Improvements					\$10,000,000	\$0	\$10,000,000			Isolated improvements, additional turn lanes, geometric improvements, and other minor physical improvements	
Total Estimated Project Costs:							\$145,248,000	\$27,374,521	\$14,425,671		
Projected Funding Available:							Vision List	\$27,374,521	\$14,425,671		

City of Salem- Constrained List

Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Constrained Amount	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	Bikeway, Greenway and Other Comments	Transportation Demand Management (TDM) Comments	
Route 460 (East Main Street)	Route 311	Parkdale Drive	1.0 mi	3 Lane	\$11,349,467	\$5,749,000	\$3,756,000	\$1,864,616	\$4,460,801		PE Underway - <i>Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO</i>	3 origins, 6 destinations within .5 miles. Exit 140 Park and Ride at intersection 311 and I-81 is at capacity; suggest expansion.	
Route 11 (Apperson Drive)	Colorado	WCL Roanoke	2.0 mi	Urban 4 Lane	\$17,114,000	\$0	\$17,114,000		\$3,875,373	\$7,503,578	\$9,056,060 left for vision list	3 origins, 5 destinations within .5 miles.	
Colorado Street Bridge Replacement	Bridge Replacement	Colorado Street	Bridge	Bridge Replacement	\$3,200,000	\$2,282,000	NA	\$701,000	\$218,000		Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO. This segment will also serve as an on-road connector to the Regional Greenway System.	1 origins, 0 destinations within .5 miles.	
Route 11 (Apperson Drive) Miscellaneous spot, bridge and other improvements**	Apperson Drive at	Electric Road	Intersection Estimate	Intersection Improvement	\$7,743,815	\$0	\$6,485,323	\$7,743,815			Continuing Project Development. See corresponding item at top of list. Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	3 origins, 5 destinations within .5 miles.	
					\$3,380,000	\$0	\$3,380,000				May contain spot improvement items that are currently in 6 Year Plan/ TIP		
					<b>Total Estimated Project Costs:</b>			\$33,829,323	\$10,309,431	\$8,554,174	\$7,503,578		
					<b>Projected Funding Available:</b>			\$33,829,323	\$10,309,431	\$8,554,174	\$7,503,578		

\*\* Contains Funding for non-regionally significant spot, bridge, intersection and similar type improvements.

City of Salem- Vision List

Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Vision Amount	FY 2026-2031 Timeframe Cost Estimate	FY 2032-2035 Timeframe Cost Estimate	Bikeway, Greenway and Other Comments	Transportation Demand Management (TDM) Comments	
Route 11 (Apperson Drive)	Colorado	WCL Roanoke	2.0 mi	Urban 4 Lane with bicycle lanes	\$9,056,060 left from constrained list	\$0	NA	\$7,210,746	\$1,845,314	Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	3 origins, 5 destinations within .5 miles.	
Roanoke River Crossing	4th Street	West Riverside Drive		2 Bridges and connecting roadway	\$11,672,000	\$0	\$11,672,000		\$1,932,543	Leaves \$9,739,457 unfunded.	0 origins, 0 destinations within .5 miles.	
					<b>Total Estimated Project Costs:</b>			\$11,672,000	\$7,210,746	\$3,777,857		
					<b>Projected Funding Available:</b>			Vision List	\$7,210,746	\$3,777,857		

Town of Vinton Constrained List

Facility Route # and Name	From:	To:	Length (mi.)	Recommended Improvement	Projected Cost	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
Walnut Ave., Phase 1	WTL	Fifth Street	0.31	Urban 2-lane, ROW & utilities, bike lanes, curb, gutter & sidewalk, replace bridge over Glade Creek, and improve intersection @ Eighth St.	\$3,003,121	\$3,003,121		0	Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	2 origins, 0 destinations within .5 mi
Walnut Ave., Phase 2	Fifth St.	Lee Ave.	0.45	Urban 2-lane, ROW & utilities, bike lanes, curb, gutter & sidewalk.	\$2,684,472	0	\$2,642,472	0	Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO. Project complete.	1 origin, 0 destinations within .5 mi
Mountain View Road, Phase 1	Washington Ave.	NCL	1.16	ROW and Sidewalks, both sides from Washington Ave. to Ruddell Road.	\$2,350,854	0	0	\$2,350,854	Additional work phases are contained in Vision List.	2 origins, 0 destinations within .5 mi
<b>Total Estimated Project Costs</b>						\$3,003,121	\$2,642,472	\$2,350,854		
<b>Total Projected Funding Available</b>					\$8,038,447	\$3,003,121	\$2,642,472	\$2,350,854		

Town of Vinton Vision List

Facility Route # and Name	From:	To:	Length (mi.)	Recommended Improvement	Projected Cost	FY 2026-2031 Timeframe Cost Estimate	FY 2032-2035 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
Mountain View Road, Phase 2	Ruddell Road	0.34 Mi. North	0.34	Urban 2-lane, utilities, bike lanes, curb, gutter & sidewalk.	\$2,264,007	\$2,264,007			
Mountain View Road, Phase 3	0.34 Mi. North, Ruddell	0.18 Mi. N	0.18	Urban 2-lane, utilities, bike lanes, curb, gutter & sidewalk.	\$1,186,992	0	\$1,186,992	Note. There is still 0.26 mi. improvement remaining after 2035 to reach NCL, project termini.	2 origins, 0 destinations within .5 mi
<b>Total Estimated Project Costs</b>						\$2,264,007	\$1,186,992		
<b>Total Projected Funding Available</b>					\$3,450,999	\$2,264,007	\$1,186,992		

# Secondary Transportation Systems

*Bedford County*  
*Botetourt County*  
*Roanoke County*

Item	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	
	\$16,000	\$0	\$0	Bic Rex for
	\$439,767	\$0	\$0	Fac
	\$365,969	\$2,403,115	\$0	
	\$142,171	\$1,480,421		

County of Bedford Secondary System - Constrained List

Facility Route # and Name	From:	To:	Recommended Improvement	Length	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Constrained Amount	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
Route 634 (Hardy Road)	Roanoke Co. CL	East Study Area Boundary (Route 619). Length of 1.4 mi denotes Roanoke Co. CL to intersection with Turner Branch Road	Rural 4 Lane Divided - with Bicycle Lanes to match Roanoke County Component	1.4mi	\$5,950,000	\$0	\$2,825,146*	\$923,070	\$474,255	\$336,600	Current year cost estimate \$4,250,000 per mile for 4-lane reconstruction with bicycle lanes. First timeframe funds approximately .22mi of total project	0 origins, 0 destinations within .5 mi
							<b>Total Projected Project Costs:</b>	\$2,825,146	\$923,070	\$474,255	\$336,600	
							<b>Projected Funding Available:</b>	\$2,825,146	\$923,070	\$474,255	\$336,600	

\*Original LRTP 2025 Funding applied to a 4-lane project without bicycle

County of Bedford Secondary System - Vision List

Facility Route # and Name	From:	To:	Recommended Improvement	Length	Projected Cost	Previous Funding*	Original LRTP 2025 (February 2004) Vision Amount**	FY 2026-2031 Timeframe Cost Estimate	FY 2032-2035 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
Route 634 (Hardy Road)	Roanoke Co. CL	East Study Area Boundary (Route 619). Length of 1.4 mi denotes Roanoke Co. CL to intersection with Turner Branch Road	Rural 3 Lane - with Bicycle Lanes to match Roanoke County Component	1.4mi	\$5,950,000	\$1,733,925	\$1,170,854	\$296,105	\$106,170	\$3,813,800 of project is left over after 2035 vision list funds are depleted. Bicycle Lanes accounted for in project cost.	0 origins, 0 destinations within .5 mi
							<b>Total Projected Project Costs:</b>	\$1,170,854	\$296,105	\$106,107	
							<b>Projected Funding Available:</b>	Vision List	\$296,105	\$106,170	

\*Previous Funding \$1,733,925 from Constrained List

\*\*Previous Vision List Amount from 4-lane project without bicycle lanes

County of Botetourt Secondary System - Constrained List

Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Constrained Amount	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
Route 652	0.09 Mile West Route 658	0.06 Mile East Route 658	0.2 Mile	Reconstruction and Curve Improvements	\$1,309,060	\$1,119,242	\$5,513,000	\$246,940	\$0	\$0		No commuter origins/destinations from this area in database.
Route 652	0.06 Mile West Route 653	0.07 Mile East Route 653	0.1 Mile	Reconstruction and Curve Improvements	\$933,578	\$706,916	\$5,513,000	\$283,120	\$0	\$0	Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	No commuter origins/destinations from this area in database.
Route 672	0.31 Mile North Route 779	0.96 Mile North Route 779	0.7 Mile	Reconstruction	\$3,424,448	\$1,791,955	NA	\$1,459,630	\$172,869	\$0		No commuter origins/destinations from this area in database.
Route 675 Glebe Road	0.02 Mile West or Route 1035	0.17 Mile West Route 1035	0.2 Mile	Vertical Curve Improvement	\$1,303,410	\$444,830	NA	\$858,650	\$0	\$0		No commuter origins/destinations from this area in database.
Route 738 Webster Road	0.07 Mile South Route 607	0.08 Mile North Route 607	0.2 Mile	Bridge Replacement	\$1,527,190	\$835,254	NA	\$776,340	\$0	\$0	Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	No commuter origins/destinations from this area in database.
Route 779 (Catawba Road)*	0.19 Mile East Route 672	0.24 Mile West Route 672	0.4 Mile	Intersection Improvements and Bridge over Tinker Creek	\$6,022,561	\$2,969,329	\$1,781,000	\$2,886,650	\$166,607	\$0	Project may have a positive impact on safety. Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	No commuter origins/destinations from this area in database.
Miscellaneous Spot, Bridge and Intersection Improvements** *				Miscellaneous spot improvements	\$4,808,005	N/A	\$4,606,351	\$0	\$2,349,351	\$1,902,693	May contain various bridge and other spot improvements that are listed in the current 6-Year Plan/ TIP	No commuter origins/destinations from this area in database.
Original CLRTP 2025 Amount part of project with larger scope.							<b>Total Estimated Project Costs:</b>	\$17,413,351	\$6,511,330	\$2,688,827	\$1,902,693	
							<b>Projected Funding Available:</b>	\$20,524,569	\$6,511,330	\$2,688,827	\$1,902,693	
Original VDOT Revenue Estimate		\$4,809,637										
FY 2009-14 6-Year Plan Estimate		\$6,511,330										

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County of Botetourt Secondary System - Vision List

Facility Route # and Name	From:	To:	Recommended Improvement	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Vision Amount	FY 2026-2031 Timeframe Cost Estimate	FY 2032-2035 Timeframe Cost Estimate	Comments	
Miscellaneous Spot, Bridge and Intersection Improvements** *			Miscellaneous Spot, Bridge and Intersection Improvements** *	NA	NA		\$1,672,137	\$594,832		
<b>Total Timefram Project Costs:</b>							\$1,672,137	\$594,832		
<b>Projected Funding Available:</b>							Vision List	\$1,672,137	\$594,832	

County of Roanoke Secondary System - Financially Constrained List

Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original 2004 LRTP Constrained Amount	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments	
* 601 Hollins Road	Rte 115	0.982km S Rte 627	2.6	Add Lanes, Rebuild 2 Lanes	\$11,971,181	\$12,349,401	\$318,060	\$16,000	\$0	\$0	Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 5 destinations within .5 mi.	
Mountain View Road	Vinton CL	0.12 mi W Rte 1075	1.1	Reconstruction	\$5,327,800	\$4,888,033	N/A	\$439,767	\$0	\$0	Facility contains Bicycle Lanes	1 origin, 0 destinations within .5 mi.	
Rte 1662 McVitty Road	Int of Rte 1663	Int of Rte 419	0.5	Reconstruct and Replace Bridge over Mud Lick Creek	\$5,655,084	\$2,886,000	N/A	\$365,969	\$2,403,115	\$0		1 origin, 1 destination within .5 mi.	
Rte 1663 Old Cave Spring Ln	S. Int Rte 221	Int Rte 1662	0.3	Reconstruct Drainage Structure	\$3,215,249	\$1,592,657	N/A	\$142,171	\$1,480,421			1 origin, 0 destinations within .5 mi.	
*720 Colonial Avenue	0.04 mi W Rte 687	Rte 419	0.6	Reconstruction	\$4,971,800	\$2,369,816	\$1,512,773	\$2,764,484	\$0	\$0	Design to accommodate paved shoulders - paved shoulders are not currently to be "officially" designated bicycle lanes. Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 1 destination within .5 mi.	
Rte 679 Buck Mountain Road	Rte 766	0.04 Mi E. Rte 678	0.4	Reconstruct 2 lanes and intersection with 220	\$7,170,900	\$1,647,000	\$3,249,590	\$3,879,099	\$1,644,801	\$0	Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origins, 0 destinations within .5 mi.	
Rte 668 Cotton Hill Road	0.09 S RTE 221	0.15 Mi S Rte 934	0.6	Reconstruction	\$3,517,039	\$1,022,000	N/A	\$2,001,954	\$493,085		Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	1 origin, 0 destinations within .5 mi.	
Rte 743 John Richardson Road	0.04mi from Rte 625	0.3 mi from Rte 115	0.1	Approaches and Bridge Replacement over Carvin Creek	\$1,506,388	\$237,510	N/A	\$622,112	\$646,766	\$0		2 origins, 9 destinations within .5 mi.	
Rte 605 Shadwell Drive	0.01mi N Rte 1923	0.40 mi S Rte 1511	0.5	Curve Improvement	\$500,000	\$0	N/A	\$0	\$500,000	\$0	Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origins, 1 destination within .5 mi.	
634 Hardy Road	Vinton CL	0.01 Mi E Route 654	0.9	Reconstruction	\$750,012	\$0	\$7,566,000	\$637,862	\$112,150	\$0	Vinton section has bicycle lanes; Industrial park in area; some ROW being acquired for industrial park; BR Parkway passes over section. Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	3 origins, 0 destination within .5 mi.	
Rocky Road	Rte 607	0.52mi E Rte 607	0.5	Reconstruct and Surface Treat	\$455,028	\$196,823	N/A	\$31,680	\$226,525	\$0		0 origins, 0 destinations within .5 mi.	
613 Merriman Road	0.1 Mi. S. Rte 904	Rte 1640	1.3	Reconstruct and Widen	\$14,333,030	\$450,311	\$5,000,000	\$301,224	\$1,367,600	\$6,618,734	Approximately \$5,293,938 not constrained. Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origins, 0 destinations within .5 mi.	
Miscellaneous Spot, Bridge and Intersection Improvements** *				ITS, Mobility, Intersection or other spot improvements. Also may include countywide improvements	N/A	\$0	\$8,253,792	\$2,400,394			Miscelanous spot, bridge, intersection, ITS and/or other improvements. May also contain spot improvements that are listed in the current 6year Plan/ TIP		
<b>Total Estimated Project Costs:</b>								\$13,602,716.21	\$8,874,462.60	\$6,618,733.84			
<b>Projected Funding Available:</b>								\$63,955,924	\$13,602,716.21	\$8,874,462.60	\$6,618,733.84		

County of Roanoke Secondary System - Vision List

Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Vision Amount	FY 2026-2031 Timeframe Cost Estimate	FY 2032-2035 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	Transportation Demand Management (TDM) Comments
613 Merriman Road	0.1 Mi. S. Rte 904	Rte 1640	1.3	Reconstruct and Widen	Approximately \$5,293,938 not constrained in CLRTP 2025	\$8,287,557	NA	\$5,293,938		<i>Bicycle Accomodations Recommended in 2005 Bikeway Plan for the RVAMPO</i>	0 origins, 0 destinations within .5 mi.
Miscellaneous Spot, Bridge and Intersection Improvements** *				ITS, Mobility, Intersection or other spot improvements. Also may include countywide improvements		\$0		\$293,779	\$2,304,453		
<b>Total Estimated Project Costs:</b>								\$5,587,717	\$2,304,453		
<b>Projected Funding Available:</b>								\$5,587,717	\$2,304,453		



# Primary Transportation System

*MPO Wide*

TP mt	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	
	\$16,000	\$0	\$0	Bic Rek for
	\$439,767	\$0	\$0	Fac
	\$365,969	\$2,403,115	\$0	
	\$142,171	\$1,480,421		

**RVAMPO - Primary System - Financially Constrained List**

Jurisdiction Facility Route # and Name	From:	To:	Length (miles)	Recommended Improvement	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Constrained Amount	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	Bicycle, Greenway and Other Comments	TDM Comments
Roanoke County - Route 11/460*	WCL Salem	0.10 mi West Route 830	2.2	Reconstruction - 4-Lane w/curb, gutter and raised median	\$42,719,000	\$15,060	\$19,721,000	\$27,659,000			PE complete, RW underway, Construction projected to be advertised in FY2009	0 origins, 2 destinations within .5 mi.
Botetourt County - Route 11	0.15 mi E. Rte 1039	N/A	0.1	Replace Structure over Tinker Creek (STR #1012)	\$4,286,000	\$0		\$4,286,000			Construction projected to be advertised in FY2012. Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origins, 0 destinations within .5 mi.
Botetourt County - Route 11	0.38 mi E. Rte 822	N/A	0.1	Replace Structure over Tinker Creek (STR #1013)	\$845,000	\$0		\$845,000			Construction projected to be advertised in FY2013. Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origins, 0 destinations within .5 mi.
Roanoke County - Route 116	0.10 mi N Rte 939	N/A	0.2	Bridge Replacement over Back Creek	\$2,920,000	\$0		\$2,920,000			Construction projected to be advertised in FY2012	0 origins, 0 destinations within .5 mi.
Roanoke County - Route 220	0.10 mi N Rte 657	N/A	0.2	Bridge over Back Creek - Minor Rehab	\$3,622,000	\$48,000		\$3,574,000			Construction projected to be advertised in FY2012	0 origins, 0 destinations within .5 mi.
Roanoke County - Route 11	Roanoke CL	Route 117	1.6	4 Lane		\$0	\$14,018,000		\$4,805,695	\$10,703,369	Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	4 origins, 2 destinations within .5 mi.
Botetourt County - Route 11	Rte 822	0.38 mi N. Rte 654	1.8	4-Lane divided w/raised median		\$0	\$13,294,000		\$11,226,630	\$7,908,937	Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origins, 0 destinations within .5 mi.
Roanoke County - Route 116 (JAE Valley Road)	Roanoke CL	Route 663 (Mount Pleasant Blvd.)	1.2	2 Lane		\$0	\$4,101,000		\$4,496,400		Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	0 origins, 0 destinations within .5 mi.
Roanoke County - Route 116 (JAE Valley Road)	Route 663 (Mount Pleasant Blvd.)	Franklin CL	1.4	2 Lane			\$2,546,000		\$4,371,500		Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO for portion from Mount Pleasant Blvd. to Blue Ridge Parkway	0 origins, 0 destinations within .5 mi.
Roanoke County - Route 221 (Bent Mtn. Rd.)	0.02 mi S Rte 688 (Cotton Hill Rd.)	0.09 S Rte 735 (Coleman Rd.)	0.8	4-Lane w/curb, gutter and raised median, and wide outside lane	\$31,861,064	\$5,893,064	\$9,206,000	\$25,968,000			Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	4 origins, 1 destination within .5 mi.
Miscellaneous spot, bridge and other improvements**					\$10,751,900	\$0	\$10,751,900					4 origins, 1 destination within .5 mi.
<b>Total Estimated Project Cost:</b>								\$65,252,000	\$24,900,225	\$18,612,306		
<b>Projected Funding Available:</b>								\$137,896,900	\$65,252,000	\$24,900,225	\$18,612,306	

\*\* Contains Funding for non-regionally significant spot, bridge, intersection and similar type improvements.  
 \*\*\* Description of Project will have to be revised to reflect new constrained amount

**RVAMPO - Primary System - Vision List**

Jurisdiction Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Vision Amount	FY 2026-2031 Timeframe Cost Estimate	FY 2032-2035 Timeframe Cost Estimate	Comments	TDM Comments
Roanoke County - Route 11	Roanoke CL	Route 117	1.6	4 Lane	\$17,323,567	\$0	\$15,696,000	\$15,350,838	\$2,220,324	Bicycle Accommodations Recommended in 2005 Bikeway Plan for the RVAMPO	4 origins, 2 destinations within .5 mi.
Miscellaneous spot, bridge and other improvements**								\$1,647,713			
<b>Total Additional Funding Needs:</b>							\$15,696,000	\$15,350,838	\$3,863,037		
<b>Projected Funding Available:</b>							Vision List	\$15,350,838	\$3,863,037		

# Interstate Transportation System

*MPO Wide*

IP mt	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	
	\$16,000	\$0	\$0	Bic Rex for
	\$439,767	\$0	\$0	Fac
	\$365,969	\$2,403,115	\$0	
	\$142,171	\$1,480,421		

RVAMPO - Interstate System - Constrained List

Jurisdiction Facility Route # and Name	From:	To:	Length	Recommended Improvement	Projected Cost	Previous Funding	Original LRTP 2025 (February 2004) Constrained Amount	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	Comments	Transportation Demand Management (TDM) Comments
Botetourt County - I-81 at Exit 150	Exit 150 Interchange area			Improvements for safety and congestion at Exit 150	\$20,492,000	\$8,640,000		\$11,852,000				8 origins, 0 destinations within .5 mi. Exit 150 park and ride generally at capacity.
Botetourt County - I-81 at Exit 150	Exit 150 Interchange area			Interim safety / operational improvements at Exit 150	\$3,547,000	\$3,484,000		\$63,000				8 origins, 0 destinations within .5 mi. Exit 150 park and ride generally at capacity.
I-581 at Valley View Blvd. Interchange	Hershberger Road Interchange	10th Street Overpass		2.3 Completion of interchange at Valley View Blvd. and associated improvements.	\$69,165,000	\$2,555,000		\$66,610,000				3 origins, 6 destinations within .5 mi. Lick Run Greenway enters Valley View Boulevard at interchange.
I-581 at Elm Avenue Interchange	Elm Avenue Interchange area			Safety and operational improvements at interchange; including Elm Avenue	\$10,850,000	\$500,000		\$10,350,000				2 origins, 39 destinations within .5 mi. TDM measures outside of business district - such as park and rides at the heads of major corridors or express shuttle service - recommended
I-73 (Roanoke County)	Roanoke County			Engineering and Right of Way acquisition	\$2,750,000	\$1,244,000		\$1,506,000				
Interstate 73	South SAB	Elm/ I-581		PE Only	\$12,146,000	\$0	\$12,146,000		\$12,146,000		Preliminary Engineering (PE Only)	
Interstate 581	Elm Avenue	I-81		Cooridorwide Improvements	\$21,661,000	\$0	\$21,661,000		\$21,661,000		Various planning, operations and/or construction improvements.	24 origins, 55 destinations within .5 mi.
Interstate 81	West SAB	East SAB		NEPA and PPTA Process	\$44,280,100	\$0	\$44,280,100		\$34,458,110	\$11,727,970	NEPA and PPTA Process	
Miscellaneous, safety spot, bridge and other improvements**					\$8,700,000	\$0	\$8,700,000			\$54,811,376		
<b>Total Projected Project Costs:</b>								\$90,381,000	\$68,265,110	\$66,539,346		
<b>Projected Funding Available</b>								\$86,787,100	\$90,381,000	\$68,265,110		

\*\* Contains Funding for non-regionally significant spot, bridge, intersection and similar type improvements.  
SAB = MPO Study Area Boundary

# Maintenance Funds

*MPO Wide*

Item	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	
	\$16,000	\$0	\$0	Bic Rec for
	\$439,767	\$0	\$0	Fac
	\$365,969	\$2,403,115	\$0	
	\$142,171	\$1,480,421		

**Federal Maintenance MPO Wide Per Timeframe**

Revenue	federal	
Sum of Current 6Year 2008-13	Type	
MPO_Name	604 - Maintenance	Grand Total
Roanoke	\$ 32,806,607	\$ 32,806,607
Grand Total	\$ 32,806,607	\$ 32,806,607

Revenue	federal	
Sum of Time Frame 2014-2019	Type	
MPO_Name	604 - Maintenance	Grand Total
Roanoke	\$ 41,007,462	\$ 41,007,462
Grand Total	\$ 41,007,462	\$ 41,007,462

Revenue	federal	
Sum of Time Frame 2020-2025	Program	
MPO_Name	Maintenance	Grand Total
Roanoke	\$ 60,054,008	\$ 60,054,008
Grand Total	\$ 60,054,008	\$ 60,054,008

Revenue	federal	
Sum of Vision List 2026 to 2031	Program	
MPO_Name	Maintenance	Grand Total
Roanoke	\$ 113,127,601	\$ 113,127,601
Grand Total	\$ 113,127,601	\$ 113,127,601

Revenue	federal	
Sum of Vision List 2032 to 2035	Program	
MPO_Name	Maintenance	Grand Total
Roanoke	\$ 113,244,034	\$ 113,244,034
Grand Total	\$ 113,244,034	\$ 113,244,034

# Public Transportation Systems

*Greater Roanoke Transit Company (Valley Metro)*

*Unified Human Services Transportation Systems (RADAR)*

Item	FY 2008-13 Timeframe Cost Estimate	FY 2014-19 Timeframe Cost Estimate	FY 2020-25 Timeframe Cost Estimate	
	\$16,000	\$0	\$0	Bic Rex for
	\$439,767	\$0	\$0	Fac
	\$365,969	\$2,403,115	\$0	
	\$142,171	\$1,480,421		

**GRTC Budget Projections Through 2025**

**Projected Operating Budget**

<b>Year</b>	<b>Amount</b>	
2008	7,791,458.00	
2009	8,025,201.74	
2010	8,265,957.79	
2011	8,513,936.53	
2012	8,769,354.62	<b>Assumes 3% yearly increase</b>
2013	9,032,435.26	
2014	9,303,408.32	<b>Actual Budget Amounts will vary</b>
2015	9,582,510.57	
2016	9,869,985.88	
2017	10,166,085.46	
2018	10,471,068.03	
2019	10,785,200.07	
2020	11,108,756.07	
2021	11,442,018.75	
2022	11,785,279.31	
2023	12,138,837.69	
2024	12,503,002.82	
2025	12,878,092.91	

**Funding amounts vary depending on 5307 funding allocated by DRPT, and state funding available**



Greater Roanoke Transit Company

Fiscal Year July 1, 2008 - June 30, 2009

Program of Projects for T.I.P. Inclusion July 2009 - June 2012

Project	Funding Type	Description	Total	Federal	State	Local Match General	
						Funds	Operating Revenues
Operating	FTA 5307	Operating Expenses	\$ 7,390,373.00	\$ 2,485,268.00	\$ 1,306,598.00	\$ 1,413,106.00	\$ 2,185,401.00
Capital	Statewide STP	Preventative Maintenance (Approximately 20% of Maintenance Expense)	\$ 205,000.00	\$ 164,000.00	\$ -	\$ 41,000.00	
Operating	FTA 5311	Operating Expenses - Smart Way	\$ 509,851.00	\$ 186,711.00	\$ 73,832.00	\$ 112,878.00	\$ 136,430.00
Capital	Statewide STP	4-30 ft Replacement Rolling Stock (\$200,000 each)	\$ 800,000.00	\$ 640,000.00	\$ 80,000.00	\$ 80,000.00	
Capital	Statewide STP	BIKE RACKS (25 @ \$700 each)	\$ 17,500.00	\$ 14,000.00	\$ 1,750.00	\$ 1,750.00	
Capital	Statewide STP	2 Support Vehicle Replacements (1 Supervisor Vehicle, GM)	\$ 60,000.00	\$ 48,000.00	\$ 6,000.00	\$ 6,000.00	
Capital	Statewide STP	3 Replacement Paratransit Vehicles (\$60,000 each)	\$ 180,000.00	\$ 144,000.00	\$ 18,000.00	\$ 18,000.00	
Capital	Statewide STP	Shop Equipment (Replace old obsolete equipment )	\$ 20,000.00	\$ 16,000.00	\$ 2,000.00	\$ 2,000.00	
Capital	Statewide STP	ADP Hardware	\$ 23,002.00	\$ 18,402.00	\$ 2,300.00	\$ 2,300.00	
Capital	Statewide STP	ADP Software	\$ 5,000.00	\$ 4,000.00	\$ 500.00	\$ 500.00	
Capital	Statewide STP	Bus Shelters	\$ 250,020.00	\$ 200,016.00	\$ 25,002.00	\$ 25,002.00	
Capital	Statewide STP	Administrative/Maintenance Building Improvements (Boiler & Machinery)	\$ 35,000.00	\$ 28,000.00	\$ 3,500.00	\$ 3,500.00	
Capital	Statewide STP	Administrative/Maintenance Building Improvements (Repaint Building)	\$ 75,000.00	\$ 60,000.00	\$ 7,500.00	\$ 7,500.00	
Capital	Statewide STP	Transfer Center Building Improvements (Boiler & Machinery)	\$ 35,000.00	\$ 28,000.00	\$ 3,500.00	\$ 3,500.00	
Capital	Statewide STP	Transfer Center Building Improvements (Repaint Building)	\$ 75,000.00	\$ 60,000.00	\$ 7,500.00	\$ 7,500.00	
Capital	Statewide STP	Miscellaneous Support Equipment (Bill Counter, Copy Machine)	\$ 20,000.00	\$ 16,000.00	\$ 2,000.00	\$ 2,000.00	
Capital	FTA Section 5309	SAFETEA-LU 305 CITY-Intermodal Facility	\$ 54,000.00	\$ 43,200.00	\$ 10,800.00	\$ -	
Capital	FTA Section 5309	SAFETEA-LU 312 CITY-Virginia Railway Station	\$ 68,000.00	\$ 54,400.00	\$ 13,600.00	\$ -	
Capital	FTA Section 5309	SAFETEA-LU 361 CITY-Link Passenger Facility	\$ 136,000.00	\$ 108,800.00	\$ 27,200.00	\$ -	
Capital	FTA Section 5309	SAFETEA-LU 434 CITY-Bus Restoration	\$ 68,000.00	\$ 54,400.00	\$ 13,600.00	\$ -	
		<b>Totals</b>	<b>\$ 10,026,746.00</b>	<b>\$ 4,373,197.00</b>	<b>\$ 1,605,182.00</b>	<b>\$ 1,726,536.00</b>	<b>\$ 2,321,831.00</b>

Greater Roanoke Transit Company

Fiscal Year July 1, 2010 - June 30, 2011

Program of Projects for T.I.P. Inclusion July 2009 - June 2012

Project	Funding Type	Description	Total	Federal	State	Local Match General Funds	Operating Revenues
Operating	FTA 5307	Operating Expenses	\$ 7,993,428.00	\$ 2,585,300.00	\$ 1,300,000.00	\$ 1,708,128.00	\$ 2,400,000.00
Capital	Statewide STP	Preventative Maintenance (Approximately 30% of Maintenance Expense)	\$ 205,000.00	\$ 164,000.00	\$ -	\$ 41,000.00	
Operating	FTA 5311	Operating Expenses - Smart Way	\$ 551,455.00	\$ 203,228.00	\$ 70,517.00	\$ 130,710.00	\$ 147,000.00
Operating	FTA 5311	Operating Expenses - Franklin	\$ 150,000.00	\$ 75,000.00	\$ 35,000.00	\$ 40,000.00	
Capital	Statewide STP	Shop Equipment (Replace old obsolete equipment )	\$ 20,000.00	\$ 16,000.00	\$ 2,000.00	\$ 2,000.00	
Capital	Statewide STP	Miscellaneous Support Equipment (Telephone System)	\$ 35,000.00	\$ 28,000.00	\$ 3,500.00	\$ 3,500.00	
Capital	Statewide STP	Support Vehicle Replacement(2 Maintenance Vehicles @ 35,000)	\$ 70,000.00	\$ 56,000.00	\$ 7,000.00	\$ 7,000.00	
Capital	Statewide STP	Bus Shelters	\$ 274,980.00	\$ 219,984.00	\$ 27,498.00	\$ 27,498.00	
		<b>Totals</b>	<b>\$ 9,299,863.00</b>	<b>\$ 3,347,512.00</b>	<b>\$ 1,445,515.00</b>	<b>\$ 1,959,836.00</b>	<b>\$ 2,547,000.00</b>

Greater Roanoke Transit Company

Fiscal Year July 1, 2009 - June 30, 2010

Program of Projects for T.I.P. Inclusion July 2009 - June 2012

Project	Funding Type	Description	Total	Federal	State	Local Match General Funds	Operating Revenues
Operating	FTA 5307	Operating Expenses	\$ 7,685,988.00	\$ 2,485,268.00	\$ 1,306,598.00	\$ 1,594,122.00	\$ 2,300,000.00
Capital	Statewide STP	Preventative Maintenance (Approximately 20% of Maintenance Expense)	\$ 205,000.00	\$ 164,000.00	\$ -	\$ 41,000.00	
Operating	FTA 5311	Operating Expenses - Smart Way	\$ 530,245.00	\$ 192,623.00	\$ 73,832.00	\$ 118,790.00	\$ 145,000.00
Operating	FTA 5311	Operating Expenses - Franklin	\$ 140,000.00	\$ 70,000.00	\$ 30,000.00	\$ 40,000.00	
Capital	Statewide STP	6 Para-Transit Vehicle Replacements (\$60,000 each)	\$ 360,000.00	\$ 288,000.00	\$ 36,000.00	\$ 36,000.00	
Capital	Statewide STP	Administrative/Maintenance Building Improvements (HVAC)	\$ 50,000.00	\$ 40,000.00	\$ 5,000.00	\$ 5,000.00	
Capital	Statewide STP	Administrative/Maintenance Building Improvements (Carpet Replacement)	\$ 15,000.00	\$ 12,000.00	\$ 1,500.00	\$ 1,500.00	
Capital	Statewide STP	Administrative/Maintenance Building Improvements (Tile Replacement)	\$ 18,000.00	\$ 14,400.00	\$ 1,800.00	\$ 1,800.00	
Capital	Statewide STP	Transfer Center Building Improvements (HVAC)	\$ 50,000.00	\$ 40,000.00	\$ 5,000.00	\$ 5,000.00	
Capital	Statewide STP	3 Support Vehicles Replacements (\$30,000 each- AGM, IO)	\$ 60,000.00	\$ 48,000.00	\$ 6,000.00	\$ 6,000.00	
Capital	Statewide STP	Shop Equipment (Shop Bin Shelves 40 @ \$750)	\$ 30,000.00	\$ 24,000.00	\$ 3,000.00	\$ 3,000.00	
Capital	Statewide STP	Miscellaneous Support Equipment	\$ 26,000.00	\$ 20,800.00	\$ 2,600.00	\$ 2,600.00	
Capital	FTA Section 5309	SAFETEA-LU 305 CITY-Intermodal Facility	\$ 56,000.00	\$ 44,800.00	\$ 11,200.00	\$ -	
Capital	FTA Section 5309	SAFETEA-LU 312 CITY-Virginia Railway Station	\$ 70,000.00	\$ 56,000.00	\$ 14,000.00	\$ -	
Capital	FTA Section 5309	SAFETEA-LU 361 CITY-Link Passenger Facility	\$ 141,000.00	\$ 112,800.00	\$ 28,200.00	\$ -	
Capital	FTA Section 5309	SAFETEA-LU 434 CITY-Bus Restoration	\$ 70,000.00	\$ 56,000.00	\$ 14,000.00	\$ -	
		<b>Totals</b>	<b>\$ 9,507,233.00</b>	<b>\$ 3,668,691.00</b>	<b>\$ 1,538,730.00</b>	<b>\$ 1,854,812.00</b>	<b>\$ 2,445,000.00</b>

Greater Roanoke Transit Company

Fiscal Year July 1, 2011 - June 30, 2012

Program of Projects for T.I.P. Inclusion July 2009 - June 2012

Project	Funding Type	Description	Total	Federal	State	Local Match General	
						Funds	Operating Revenues
Operating	FTA 5307	Operating Expenses	\$ 8,313,165.00	\$ 2,800,000.00	\$ 1,300,000.00	\$ 1,813,165.00	\$ 2,400,000.00
Capital	Statewide STP	Preventative Maintenance (Approximately 30% of Maintenance Expense)	\$ 205,000.00	\$ 164,000.00	\$ -	\$ 41,000.00	\$ -
Operating	FTA 5311	Operating Expenses - Smart Way	\$ 573,513.00	\$ 211,757.00	\$ 70,517.00	\$ 141,239.00	\$ 150,000.00
Operating	FTA 5311	Operating Expenses - Franklin	\$ 150,000.00	\$ 75,000.00	\$ 35,000.00	\$ 40,000.00	
Capital	Statewide STP	Shop Equipment (Replace old obsolete equipment )	\$ 20,000.00	\$ 16,000.00	\$ 2,000.00	\$ 2,000.00	\$ -
Capital	Statewide STP	Miscellaneous Support Equipment (Replace Digital Signage)	\$ 15,000.00	\$ 12,000.00	\$ 1,500.00	\$ 1,500.00	
Capital	Statewide STP	Support Vehicle Replacement(2 Supervisor @ \$30,000 each)	\$ 60,000.00	\$ 48,000.00	\$ 6,000.00	\$ 6,000.00	
Capital	Statewide STP	ADP Hardware (25 PC's, 1 Server-@ \$3,462 each)	\$ 90,012.00	\$ 72,009.60	\$ 9,001.20	\$ 9,001.20	
Capital	Statewide STP	ADP Software (20 @ \$1,000)	\$ 20,000.00	\$ 16,000.00	\$ 2,000.00	\$ 2,000.00	
		<b>Totals</b>	<b>\$ 9,446,690.00</b>	<b>\$ 3,414,766.60</b>	<b>\$ 1,426,018.20</b>	<b>\$ 2,055,905.20</b>	<b>\$ 2,550,000.00</b>

**Metropolitan Planning Organization: Roanoke Area Metropolitan Planning Organization**

**Name of Federal Funds Recipient: RADAR - UHSTS, Inc. Roanoke County**

MPO Project		Name of Federal Funds Recipient: RADAR - UHSTS, Inc. Roanoke County												
Number	Category	Project Description	FY06 (\$ in 000's)			FY07 (\$ in 000's)		FY08 (\$ in 000's)		FY09 (\$ in 000's)		FY10 (\$ in 000's)		Comments
			Amount	FY	Source	Amount	Source	Amount	Source	Amount	Source	Amount	Source	
1	Bus Project	Operating Assistance	115	FY06	FTA 5311	84	FTA 5311	84	FTA 5311	84	FTA 5311	84	FTA 5311	
1	Bus Project	Operating Assistance	134	FY06	Non Fed.	94	Non Fed.	94	Other Fed.	94	Other Fed.	94	Other Fed.	
2	Bus Project	Replacement Rolling Stock	160	FY06	State STP	54	FTA 5310			40	FTA 5310			
2	Bus Project	Replacement Rolling Stock	40	FY06	Non Fed.	14	Non Fed.							
3	Bus Project	All Other Capital Projects	80	FY06	State STP			28	FTA 5311					
3	Bus Project	All Other Capital Projects	20	FY06	Non Fed.			7	Non Fed.					
4	Bus Project	Operating Assistance				200	FTA JARC	200	FTA JARC					
4	Bus Project	Operating Assistance				200	Non Fed.	200	Non Fed.					
5	Bus Project	Replacement Rolling Stock	80	FY06	State STP			69	FTA 5310	160	FTA 5311	168	FTA 5311	
5	Bus Project	Replacement Rolling Stock	20	FY06	Non Fed.			17	Non Fed.	40	Non Fed.	42	Non Fed.	
6	Bus Project	All Other Capital Projects	60	FY06	State STP					60	FTA 5311			
6	Bus Project	All Other Capital Projects	15	FY06	Non Fed.					15	Non Fed.			

# Disclaimer

This report was prepared by the Roanoke Valley-Alleghany Regional Commission (RVARC), which is the lead staff agency for the Roanoke Valley Area Metropolitan Planning Organization (MPO) in cooperation with the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (VDRPT). The contents of this report reflect the views of the staff of the Roanoke Valley Metropolitan Planning Organization (MPO). The MPO staff is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT, VDRPT or RVARC. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.