

Roanoke Valley Area

Metropolitan Planning Organization

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The 6th day of November, 2003

RESOLUTION

Approving the Final Draft of the Transportation Improvement Program Amendment for Fiscal Years 2003, 2004, and 2005 for the Roanoke Urban Area

WHEREAS, it is the position of the Roanoke Valley Area Metropolitan Planning Organization that projects proposed for improving transportation in the Roanoke urban area should be examined closely, and

WHEREAS, a final draft of the *Transportation Improvement Program* Amendment has been prepared to initiate review by the Roanoke Valley Area Metropolitan Planning Organization of proposed transportation improvements for fiscal years 2003, 2004, and 2005, and

WHEREAS, inclusion of transportation projects in the *Transportation Improvement Program* Amendment is a condition of federal participation in the funding of that project, and

WHEREAS, a final draft of the *Transportation Improvement Program* Amendment is required to be submitted to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program, and

WHEREAS, the final draft is subject to change based on public input, availability of additional project information, project prioritization by the Roanoke Valley Area Metropolitan Planning Organization, and

WHEREAS, the Transportation Technical Committee has reviewed this document and has recommended that the Roanoke Valley Area Metropolitan Planning Organization forward the final draft of the *Transportation Improvement Program* Amendment to the Virginia Department of Transportation for inclusion in the State Transportation Improvement Program;

THEREFORE BE IT RESOLVED, that the Roanoke Valley Area Metropolitan Planning Organization does hereby approve the final draft of the *2003-2005 Transportation Improvement Program* Amendment.

Don Davis, Chairman

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

INTERSTATE SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
Interstate 73 Corridor Location Alignment (PE Only) Roanoke County/City #16596	Location Alignment Study along proposed corridor; from Roanoke to the North Carolina State Line Development Phase <i>(3) TEA-21 High Priority funds</i>	NHS HPC	PE	8,000		_____		
			RW	0				
			CN	0				
			Total	8,000	8,000	1,000 (3) 2,376	0	0
Interstate 81 Roanoke #16591	Preliminary Engineering of project that will widen I-81 from 4 lanes to 8 lanes; from 0.05 mile North of Butt Hollow road (Rte. 641) to 0.2 miles North of Goodwin Ave. (Rte. 635); 2.6 miles. Development Phase	NHS IM	PE	9,248		_____		
			RW	0				
			CN	0				
			Total	9,248	4,379	0	0	0
Interstate 81 Roanoke #53094	Preliminary Engineering of project that will widen I-81 from 4 lanes to 8 lanes; from 0.2 mile North Goodwin Ave. (Rte. 635) to 0.6 mile North Thompson Memorial Dr. (Rte. 311); 2.5 miles. Development Phase	NHS IM	PE	9,073		_____		
			RW	0				
			CN	0				
			Total	9,073	5,590	0	0	0
Interstate 81 Roanoke # 53095	Preliminary Engineering of project that will widen I-81 from 4 lanes to 8 lanes; from 0.8 miles North of Thompson Memorial Dr. (Rte. 311) to 0.8 miles South of Route 581; 2.2 miles. Development Phase	NHS IM	PE	9,073		_____		
			RW	0				
			CN	0				
			Total	9,073	5,570	0	0	0

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

INTERSTATE SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
Interstate 81 Roanoke # 53096	Preliminary Engineering of project that will widen I-81 from 4 lanes to 8 lanes; from 0.8 miles South of Rte. 581 to 0.7 miles North of Rte. 581; (Mile Post 143.1-144.5): 1.4 miles Development Phase	NHS IM	PE	11,845		_____		
			RW	0				
			CN	0				
			Total	11,845	6,613	0	0	0
Interstate 81 Roanoke & Botetourt # 16593	Preliminary Engineering of project that will widen I-81 from 4 lanes to 8 lanes; from 0.7 miles North of Rte. 581 to the Roanoke/Botetourt County line; Mile Post 144.5 - 147.45 (3.0 miles) *Includes Advanced Acquisition Development Phase <i>(3) TEA-21 High Priority funds</i>	HPD NHS IM	PE	8,596		_____		
			RW	0				
			CN	0				
			Total	8,596	5,221	0 (3) 950	0	0
Interstate 81 Botetourt # 53097	Preliminary Engineering and Right-of-Way Acquisition of project that will widen I-81 from 4 lanes to 8 lanes; from the Roanoke/Botetourt County line to 2.0 miles North of Exit 150 (Rte. 220); Mile Post 147.45 - 152.4 (5.0 miles) Development Phase	NHS IM	PE	23,834		_____	_____	_____
			RW	0				
			CN	0				
			Total	23,834	23,834	0	0	0
Interstate 81 Pulaski, Montgomery, Roanoke, & Botetourt # 17812	Preliminary Engineering for Traffic Management System (ITS & TMS) Development Phase	NHS	PE	642		_____		
			RW	0				
			CN	0				
			Total	642	200	442	0	0

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

INTERSTATE SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
Interstate 81 District wide # 56194	Extension of substandard acceleration lanes at various locations between Exits 128 & 168 (I-81 Safety Improvement)	NHS	PE	87				
			RW	0				
			CN	0				
			Total	87	87	0	0	0
Interstate 81 District wide # 56179	Install guardrails at various narrow median locations between Pulaski/Wythe County line and Botetourt/Rockbridge County line (I-81 Safety Improvement) *Construction Underway	NHS	PE	22				
			RW	0				
			CN	8,472				
			Total	8,494	8,494	0	0	0
Interstate 81 Botetourt & Roanoke	Guardrail & terminal installations in narrow medians between Exit 137 at Wildwood Rd. (Rte. 612) and 0.5 miles South of Rte. 220 (I-81 Safety Improvement)	NHS	PE	15				
			RW	0				
			CN	4,284				
			Total	4,299	4,299	0	0	0
Interstate 81 Botetourt, Roanoke, Montgomery, Pulaski, Salem, Blacksburg & Christiansburg # 56189	Install ITS signs to communicate road conditions, delays, etc. between Exit 89 & 168 (I-81 Safety Improvement) *Construction Underway	NHS	PE	105				
			RW	0				
			CN	3,396				
			Total	3,501	3,502	0	0	0

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

INTERSTATE SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
Interstate 81 District wide # 56191	Continue Highway Advisory Radio installations at various locations between Botetourt/Rockbridge County line and Pulaski/Wythe County line (I-81 Safety Improvement)	NHS	PE	10		_____		
			RW	0				
			CN	635		_____		
			Total	645	645	0	0	0
Interstate 81 District wide # 56470	Purchase Incident Management signs and equipment to be stored at various emergency response staging areas between Wythe/Pulaski County line and Rockbridge/Botetourt County line (I-81 Safety Improvement)	NHS	PE	436				
			RW	0				
			CN	0				
			Total	436	436	0	0	0
Interstate 581 City of Roanoke # 16595	Preliminary Engineering of project that will modify the new interchange at Valley View Boulevard and provide collector/distributor (CD) roads from Liberty Road to approximately 1.0 miles Northwest of Hershberger Road (Phase II) *Federal requirement for access approval on previous work by the City of Roanoke	NHS	PE	500				
			RW	0				
			CN	0				
			Total	500	500	0	0	0
Interstate 81 Roanoke # 63706	Exit 137 Wildwood Road (Rte. 612), 0.5 miles South of Rte. 220. Safety/Traffic Operations	NH	PE	31				
			RW	0				
			CN	3564				
			Total	3595	3510	0	0	0

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

INTERSTATE SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
Interstate 81 Botetourt # 59173	Upgrade substandard guardrail; 1.6 miles North of Rte. 220 (MP 151.6) SBL – Rockbridge County line (MP 173.6) SBL (I-81 Safety Improvement) *Construction Complete	NH	PE	7		_____		
			RW	0				
			CN	1,110				
			Total	1,117	1,117	0	0	0
Interstate 81 Roanoke # 63707	Install turn lanes and signal at Rte. 419 (I-81 Safety Improvement)	NH	PE	318		_____	_____	
			RW	0				
			CN	1,708				
			Total	2,026	2,026	0	0	0
Interstate 81 District wide # T1130 ID 68718	PPTA Project Development and Management	NH	PE	500			_____	_____
			RW	0				
			CN	0				
			Total	500	0	0	250	250
District wide	I-81 Traveler Information	NHS						
			Total					

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

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Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
District wide	I-81 ITS PE	NHS						
			Total		200	0	0	0
District wide	I-81 System Integrator	NHS						
			Total		75	0	0	0
District wide	I-81 Incident Management	NHS						
			Total		113	0	0	0
District wide	Signals	NHS						
			Total		0	250	250	250

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

INTERSTATE SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
District wide	511 Virginia - Travel Information	IM						
			Total		0	0	300	300
District wide	Fiber Optic Resource Sharing Initiative	NHS						
			Total		0	0	0	0
District wide	New Signs	IM						
			Total		0	0	250	240
District wide	Guardrails	NHS						
			Total		0	0	150	0

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INTERSTATE SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
District wide	Highway Advisory Radio	NHS						
			Total		100	0	0	0
Interstate 81 Statewide # 67588	Development of NEPA Document	NH	PE	9,759				
			RW	0				
			CN	0			3,170	3,170
			Total	9,759	0	0	3,170	3,170
District wide ID 67587	NEPA Process	NH	PE	1,000				
			RW	0				
			CN	0				
			Total	1,000				
			Total					

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

PRIMARY SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
Route 11/460 West Main Street Roanoke County # 17698	Preliminary Engineering of project that will widen Rte. 11/460 to 4 lanes with continuous Right Turn Lanes on both sides; from the West Corporate Limits of the City of Salem to 0.1 mile West of Rte. 830; 2.1 miles Development Phase <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	STP	PE	3,951		_____	_____	_____
			RW	6,233				
			CN	15,070				
			Total	25,254	5,533	0	372	1,593
District wide	Debt service for Federal Highway Reimbursement Anticipation Notes (FRAN)	S						
			Total		0	0	1,927	5,501
District wide	Advance funding for Preliminary Engineering	S						
			Total		0	0	0	0
District wide	Bridges: strengthening and widening	BR/STP						
			Total		0	0	750	750

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PRIMARY SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005		(Funding Amounts in Thousands of Dollars)					
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation		Projected Allocations	
						2002-2003	2003-04	2004-05	
District wide T834	Beautification Improvements	S							
			Total		0	0	123	124	
District wide T63	Pavement Markers	S							
			Total		0	0	150	150	
District wide T64	Signs - new installations	S							
			Total		0	0	220	220	
District wide T65	Signals - new installations	S							
			Total		0	600	1080	1080	

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PRIMARY SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005		(Funding Amounts in Thousands of Dollars)				
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
District wide T46	State Traffic Operation and Safety Improvement Program	S						
			Total		0	300	300	300
District wide	Fiber Optic Resource Sharing Initiative Services	S						
			Total		0	0	0	0
District wide	Guardrails	S						
			Total			0	1,479	1,480
District wide	Technology	S						
			Total		0	250	250	250

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Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation		Projected Allocations	
						2002-2003	2003-04	2004-05	
Statewide	Bicycle/Pedestrian Improvements To be determined	S							
			Total		0	0	7	973	
Statewide	Enhancement Projects To be determined	S							
			Total		0	0	18,663	15,963	
Statewide	Unallocated FRAN (Federal Reimbursement Anticipation Notes)	S							
			Total		0	0	0	3,336	
Statewide	Open Container Projects To be determined	S							
			Total		0	0	1,156	0	

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

PRIMARY SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005		(Funding Amounts in Thousands of Dollars)				
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
Statewide	Hazard elimination roadway Future projects to be determined	S						
			Total		0	0	0	7,496
Statewide	Fast Toll Customer Service Center	S						
			Total		1,569	0	0	0
Statewide	Trust fund mass transit	S						
			Total		0	0	109,902	114,178
Statewide	DRPT FRAN	S						
			Total		0	0	6,490	41,321

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

PRIMARY SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005		(Funding Amounts in Thousands of Dollars)					
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation		Projected Allocations	
						2002-2003	2003-04	2004-05	
Statewide	Rail safety Project to be determined	S							
			Total		0	0	6,910	7,495	
Route 220 Corridor			PE RW CN	6,360					
			Total	6,360	0	0	0	0	
	*Previous Funds from Route 73								
			Total						
			Total						

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

URBAN SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
10 th Street City of Roanoke # 709	Preliminary Engineering and Right-of-Way Acquisition of project that will reconstruct 10 th St. from Gilmer Ave. to Andrews Rd.; total length: 0.8 mile <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	S	PE	1,621		_____		
			RW	936				
			CN	5,008				
			Total	7,565	5,199	1,500	866	
10 th Street City of Roanoke # 11908	Preliminary engineering and Right-of-Way acquisition of project that will reconstruct 10 th St. from Andrew Rd. to Williamson Rd.; total length 0.9 mile. <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	S	PE	543		_____		
			RW	1,201				
			CN	3,311				
			Total	5,055	3,555	1,500	0	0
Wonju Avenue Ext. City of Roanoke # 19029	Preliminary engineering and Right-of-Way acquisition of 4-lane facility on a new location; from Colonial Ave. to Brandon Ave; total length 0.3 mile <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan.</i>	STP	PE	1,592		_____	_____	_____
			RW	11,039				
			CN	8,045				
			Total	20,676	13,037	359	6,623	657
Route 11 Apperson Drive City of Salem # 52076	Preliminary engineering of project that will improve intersection at Route 11 (Apperson Drive) and Route 419 (Electric Road); total length 0.3 mile <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan.</i>	STP	PE	2,337				
			RW	0				
			CN	0				
			Total	2,337	0	0	0	112

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URBAN SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
Route 311 Thompson Memorial Blvd. City of Salem # 56531	Preliminary engineering & construction of project that will add a traffic signal at the intersection of Route 311 (Thompson Memorial Blvd) and Cleveland Street. <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	S	PE	75		_____		_____
			RW	33				
			CN	378				
			Total	486	110	0	100	100
East Main Street City of Salem # 8753	Right-of-Way acquisition & construction of project that will widen East Main Street to 3 lanes; from the intersection with Rte. 311 to Parkdale Dr.; total length 1.2 miles <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	S	PE	1,858				
			RW	3,789				
			CN	3,858				
			Total	9,505	4,592	797	1,152	940
East Main Street City of Salem # 12532	Right-of-Way acquisition & construction of project that will widen East Main Street to 4 lanes; from Parkdale Dr. to the intersection with Rte. 419; total length 0.3 mile <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	S	PE	1,820		_____	_____	_____
			RW	729				
			CN	5,550				
			Total	8,099	6,999	343	450	307
Route 634 (Hardy Road) Town of Vinton # 11911	Widen Road to 5 Lanes *Construction Complete	S	PE	772				
			RW	1,334				
			CN	3,410				
			Total	5,516	4,080	360	531	445

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

URBAN SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)			
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004-05
District wide #56629	Upgrade to 12" lenses; Safety and Traffic Operations	STP	PE	0				
			RW	0				
			CN	380				
			Total	380	341			
Norfolk Avenue City of Roanoke # 52552	Add gates & bell, motion detection, upgrade flashing lights & modify Third Street. 0.02 miles West of 3 rd Street.	STP	PE	0				
			RW	0				
			CN	329				
			Total	329	296			
Mill Lane City of Salem # 56616	Provide interconnection between railroad signals & highway signals 0.01 miles North of Tidewater Drive.	STP	PE	0				
			RW	0				
			CN	8				
			Total	8	7			
			PE					
			RW					
			CN					
			Total					

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

SECONDARY SYSTEM IMPROVEMENTS		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)				
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation		Projected Allocations	
						2002-2003	2003-04	2004-05	
Roanoke County Route 688 - Cotton Hill Road #15190	Rebuild 2 lanes from 0.09 miles S of Route 221 to 0.15 miles S of Route 934; Total length 0.63 miles <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	STP	PE RW CN	352 335 1,846	692	100	180	125	
			Total	2,533					
Roanoke County Route 613 - Merriman Road #18723	Rebuild 2 lanes from Route 1640 to Route 904; Total length 1.16 miles	STP	PE RW CN	984	325	50	75	21	
			Total	984					
Roanoke County Route 743 - John Richardson Road #58280	Replace Bridge 0.30 mile of Route 115	BROS	PE RW Const	450 100 875			190	140	
			Total	1,425					
Roanoke County Route 929 - Garman Road #65134	Upgrade flashing lights for Railroad Crossing 0.17 miles south of Route 11	STP	PE RW CN	40					
			Total	40				40 (10% match by Norfolk Southern)	

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						2002-2003	2003-04	2004- 05
Roanoke County Route 634 - Hardy Road #52805	Widen box culvert and road approaches over Wolf Creek *Construction Complete	S	PE RW CN	30 5 443	368	100	10	0
			Total	478				
Roanoke County Route 601 - Hollins Road #3672	Widen and rebuild two lane road from Route 115 to 0.54 miles S of Route 627; total length 1.6 miles; and replace bridge over Tinker Creek <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	S	PE RW Const	750 1,395 5,800	7,062	120	392	150
			Total	7,945				
Roanoke County Route 720 - Colonial Ave #15189	Rebuild 2 lanes from Route 687 to Route 419; total length 0.52 miles <i>*Bicycle accommodations are recommended in the 1997 Bikeway Plan & Pedestrian accommodations are recommended in the Regional Greenway Plan.</i>	STP	PE RW CN	352 518 2,130	1,808	140	145	206
			Total	3,000				
Roanoke County Route 679 - Buck Mountain Road #58279	Reconstruct road from Route 766 to 0.04 miles East of Route 678; total length 0.38 miles	STP	PE RW CN	371 792 3,569	222	600	660	835
			Total	4,732				

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						2002-2003	2003-04	2004-05	
Botetourt County Route 605 – Cougar Lane #15194	Rebuild 2 lanes from Route 654 to 0.15 miles West of Alt 220	S	PE	370	1,719	121	578	135	
			RW	435					
			CN	2,000					
			Total	2,805					
Botetourt County Route 779 – Catawba Valley Road #52803	Upgrade from 0.19 miles West of Route 672 to 0.21 miles East of Route 672	STP	PE	515	1,224	95	200	285	
			RW	193					
			CN	1,578					
			Total	2,286					
Botetourt County Route 738 – Webster Road #17943	Replace Bridge over Glade Creek	BROS	PE	325	330	180	130	220	
			RW	95					
			Const	892					
			Total	745					
Botetourt County Route 652 – Mountain Pass Road # 18719	Intersection Improvements at Route 658	S	PE	150	137	17	52	141	
			RW	114					
			CN	597					
			Total	861					

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Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	Projected Allocations	
						2002-2003	2003-04	2004- 05
Botetourt County Route 652 – Mountain Pass Road #18721	Intersection Improvements at Route 653	S	PE	147	140	0	50	50
			RW	65				
			CN	388				
			Total	600				
Botetourt County Route 652 – Mountain Pass Road #60656	Upgrade flashing lights and add gates 0.05 miles SE of Route 111	STP	PE		127	11		
			RW					
			CN	14,070				
			Total	14,070				
Botetourt County Route 723 – Brickyard Road #60657	Upgrade flashing lights and add gates 0.01 miles S of Route 738	STP	PE		745	12		
			RW					
			CN	20,200				
			Total	745				

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

TRANSPORTATION ENHANCEMENT IMPROVEMENTS Fiscal Years 2003-2005 (Funding Amounts in Thousands of Dollars)						
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation
						2002-2003
City of Roanoke # 16071	Railside Linear Park: Development of pedestrian elevated walkway between the historic Market District and the Virginia Museum of transportation in the City of Roanoke; \$300,000 originated from Transportation Enhancement Program (TEA-21) *Construction Underway	EN	PE	333		
			RW	195		
			CN	2,021		
			Total	2,549 EN 300	300	0
City of Roanoke # 18772	Virginia Museum of Transportation: Improvements to the existing railside yard of the museum's main facility; \$386,000 originated from Transportation Enhancement Program (TEA-21) *Construction Underway	EN	PE	72		
			RW	----		
			CN	715		
			Total	787 EN 386	386	0
City of Roanoke # 52407	Virginia Museum of Transportation: Restoration of the museum roof and extension of the canopy over the station's railside dock; \$90,000 originated from Transportation Enhancement Program (TEA-21)	EN	PE	5		
			RW	---		
			CN	273		
			Total	278 EN 90	90	0
City of Roanoke # 59794	N & W Railway Passenger Station: Renovation of the historic station for use as a visitor's center and museum; \$488,000 awarded for 2002 (\$208,000 FY 02/03 allocation; \$292,000 transferred from cancelled project) *Developing Schedule	EN	PE	425		
			RW	625		
			CN	8,950		
			Total	10,000 EN 988	780	208 (Federal Share)

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

TRANSPORTATION ENHANCEMENT IMPROVEMENTS Fiscal Years 2003-2005 (Funding Amounts in Thousands of Dollars)						
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation
						2002-2003
City of Roanoke City of Roanoke Dept. of Community Development # 16610	Mill Mountain Prospect Greenway: Construction of a bicycle/pedestrian trail; historic interpretation signs, and landscape improvements; \$390,000 originated from Transportation Enhancement Program (TEA-21) *Construction Underway	EN	PE	113		
			RW	94		
			CN	1,301		
			Total	1,508 EN 390	390	0
City of Roanoke # 18773	Lick Run Greenway: Bicycle/pedestrian trail, landscaping and interpretation improvements to a historic resource.	EN	PE	59		
			RW	210		
			CO	927		
			Total	1,196 EN 875	875	828 (Enhancement) 207 (Match)
Roanoke County # 16067	Hanging Rock Battlefield Trail: Trails for walking and biking; pedestrian and bike bridges; preservation of historic sites and structure. *Project Completed	EN	PE	45		
			RW	112		
			CO	540		
			Total	717 EN 200	549	0
Roanoke County # 17578	Hanging Rock Battlefield Trail (Phase II): Bicycle/pedestrian trails and bridges; preservation of historic sites and structure; \$200,000 originated from Transportation Enhancement Program (TEA-21)	EN	PE	45		
			RW	112		
			CN	560		
			Total	717 EN 200	200	260 (Enhancement) 45 (Match)

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

TRANSPORTATION ENHANCEMENT IMPROVEMENTS Fiscal Years 2003-2005 (Funding Amounts in Thousands of Dollars)							
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	
						02-03	03-04
Roanoke County	Blue Ridge Parkway Interpretive Center (Phase I): Construction of Interpretive Center building at location above the Roanoke River gorge; \$600,000 earmarked for Phase I in TEA-21 Legislation as a “Mandated Transportation Enhancement Project”	TEA-21 Special Appropriation	PE	0			
			RW	0			
			CN	600			
			Total	600	600	0	
Roanoke County # 56410	Blue Ridge Parkway Interpretive Center (Phase II): Fabrication and installation of interpretive displays and exhibits to be housed in interior of Interpretive Center building; and landscaping around the facility.	EN	PE	116			
			RW	---			
			CN	626			
			Total	745 EN 340	263	77 (Federal Share)	
City of Roanoke & City of Salem # 56409	Roanoke River Greenway: Construction of an 18-mile bicycle/pedestrian trail along the Roanoke River.	EN	PE	401			
			RW	412			
			CN	5,657			
			Total	6,471 EN 769	569	200 (Federal Share)	100 (Federal Share)
City of Roanoke #59794	The Western Virginia Foundation for the Arts & Sciences: CITS is requesting to reduce the debt service incurred to complete the project.	EN	PE				
			RW				
			CN				
			Total	5,501			110 (Federal Share)

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

TRANSPORTATION ENHANCEMENT IMPROVEMENTS Fiscal Years 2003-2005 (Funding Amounts in Thousands of Dollars)							
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation	
						02-03	03-04
City of Roanoke # 70300	Historic Hotel Dumas: Renovation of the Historic Hotel Dumas for use as an Artistic and Cultural Center.	EN	PE	1,072			
			RW CN	2,789			
			Total	3,861			150 (Federal Share)
Statewide #16621	Replace missing, damaged and outdated Virginia Historical Markers; also manage upgrade and improve access to the marker system for Jamestown 2007 commemoration.	EN	PE				
			RW CN				
			Total	436			100 (Federal Share)
			PE				
			RW CN				
			Total				
			PE				
			RW CN				
			Total				

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

PUBLIC TRANSPORTATION		Fiscal Years 2003-2005			(Funding Amounts in Thousands of Dollars)				
Facility Name, Jurisdiction and PPMS #	Description and Other Remarks	Funding Source	Type of Work/Estimated Cost of Project		Previous Funding	Actual Allocation		Projected Allocations	
						2002-2003	2003-04	2004-05	
District Wide # T 1167	Rail Safety Projects		PE						
			RW						
			CN						
			Total		0		209		7,721
			PE						
			RW						
			CN						
			Total						
			PE						
			RW						
			CN						
			Total						

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

Greater Roanoke Transit Company							
Fiscal Year 2003							
Recipient/Project Description	Total Cost	Federal Funds	Federal Funds Source	State Fund	State Fund Source	Local Funds	Local Funds Source
Operating Expenses	\$5,431,110	\$1,710,804	FTA Sect. 5307	\$848,944	MTTF	\$1,795,516	Operating Revenues
Capital Expenses						\$1,075,846	Local General Funds
10 35' Replacement Buses	\$2,630,000	\$2,104,000	Statewide STP	\$263,000	MTTF	\$263,000	Local General Funds
Mobile Video Surveillance System	\$96,000	\$76,800	Statewide STP	\$9,600	MTTF	\$9,600	Local General Funds
Office Equipment	\$30,000	\$24,000	Statewide STP	\$3,000	MTTF	\$3,000	Local General Funds
Building Improvements-Adm/Maint Facility	\$190,000	\$152,000	Statewide STP	\$19,000	MTTF	\$19,000	Local General Funds
Shop Equipment	\$35,000	\$28,000	Statewide STP	\$3,500	MTTF	\$3,500	Local General Funds
Pigeon Netting-Transfer Facility	\$20,000	\$16,000	Statewide STP	\$2,000	MTTF	\$2,000	Local General Funds
Traffic Light in Transfer Facility	\$4,000	\$3,200	Statewide STP	\$400	MTTF	\$400	Local General Funds
2 Paratransit Expansion Vans	\$100,000	\$80,000	Statewide STP	\$10,000	MTTF	\$10,000	Local General Funds
Comprehensive Operational Analysis	\$90,000	\$72,000	FTA 5313(b)	\$9,000	MTTF-Tech	\$9,000	Local General Funds
Totals	\$8,626,110	\$4,266,804		\$1,168,444		\$3,190,862	

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

Greater Roanoke Transit Company

Fiscal Year 2004

Project	Funding Type	Description	Total	Federal	State	Local Match General Funds	Operating Revenues
Operating	5307/Formula	Operating Expenses	\$5,535,591	\$1,814,391	\$884,270	\$1,112,306	\$1,724,624
Demonstration	Demonstration	Route Expansion-Roanoke/Blacksburg	\$202,736		\$98,977	\$5,209	\$98,550
Capital	Statewide STP	2 Replacement Support Vehicles	\$70,000	\$56,000	\$5,600	\$8,400	
Capital	Statewide STP	2 Replacement Body on Chasis Vans for S.T.A.R.	\$100,000	\$80,000	\$8,000	\$12,000	
Capital	Statewide STP	Building Improvements-Roof Replacement	\$50,000	\$40,000	\$4,000	\$6,000	
Capital	Statewide STP	Replace 40 Fareboxes and Farebox System	\$600,000	\$480,000	\$48,000	\$72,000	
Capital	Statewide STP	Route Expansion Vehicles-3 Med Duty Buses	\$350,000	\$280,000	\$28,000	\$42,000	
Capital	Statewide STP	ADP Hardware Replacement	\$80,000	\$64,000	\$6,400	\$9,600	
Capital	Statewide STP	ADP Software Replacement	\$20,000	\$16,000	\$1,600	\$2,400	
Capital	Statewide STP	Shop Equipment	\$20,000	\$16,000	\$1,600	\$2,400	
Capital	Statewide STP	Miscellaneous Support Equipment	\$3,000	\$2,400	\$240	\$360	
Capital	Sect. 5309	Buses	\$1,291,079	\$1,032,863		\$258,216	
Totals			\$8,322,406	\$3,881,654	\$1,086,687	\$1,530,891	\$1,823,174

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

Greater Roanoke Transit Company

Fiscal Year 2005

Project	Funding Type	Description	Total	Federal	State	Local Match General Funds	Operating Revenues
Operating	5307/Formula	Operating Expenses	\$6,002,715	\$1,814,391	\$897,759	\$1,405,117	\$1,885,448
Capital	Section 5307/5309	1 Replacement Support Vehicle	\$35,000	\$28,000	\$3,500	\$3,500	
Capital	Section 5307/5309	2 Replacement Body on Chasis Vans for S.T.A.R.	\$100,000	\$80,000	\$10,000	\$10,000	
Capital	Section 5307/5309	2 Expansion Body on Chasis Vans for S.T.A.R.	\$100,000	\$80,000	\$10,000	\$10,000	
Capital	Section 5307/5309	Building Improvements-Replace Overhead Doors	\$100,000	\$80,000	\$10,000	\$10,000	
Capital	Section 5307/5309	Shop Equipment	\$20,000	\$16,000	\$2,000	\$2,000	
		Totals	\$6,357,715	\$2,098,391	\$933,259	\$1,440,617	\$1,885,448

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

RADAR-UHSTS, Inc.		PUBLIC TRANSPORTATION IMPROVEMENTS			FISCAL YEAR 2003		
Recipient/Project Description	Total Cost	Federal Funds	Federal Funds Source	State Fund	State Fund Source	Local Funds	Local Funds Source
Section 5311 - Roanoke County/Alleghany County							
Operating Expenses	\$141,734	\$63,867	FTA Sect 5311	\$20,719	MTTF	\$57,148	Contracts & Local Funds
Capital Expenses – 2 B.O.C. Vans w/ Lifts	\$100,000	0		\$95,000	STP	\$5,000	Contract & Local Funds
Total Funding	\$241,734	\$63,867		\$115,719		\$62,148	
Section 5310							
2 B.O.C. Vans w/ Lifts	\$90,000	\$72,000				\$18,000	Contracts & Local Funds
Job Access and Reverse Commuter - Roanoke Valley Area							
Operating Expenses	\$640,000	\$320,000	FTA-JARC	\$320,000	D.S.S.	0	
Capital Expenses							
Computerize Scheduling	\$190,000	\$95,000	FTA-JARC	\$95,000	D.S.S.	0	
Total Funding	\$830,000	\$415,000		\$415,000		0	

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

RADAR-UHSTS, INC.		PUBLIC TRANSPORTATION IMPROVEMENTS			FISCAL YEAR 2004		
Recipient/Project Description	Total Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Section 5311 - Roanoke County/Alleghany County							
Operating Expenses	\$149,266	\$66,133	FTA Sect. 5311	\$22,888	MTTF	\$60,245	Contracts & Local Funds
Capital Expenses - 1 B.O.C. Van w/ Lift	\$100,000			\$95,000	State Paratransit	\$5,000	Contracts & Local Funds
Purchase ADP Hardware	\$30,000	\$24,000		\$2,400		\$3,600	Contracts & Local Funds
Purchase ADP Software	\$225,000	\$180,000		\$18,000		\$27,000	Contracts & Local Funds
Total Funding	\$504,266	\$270,133		\$138,288		\$95,845	
Section 5310							
Capital Expenses - 1 B.O.C. Van w/Lift	\$45,000	\$36,000	FTA Sect 5310	0		\$9,000	
Total Funding	\$45,000	\$36,000		0		\$9,000	
Job Access & Reverse Commuter - Roanoke Valley Area							
Operating Expenses	\$345,036	\$172,518	FTA -JARC	\$172,518	D.S.S.	0	
Total Funding	\$345,036	\$172,518		\$172,518		0	

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

RADAR-UHSTS, INC.		PUBLIC TRANSPORTATION IMPROVEMENTS			FISCAL YEAR 2005		
Recipient/Project Description	Total Cost	Federal Funds	Federal Funds Source	State Funds	State Funds Source	Local Funds	Local Funds Source
Section 5311 - Roanoke County/Alleghany County							
Operating Expenses	\$149,266	\$66,133	FTA Sect. 5311	\$22,888	MTTF	\$60,245	Contracts & Local Funds
2 B.O.C. Vehicles w/Lifts	\$100,000	\$80,000		\$15,000		\$5,000	
Office Furniture	\$100,000	\$80,000		\$15,000		\$5,000	
Shop Equipment	\$150,000	\$120,000		\$22,500		\$7,500	
Computer Equipment	\$200,000	\$160,000		\$30,000		\$10,000	
Construction of New Facility	\$150,000	\$120,000		\$22,500		\$7,500	
Total Funding	\$849,266	\$626,133		\$127,888		\$95,245	
Section 5310							
Capital Expenses - 2 B.O.C. Vans w/ Lifts	\$100,000	\$80,000	FTA-SECT 5310	0		\$20,000	Contracts & Local Funds
Total Funding	\$100,000	\$80,000		0		\$20,000	
Job Access & Reverse Commuter - Roanoke Valley Area							
Operating Expenses	\$310,000	\$155,000	FTA -JARC	\$155,000	D.S.S.	0	
Total Funding	\$310,000	\$155,000		\$155,000		0	

FTA-JARC: Job Access and Reverse Commuter Program

D.S.S.: Virginia Department of Social Services

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

Roanoke Regional Airport	FISCAL YEAR 2003-2004				
PROJECT DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS	REMARKS
Install EMAS in Runway 15 safety area	\$6,504,897	\$5,854,407	\$650,490	0	FY 2003 Federal Project
Relocate T/W G and T/W A (Phase II: Demolish former terminal building)		\$1,350,000	\$150,000	0	
Update Airport Master Plan	\$1,500,000	\$450,000			
Rehabilitate Runway 15/33 (Phase III)	\$500,000	\$9,000,000	\$50,000	0	
Noise Abatement Program (Phase IV)	\$10,000,000	\$900,000	\$1,000,000	0	
Purchase and install one loading bridge adaptor	\$1,000,000	0	\$100,000	0	
TOTAL	\$19,574,897	\$17,554,407	\$2,006,490	\$14,000	

Transportation Improvement Program (TIP) FY 2003-2005: Amendment

ROANOKE REGIONAL AIRPORT	FISCAL YEAR 2004-2005				
PROJECT DESCRIPTION	TOTAL COSTS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS	REMARKS
Rehabilitate T/Ws A and G (Phase III Design)	\$600,000	\$540,000	\$60,000	0	
Reimbursement for Prior Purchase of Land Along Airport Road (Airport Expansion)	\$1,750,000	\$1,575,000	\$175,000	0	
Install fencing around R/W 33 Approach Light Lane and RPZ (approx. 4,000 Linear Ft)	\$150,000	\$135,000	\$15,000	0	
Acquire ARFF vehicle, with nozzle	\$400,000	\$360,000	\$40,000	0	
Acquire land for airport expansion (current ARFF facility)	\$900,000	\$810,000	\$90,000	0	
Clearcut, grub and seed approx. 60 acres in R/W 15 approach	\$300,000	\$270,000	\$30,000	0	
Design and Construct ARFF Simulator Pad	\$300,000	0	\$240,000	\$60,000	
Purchase one regional jet adaptor for loading bridge	\$70,000	0	\$56,000	\$14,000	
Purchase Pull-behind Deicing Equipment	\$38,000	0	\$30,400	\$7,600	
Improve entrance roadway	\$1,000,000	0	\$800,000	\$200,000	
Total	\$5,508,000	\$3,690,000	\$1,536,400	\$281,600	

Appendix: Public Comment

Transportation Advocacy

November 6, 2003

MPO Hearing



ROANOKE
REGIONAL
CHAMBER OF
COMMERCE

Roanoke Regional Chamber: Over 1,400 businesses in the region and beyond

Support:

Retention of existing Transportation Trust Fund formula

I-81	Widening and improving
Build I-73	and upgrade 220 from Buena Vista to North Carolina line (4-lane improvements)
US. 58	Completion in Southside, Southwest
Route 11/460	West Roanoke County
Intermodal (rail) systems	as they support freight and passenger rail

Support finding a long term funding solution to meet our growing transportation needs, including maintenance of current infrastructure.

Summary: Safety is No. 1 Concern

Public Comments FY 2003-2005 TIP
Submitted by Rick Williams
November 6, 2003

TIP Item #16595

This item calls for modifying the new Valley View interchange on I-581 to provide collector distributor roads from Liberty to one mile north of Hershberger Road. This will be, I suppose, on the east side of I-581 in Williamson Road Action Forum territory. This is bound to be controversial because it will provide a foothold for more low-density, commercial strip development. The intrusive, blight-inducing impacts of these kinds of developments will fall heavily on adjoining residential neighborhoods which are already under stress from the mall and the interstate. To add insult to injury this project will spend scarce transportation money on infrastructure for more strip commercial development instead of spending it on revamping an existing commercial corridor, Williamson Road, to support compact neighborhood commercial development in accordance with the city's comprehensive plan.

TIP Item #17698 among several others

These items note that the MPO's regional bike plan suggests wide lanes or paved shoulders to encourage use of the streets by bicyclists. The focus on merely providing facilities is shortsighted at best and may be positively harmful. It fails to distinguish between building facilities and creating a bicycle and pedestrian friendly environment. This is the same mistake that is being made by the VDOT committee that is working on crafting a new bicycle and pedestrian policy.

The fact that bicycle and pedestrian facilities may not produce a safe and inviting environment for non-motorized users is illustrated by the wide outside lanes on Peter's Creek Extension. The 14 foot outside lanes provided for bicyclists are unsafe. The wide lanes encourage cars to travel as fast as they comfortably can using all 14 feet of space.

Until policy makers get serious about using traffic calming, context sensitive design, and road diets to produce safe and inviting streets and roads that will attract bicyclists and pedestrians, we risk spending money on facilities that will be minimally used. At best this would mean a waste of money. At worst it would provide additional right-of-way and asphalt that could at some point be used for additional travel lanes, which would further degrade the travel environment for bicyclists and pedestrians.

Bike lanes, such as on Hardy Road, are an improvement over wide outside lanes because they separate bicyclists from cars. But even they have problems. Separation of users is not sufficient because it does not deal with the need to safely execute left turns. Riding a bike to the Wolf Creek greenway is a harrowing experience because of the speed of traffic on Hardy Road. At the greenway entrance a bicyclist must leave the bike lane, enter the travel lane, signal his intention to turn left, and yield to any oncoming traffic. Sitting in the travel lane, waiting to make the left turn, and fearing being hit from behind is an adrenaline experience. Memorial Ave. is a good example of providing bike lanes through a road diet. The street has been much improved but it's the reduction in number and width of travel lanes that did it, not the bike lanes. As nice as the bike lanes are the left turn problem still exists at the intersection of Memorial and Grandin as well as at other cross streets, especially Roanoke Ave., because the traffic still goes too fast.

Separate facilities may be useful for one kind of experienced user. But they do not necessarily provide for safe use by people who need or want to use their bikes on a daily basis for transportation. I gave two examples. One is the fellow in my neighborhood who works at Wal-Mart and rides his bike along 10th Street to the Lick Run greenway to get to work. The second is Lisa Lamphier, an epileptic who lives in my neighborhood. She does not drive a car because she does not want to be responsible for what might happen if she had a seizure while driving. She walks or bicycles to her job, to the grocery store, the drugstore, and the laundry. She often takes roundabout routes because she fears traffic. Though she rides every day she does not consider herself an experienced bicyclist. She notes that she has epileptic friends who do drive because they cannot get by without a car. What a sad commentary.

I didn't make the following comment at the meeting but I want to make it a written addendum.

TIP #16596

This deals with Interstate 73 corridor location. I support building I-73 as a context-sensitive, access-managed upgrade of US 220. Placing the environmental and social burdens of a new terrain I-73 on some of the oldest and poorest residents of Roanoke city is profoundly unjust and immoral. Many of the same people (some who are members of the MPO) who accept the current alignment were vocal in opposing the east and west alignments. The fact that opposition by powerful interests to the east and west corridors was resolved by putting the interstate in the neighborhood of people who can't fight back demonstrates both cowardice and a willingness to bully.

The MPO should withdraw its support from the current alignment.

Rick Williams
3725 Sunrise Ave.
Roanoke, VA 24012

X-Mailer: Novell GroupWise Internet Agent 6.0.3
Date: Fri, 07 Nov 2003 13:00:17 -0500
From: "Liz Belcher" <LBELCHER@co.roanoke.va.us>
To: <jpace@rvarc.org>
Subject: Comments

TIP Comments
By Liz Belcher

TIP:

The following routes included in the TIP are on the greenway plan (adopted by all four localities) and thus need pedestrian, as well as, bicycle accommodations.

Route 11/460
10th St.
Thompson Memorial
East Main Street
Cotton Hill Road
Hollins Road
Colonial Avenue

Also, Rt 11 at Apperson is listed in the City of Roanoke, but is in the City of Salem. The Roanoke River Greenway goes under this route and needs to be accommodated.

Under Enhancements, Hanging Rock Phase I had \$549,300 in fed. \$\$, \$200,000 for phase II.

Roanoke River Greenway should say 18 miles not, 7.

Long Range Plan

The following routes are on the greenway plan and thus need bicycle/pedestrian accommodations.

10th St
Salem Turnpike
Hollins Road
Cotton Hill Road
Colonial Ave.
Hardy Road (which connects from Wolf Creek to McDonald Farm, where Vinton is building a greenway)
Garst Mill Road (Mudlick Greenway)

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11/7/2003

Comments for MPO at public meeting November 6, 2003.

Bicycle lanes. We are missing the boat. Our Greenways are wonderful, but they need to connect to each other and to places that people go. One way to do that is to provide bike lanes along roads, for example between the end of the Hanging Rock Greenway and downtown Salem. Another is to use TEA funds for real transportation, such as completing the Lick Run Greenway so that it goes all the way downtown.

In the Draft TIP amendments, I see frequently the statement: “*The MPO’s regional bikeway plan suggests providing wide lanes or a paved shoulder to enhance bicycle usage.” I don’t understand the meaning of “wide lanes”. Wide traffic lanes only encourage faster travel, thereby discouraging bicycle usage. Paved shoulders help, but a clearly marked bicycle lane tells motorists to watch for bicycles, and a bike lane cannot just disappear at, say, a bridge, the way a paved shoulder can.

- “ To complement the efforts of Ride Solutions, make the inside lane of I-581 an HOV lane, to encourage ride sharing and relieve congestion on I-581 and at its exits.

Ensure that all repaving and restriping projects incorporate traffic calming measures and consider cyclists and pedestrians. An example of a recent repaving project that utterly failed is Plantation Road from I-81 to Williamson Road. Traffic calming is badly needed along this stretch of Plantation Road. The lanes are too wide, and the cars drive too fast. (I know because I cross it on foot every day.) There is enough width to provide true bike lanes if the traffic lanes are narrowed.

- “ On the Financially Constrained Plan, Plantation Road (Roanoke County - Rt. 115) from Route 11 to the Roanoke City Line is mentioned for 4-laning, because there is “a lot of development in the area”. All that development is residential, so 4-laning would be a very bad idea. It would make pedestrian crossing from one side to the other impossible. Traffic calming techniques and turn lanes might be necessary, but widening would be a disaster. Also, bicycle lanes are needed either on Plantation Road or on Williamson Road, because at present there is no way to go by bike from the Hollins area to downtown Roanoke.

I-73: Support changing the alignment for I-73 to a high-quality upgrade of U.S. 220 that incorporates all the TSM upgrades and access management, but does not turn US 220 into an interstate. This will allow us to preserve our region's natural and historic resources, save millions of taxpayers' dollars, and make the U.S. 220 corridor a highly-functional car and truck linkage between I-40 and I-81.

I-81: Please do everything in your power to push for a real rail component in the I-81 corridor. The Roanoke Valley is already engaged in an Early Action Compact to reduce air pollution. Adding more room for trucks means more diesel exhaust filling up our valley. Adding more lanes to I-81 will only mean more lanes of congestion. Putting freight onto rail saves money and fuel, is far safer, leaves our air cleaner, and might even allow the Trans-Dominion Express to become a reality.

Kristin Peckman
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Virginians for Appropriate Roads



P.O. Box 2153, Rocky Mount, Virginia 24151

November 6, 2003

Roanoke Valley Area MPO
The Hon. ~~W.D. Bestpitch~~ *D.L. Davis*
Chair
c/o Roanoke Valley Alleghany Regional Commission
P.O. Box 2569
Roanoke, VA 24010

Davis:
Dear Mr. ~~Bestpitch~~:

The following comments are offered by Virginians for Appropriate Roads regarding our vision of how the I-73 project in Virginia should be built – as a high-quality upgrade of U.S. 220. Since the MPO has jurisdiction of a significant proportion of the U.S. 220 corridor and the planned I-73 corridor, we would like to share our views in hopes that they may be of help in the regional collaborative transportation planning process that is integral to the mission of the MPO.

In light of known environmental impacts and prohibitive cost of Virginia's present preferred alignment for I-73, transportation officials at the state level may soon be called upon to reconsider options for building I-73 in Virginia.

Virginians for Appropriate Roads (VAR) offers the following discussion in an effort to encourage careful reconsideration of a high-quality upgrade of U.S. 220 as a way to significantly improve the capacity and safety of the U.S. 220 corridor while meeting the purpose and need for I-73.

SUMMARY

VAR is seeking revision of the Environmental Impact Statement for I-73 to include a new build option that would include all the TSM option improvements, a strategy to conserve and prepare the U.S. 220 corridor for access management and related design enhancements, and construction of a retrofit of access management and related design enhancements on U.S. 220.

The new build option, which may be named "TSM Plus", should include all the following strategies:

- **TSM.** Build all the improvements in the existing TSM Option for I-73.
- **CORSIM.** Conduct CORSIM analysis on U.S. 220 to predict capacity changes with access management
- **TRAFFIC SIGNALS.** Observe a moratorium on installation of any new traffic signals on the U.S. 220 corridor, except in cases dictated by imminent threats to motorist safety that cannot be corrected with median improvements and addition/improvement of turning lanes. Coordinate existing stoplights to optimize traffic flows.
- **FOCUS GROUPS.** Conduct focus groups involving representatives of Roanoke, Franklin and Henry County governments, Roanoke Valley Area MPO, U.S. 220 businesses, and communities served by U.S. 220 to educate them about proposed improvements to U.S. 220 and engage their input regarding the proposed improvements. Input received from focus groups should be incorporated into plans for construction of U.S. 220 improvements to the fullest extent possible.
- **ORDINANCES.** In a "U.S. 220 Regional Work Group" coordinate with Roanoke, Franklin and Henry County governments on the development of local ordinances giving VDOT authority to manage access on U.S. 220. The creation of local ordinances should be part of a state-sponsored corridor conservation initiative targeting U.S. 220 as Virginia's first corridor conservation case study.
- **CONSTRUCTION.** Engage in ongoing construction of a retrofit of access management, Intelligent Transportation technology, and related design enhancements on U.S. 220 as funding is made available for this purpose.

Additionally, VAR supports the resumption of VDOT's statewide outreach and education program on access management and the vigorous pursuit by VDOT of General Assembly passage of statewide access management policy and regulations.

DISCUSSION

Design flexibility for I-73

I-73 is an Interstate in name only. As a National Highway System road, I-73 need not be built as a limited access freeway on new terrain, as it is being planned in Virginia. West Virginia and Ohio, the two states who engaged in extensive highway construction with I-73 funds, used those funds to build four-lane arterial highways with at-grade intersections. Neither state used I-73 funds to build the type of limited access facility associated with the Interstate Highway System.

The decision to interpret I-73 in Virginia as a new-terrain limited access facility was made voluntarily by the Commonwealth Transportation Board (CTB) as early as 1995. Contrary to the repeated use of the term "congressional intent" by Virginia Department of Transportation (VDOT), Federal Highway Administration (FHWA), and state

transportation officials from both the Gilmore and Warner gubernatorial administrations, there is no congressional mandate that VDOT study or build I-73 at all. Nor is there language anywhere in federal legislation requiring I-73 to be planned and built as a limited-access freeway, as envisioned by the CTB. Federal funds are available to Virginia for feasibility studies and preliminary engineering for I-73, yet it is crucial to understand that Virginia uses these funds voluntarily. VDOT and others have claimed "Congressional intent" as providing a mandate not only to conduct feasibility studies, but also to include I-73 as part of the Interstate system. Such inclusion is nowhere stated as the intent of Congress.

Lack of full range of alternatives for I-73

The Draft Environmental Impact Statement for I-73 considers only two options for upgrading the existing U.S. 220 roadbed: (a) building an Interstate highway (limited access freeway) superimposed on the existing U.S. 220 roadbed, and (b) the TSM Option. Building an Interstate highway superimposed on U.S. 220 would virtually eliminate the commercial, industrial and residential development that presently exists alongside the road. On the other hand, the TSM option, VDOT's only other proposal for building I-73 on the existing U.S. 220 roadbed, provides an incomplete and outdated set of solutions. There is an option "in between" the two extremes. U.S. Environmental Protection Agency and U.S. Army Corps of Engineers, in their comments on the Draft Environmental Impact Statement for I-73, each asked for the "in between" option, calling it an "upgrade of Route 220". It is less than an Interstate, but more than TSM.

Public support for upgrade of U.S. 220 as build option for I-73

Public comments received during the I-73 Public hearings in December, 2000 reveal a strong public sentiment favoring an upgrade of U.S. 220 as the best option for building I-73. According to VDOT's records, the "Improve 220" option received 3,614 favorable comments, the largest number of favorable comments given for any option during the I-73 public comment period. The second highest number of favorable comments went to "Central Option" with 1,082 votes. Comments favoring new-terrain options ranged from 302 votes for "East" to 20 votes for Option 2b.

Lack of access management in the TSM Option

The TSM Option for I-73 contains a set of road improvements for U.S. 220 including: straightening curves, correcting grade, adding turn lanes, closing median crossings and widening medians and shoulders. The TSM improvements would considerably improve U.S. 220's safety and should be implemented. However, the large number of uncontrolled traffic ingress points -- driveways, parking lot entrances, and roads intersecting with U.S. 220 throughout the corridor -- will continue to make U.S. 220 hazardous and inefficient no matter how perfectly the median, grade, curvature, and shoulders have been improved under the existing TSM option. Seen from the perspective of the driver on U.S. 220, it is the proliferation of uncontrolled right turns that remains unimproved in the TSM option.

Local documentation of the problem of access on U.S. 220

John Moore, an independent consultant working for Virginians for Appropriate Roads early in 2003 documented all the access points (right turns) on a segment of U.S. 220, including both northbound and southbound lanes, beginning at the intersection of Rt. 419 and extending southward for 26 miles. His findings are as follows:

- ✓ There are 406 access points (right turns) on the 26-mile segment of U.S. 220, including northbound and southbound lanes.
- ✓ 35 of the 406 total right turns on the 26-mile segment have turn lanes. He found that half the numbered and named roads intersecting with U.S. 220 in the 26-mile segment have adequate turn lanes.
- ✓ Turn lanes leading to busy commercial properties are virtually nonexistent.

In a presentation to the Roanoke Valley Area MPO on March 13, 2003, Mr. Moore recommended closing 107 (26%) of the 406 access points and recommended that an additional 100 access points could be closed with moderate cost and effort. He said that each access closure would decrease the likelihood of an accident occurring at that intersection by 4%.

Mr. Moore's analysis of access points on U.S. 220 makes it clear that that the existing TSM option for I-73, while offering a desirable set of improvements for U.S. 220's median, grade, turn lanes and curvature, fails to provide a solution to the road's obviously hazardous proliferation of right hand turns.

Uncontrolled traffic signal density in TSM option

Another area not addressed by TSM is the potential for the installation of an inappropriately high density of stoplights on U.S. 220. With each new stoplight, U.S. 220 becomes less attractive as a routing for truck traffic. If the number of stoplights on U.S. 220 continues to increase at the present rate, we will have succeeded in denigrating U.S. 220 as a truck linkage between I-40 and I-81. This would further sabotage the economic development aims of Martinsville and Henry County, while benefiting a very small constituency of property owners whose parcels on U.S. 220 are enhanced by the stoplights. With the exception of situations where safety concerns are an imminent threat that cannot be corrected by median and turn lane improvements, a moratorium on installation of new stoplights on U.S. 220 should be observed immediately as a means of preserving the corridor as an economic tool for the benefit of all businesses in and around southwestern Virginia.

Special needs of commercially and industrially developed areas

Areas along the U.S. 220 that are well established commercial and/or industrial corridors require special care in a comprehensive U.S. 220 upgrade. Included in this category are areas such as the commercial development near Hunting Hills in Roanoke City, Clearbrook in Roanoke County, Boones Mill in Franklin County, and Ridgeway in Henry County. VDOT should consider every possible technique for providing safe access to roadside businesses while maintaining good through traffic capability in highly developed areas such as those mentioned above. Needed are intelligent transportation

and related highway design enhancements for safely slowing traffic on U.S. 220 as it passes through these commercial and industrial areas. The goal of these enhancements should be the creation of areas where customers, vendors, large trucks, industrial equipment, and workers have safe access to stores and workplaces, while the flow of through traffic is maintained in a safe and uninterrupted fashion.

Regulatory framework

The political realities in Virginia are such that VDOT will be forced to work with the local governments in Roanoke, Franklin, and Henry County in order to negotiate special ordinances for the planning and implementation of access and signal spacing standards on a per-county basis throughout the U.S. 220 corridor. This will entail careful negotiations with local governing bodies, property owners, and developers along the corridor.

However, a decision by the Commonwealth Transportation Board to build I-73 as a high-quality U.S. 220 upgrade would give VDOT a clear mandate to begin coordination with local governments for decision making on correcting U.S. 220's dangerously uncontrolled access. A "U.S. 220 Regional Work Group" should be composed of representatives of Roanoke, Franklin, and Henry County governments. These county government representatives would be charged with working with VDOT to develop local ordinances that would give VDOT the tools they need to manage access on U.S. 220 in fulfillment of a build option for I-73. The eminent domain and police authority that would be invoked in building I-73 as a new-terrain highway should be invoked, to the fullest extent permissible by law, in building I-73 as an upgrade of U.S. 220.

Corridor conservation

Corridor conservation, the preservation of through capacity of high-capacity transportation corridors by restricting development and access along those corridors, is an emerging concept presently under review by VDOT at the request of Governor Warner. Corridor conservation consists of an ordered, multi-jurisdictional, multi-agency planning and implementation process resulting in: (1) designation of corridors targeted for conservation, (2) creation of corridor studies and plans for implementing corridor conservation, and (3) adoption of local ordinances enabling corridor conservation.

In the case of an existing arterial corridor such as U.S. 220, the goal of corridor conservation would consist of creation of local ordinances enabling the highway's retrofit with access management.

Chronic neglect of U.S. 220's access management issues has resulted in the perception of intractable congestion, the only solution to which is building a bypass through some of our region's most significant historic and natural areas. To overcome this institutionalized inertia, the U.S. 220 corridor should be targeted as Virginia's first case study for corridor conservation.

Statewide access management

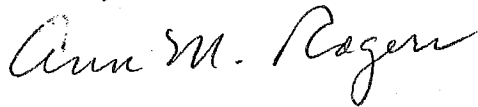
The VDOT access management committee should resume the statewide public education process on access management that was apparently abandoned in 2000. VDOT should

complete its work on developing statewide access management regulations and begin the necessary political processes for getting those regulations passed into law. The new access management regulations should then be applied, if necessary, in the ongoing process of retrofitting U.S. 220 with access management.

Real transportation value -- on a payment plan

The TSM Plus option for I-73 as described above could be planned and built over a period of many years, using relatively modest increments of funding. The cost effectiveness of the TSM Plus option, coupled with its ability to address the thorny issue of access management on U.S. 220, makes it the most practical and feasible solution for meeting the purpose and need for I-73 as articulated by Federal Highway Administration. TSM Plus protects natural and historic areas by forestalling new highway construction, preserves industrial and commercial areas along U.S. 220 with state-of-the-art Intelligent Transportation and related systems, increases safety for motorists on U.S. 220 and residents and businesses whose properties adjoin the highway, and preserves U.S. 220 as a truck and car linkage between I-40 and I-81. The TSM Plus solution to building I-73 demonstrates that less can be more. If successful, I-73 in Virginia could be used as a model for revamping similarly distressed principal arterial roadways in Virginia and throughout the U.S.

Sincerely,



Ann M. Rogers
Member, Board of Directors