					Planned Appropriations												
	**DRAFT JULY 5, 2023	Estimated Cost	Source	Previous											Totals	Balance to	Notes
	Road Funding Priorities	Current Phase Ad Date	- 66 - 4	Appropriations	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33		Complete	
Road Name(s)	RT. 360 / LEE DAVIS RD		CVTA (Local)	\$ 7,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,800,000		
Project #	0360-042-V16, C501	RW \$ 10,179,000	Gen. Fund	\$ 1,227,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,227,500		
UPC # Description	13551 WIDEN FROM 4 TO 8 LANES	CON \$ 20,429,000 Total \$ 33,092,000	Proffers	\$ - \$ 15,049,567	ş -	\$ -	\$ -	\$ -	\$ -	\$.	\$.	\$ -	\$ -	\$ -	\$ -		
From	WYNBROOK LN	10tal \$ 33,092,000	RSTP/STBG CMAQ	\$ 1,008,073	\$.	5 -	\$.	\$ -	5 .	\$ •	\$ ·	\$ - \$ -	\$ ·	\$ - c	\$ 15,049,567 \$ 1,008,073		
То	SUJEN CT		SSYP	\$ -	\$ -	\$ -	\$ -	\$ -	\$	s .	s -	ŝ -	\$ -	\$.	\$ 1,008,073		
			Rev. Share	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5 -	\$ -	\$ -	\$ -		
			SMART SCALE	\$ 9,055,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,055,100		
Type Length	CAPACITY / OPERATIONAL EFFICIENCY / SAFTETY 0.80 MI	CONSTRUCTION 7/11/2022	Other TOTAL	\$ 164,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 164,000		
Road Name(s)	RT. 301		CVTA (Local)	\$ 34,304,240 \$ 295,936	\$ 204,064	s -	\$ -	\$ - ¢	\$ -	ş -	\$ -	\$ -	\$ -	ş -	\$ 34,304,240	\$ (1,212,240)	
Project #	N/A	RW \$ 163,000		\$ -	\$ -	\$.		s ·	s ·	\$ -	\$ -	\$.	s -	\$.	\$ 500,000 \$ -		
UPC #	N/A		Proffers	\$.	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -		
Description	CONVERT SB SHOULDER TO THRU/RT TURN LN	Total \$ 910,000	RSTP/STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -		
From	ATLEE RD		CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -		
То	ATLEE STATION RD		SSYP Dev. Chang	\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			Rev. Share SMART SCALE	\$	2 ·	\$.	\$ -	2	5	5 ·	\$ - c	\$ ·	\$ - č	\$ -	\$ -		
Туре	CAPACITY / SAFETY	PRELIMINARY ENGINEERING	Other - CVTA (Reg.)	\$	\$ 829,858	\$ -	\$	5	s ·	s ·	\$	\$.	\$	\$	> - \$ 829,858		
Length	0.23 MI	10/1/2023	TOTAL	\$ 295,936		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,329,858	\$ (419,858)	
Road Name(s)	RT. 1 / RT. 30	10 I I I I I I I I I I I I I I I I I I I	CVTA (Local)	\$ 1,465,570	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,465,570		
Project #	N/A	RW \$ 753,000	Gen. Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
UPC #	N/A TRAFFIC SIGNAL & TURN LANES	CON \$ 3,596,000		\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Description From	TRAFFIC SIGNAL & TORN LANES	Total \$ 4,823,000	RSTP/STBG CMAQ	\$	\$	s - s -	\$ - \$ -	\$	\$ ¢	5	s -	\$ - \$ -	\$ e	s -	\$ -		
То			SSYP	\$.	5 -	\$ -	\$ -	\$ -	\$.	\$ -	5 -	s .	\$ -	5	\$ - \$		
			Rev. Share	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			SMART SCALE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -		
Туре	OPERATIONAL EFFICIENCY / SAFETY	PRELIMINARY ENGINEERING	Other - CVTA (Reg.)	\$ -	\$ 4,088,549	\$ 865,570		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,954,119		
Length Road Name(s)	IV/A LEWISTOWN RD / ASHCAKE RD	5/31/2025	TOTAL	\$ 1,465,570	and the second se	\$ 865,570		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,419,689	\$ (1,596,689)	
Project #	N/A		CVTA (Local) Gen. Fund	\$ 1,738,381 \$ -	\$ 2,411,619 \$	\$ 2,635,000	s -	2	2 .		\$ ·	\$ ·	\$.	\$ - e	\$ 6,785,000		
UPC #	N/A		Proffers	5 -	\$ -	\$	5	\$	\$ -	\$ -	s ·	\$.	\$ -	\$ -	\$ - \$		
Description	ROUNDABOUT	Total \$ 6,785,000	a second and a second	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5 -	s -		
From			CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
То			SSYP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -		
			Rev. Share SMART SCALE	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Туре	OPERATIONAL EFFICIENCY / SAFETY	PRELIMINARY ENGINEERING	Other	s -	\$.	\$	~ · ·	\$	\$	\$	\$.	\$ -	\$	\$ c	\$ - ¢		24
Length	N/A	5/31/2025	TOTAL	\$ 1,738,381	\$ 2,411,619	\$ 2,635,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,785,000	\$ -	
Road Name(s)	RT. 360 / COLD HARBOR RD / ATLEE RD	PE \$ 644,000		\$ 1,786,470	\$ 2,508,530	\$ 1,365,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,660,000		
Project #	N/A	RW \$ 681,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
UPC#	N/A	CON \$ 4,326,000		\$	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Description From	ROUNDABOUT	Total \$ 5,651,000	RSTP/STBG CMAQ	\$	ş -	\$ - \$ -		\$ -	\$ -	\$ •	\$ -	\$		\$ -	\$ -		
То			SSYP	5	\$ -	\$ -		\$.	\$ -	\$	s -	\$ ·		· ·	\$ - ¢		
			Rev. Share	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$.	\$ -	s -		
			SMART SCALE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	1 5 5 5	the second se
Туре	OPERATIONAL EFFICIENCY / SAFETY	PRELIMINARY ENGINEERING	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	in the second	·····
Length	N/A	5/31/2025	TOTAL	\$ 1,786,470	AND IN COLUMN TWO IS NOT THE OWNER.	\$ 1,365,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,660,000	\$ (9,000)	
Road Name(s) Project #	POLE GREEN RD 0652-042-873, C501		CVTA (Local) Gen. Fund	\$ 3,000,000 \$ 1,500,000	\$ 2,680,000	\$ 3,050,000 \$ -	\$ - \$ -	\$ -	\$	\$ ·	\$ -	\$ -	\$ -	\$ -	\$ 8,730,000	•	FY-27/28 Rev. Sh. App. Pending
UPC #	109260	CON \$ 19,082,000		\$ 1,500,000	\$	\$ -	\$ -	\$	\$	\$	\$	\$ - \$ -	\$	\$ - \$ -	\$ 1,500,000 \$ 800,000		
Description	WIDEN FROM 2 TO 4 LANES		RSTP/STBG	\$ 9,288,200	\$ -	\$ 3,646,548	A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,934,748	1 1 2	\sim
From	RT. 642 (BELL CREEK ROAD)		CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
То	RT. 643 (RURAL POINT ROAD)		SSYP	\$ 562,658	\$ -	\$ 606,434	\$ 102,276	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,271,368		
	1		Rev. Share SMART SCALE	\$ ·	5 - e	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Туре	CAPACITY	PRELIMINARY ENGINEERING	Other	\$	\$	\$ - \$ 1,031,821	\$ ·	2	3	3 ·	2	\$ ·	\$	\$ -	\$ - \$ 1,031,821		
Length	1.63 MI	2/15/2026	TOTAL	\$ 15,150,858	\$ 2,680,000	\$ 8,334,803	\$ 102,276	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,267,937	\$ (46,937)	
Road Name(s)	CREIGHTON RD & PKWY / WALNUT GROVE RD	************************************	CVTA (Local)	\$ 930,000	\$ 1,925,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,855,000		Submitted for SMART SCALE Rnd 5; was not selected.
Project #	0636-042-928		Gen. Fund	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
UPC #	121732		Proffers	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Description From	ROUNDABOUT	Total \$ 6,514,000	RSTP/STBG CMAQ	2 4	\$ - ¢	\$ - \$ 2,741,000	\$ -	\$ ¢	\$	\$ ·	\$.	\$ -		\$ -	s -		
То			SSYP	5	\$	\$ 2,741,000 \$ -	\$ 966,173 \$ -	s -	s -	s ·	s -	\$ - \$ -	\$	\$.	\$ 3,707,173		
0.052			Rev. Share	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$	\$	s -		
			SMART SCALE	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Туре	OPERATIONAL EFFICIENCY / SAFETY	PRELIMINARY ENGINEERING	A DESCRIPTION OF THE OWNER OWNER OF THE OWNER OWNER OF THE OWNER	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	5 -	\$ -	\$ -	\$ -	\$ -	\$ -		
Length	N/A	6/30/2026	TOTAL	\$ 930,000	\$ 1,925,000	\$ 2,741,000	\$ 966,173	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,562,173	\$ (48,173)	

	The second of the second second second		115040470	Planned Appropriations													
		Estimated Cost	Source	Previous											Totals	Balance to	Notes
				Appropriations	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	Totalo	Complete	inter a second sec
		Current Phase Ad Date	The second			The second second	ensemi en i								2. 注册 建造		
Road Name(s)	ATLEE STATION RD (PH. 2)	the second s	CVTA (Local)	\$ -	\$ -	\$ 1,500,000	\$ 3,000,000	\$ 500,000	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ 5,000,000		FY 27/28 Rev. Sh. App. Pending
Project #	0637-042	RW \$ 2,688,000		\$ -	\$ -	\$ -	\$ -	s -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -		
UPC # Description	115195 WIDEN FROM 2 TO 4 LANES	CON \$ 27,106,000 Total \$ 31,805,000		\$ 6,004,782 \$ -	\$ 714,980 \$ -	\$ 514,980 \$ 2,500,000	and the second	and a second sec	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ 7,650,239 \$ 10,878,839		
From	WARREN AVE		CMAQ	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	s -	\$ -		
То	KINGS CHARTER DR		SSYP Rev. Share	\$ - \$ 5,000,000	\$ - \$ 3,096,602	\$ 200,000 \$		\$ - \$ 1,903,398	5 -	\$ -	s -	\$ -	\$ -	\$ -	\$ 200,000		
			SMART SCALE	\$ 5,000,000 \$ -	\$ 3,090,002	\$ -	\$ - \$ -	\$ 1,903,398	\$ -	\$.	\$.	\$.	\$ -	s -	\$ 10,000,000 \$ -		
Туре	CAPACITY 1.35 MI	PRELIMINARY ENGINEERING	Other	\$ -	5 -	\$ -	\$ -	5 -	5 -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Length Road Name(s)	RT, 301 / RT, 54	4/30/2027 PE \$ 700,000	TOTAL CVTA (Local)	\$ 11,004,782 \$	\$ 3,811,582 \$ -	\$ 4,714,980 \$ -	\$ 7,415,497 \$ -	\$ 6,782,237	\$ - \$ -	and the second se	\$.	\$ -	\$ -	\$ - \$ -	\$ 33,729,078	\$ (1,924,078)	
Project #	N/A	RW \$ 850,000		\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
UPC # Description	N/A ROUNDABOUT	CON \$ 2,920,000 Total \$ 4,470,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
From	ROUNDABOOT	10101 \$ 4,470,000	RSTP/STBG CMAQ	5 -	\$ -	\$ - \$ -	\$ - \$ -	s -	s - s -	\$ - \$ -	s -	\$.	\$.	s -	\$ - \$ -		
То			SSYP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			Rev. Share SMART SCALE	\$ - \$ -	\$ - \$	\$ - \$ -	\$ -	\$ -	\$ -	\$ - e	\$ -	\$ -	\$.	\$ -	\$ - e		
Туре	OPERATIONAL EFFICIENCY / SAFETY	BEGIN PE - FY 24	Other - CVTA (Reg.)	\$ -	\$ 4,524,642		\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ 4,534,642		
Length	N/A	TBD	TOTAL	\$ -	\$ 4,524,642	All shares and shares a	Contraction (Contraction (Contraction)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,534,642	\$ (64,642)	
Road Name(s) Project #	GREENWOOD CHURCH / BLANTON / ASHLAND / N/A ASHCAKE RDS	PE \$ 1,253,000 RW \$ 876,000	CVTA (Local) Gen. Fund	\$ - \$ -	\$ 1,253,000 \$	\$ 876,000 \$	\$ 1,500,000 \$ -	\$ 1,500,000 \$	\$ 2,370,000 \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,499,000 \$ -		Submitted for SMART SCALE Rnd 5; was not selected. FY 27/28 Rev. Sh. App. Pending
UPC #	N/A	CON \$ 5,370,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5 -	\$ -	\$ -		TT 27/20 Nev. Sh. App. rending
Description	ROUNDABOUT	Total \$ 7,499,000	Contraction and the second	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
From To			CMAQ SSYP	\$ -	\$ -	\$ -	\$ - \$ -	\$ -	\$ -	\$ -	5 -	\$.	s -	\$ - \$ -	\$ - \$ -		
			Rev. Share	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000		
Туре	OPERATIONAL EFFICIENCY / SAFETY	BEGIN PE - FY 24	SMART SCALE Other	\$ - \$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -		
Length	N/A	TBD	TOTAL	\$ -	\$ 1,253,000	\$ 876,000	\$ 1,500,000	\$ 5,250,000	\$ 2,370,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,249,000	\$ (3,750,000)	
Road Name(s)	RT. 54 / GODDINS HILL RD		CVTA (Local)	\$ -	\$ 681,000	\$ 483,000	\$ 1,000,000	\$ 2,888,000	Petri Anti	s -	\$ -	\$ -	\$ -	\$ -	\$ 5,052,000		Submitted for SMART SCALE Rnd 5; was not selected.
Project # UPC #	N/A N/A	RW \$ 483,000 CON \$ 3,888,000	Second	s	\$ - \$ 372,000	\$ - \$ -	s - s -	· ·	s -	\$ - \$ -	\$ - \$	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ 372,000		FY 27/28 Rev. Sh. App. Pending
Description	LTL AT GODDINS HILL RD	Total \$ 5,424,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
From To			CMAQ SSYP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
10			Rev. Share	\$ -	\$ -	\$ -	\$ -	\$ 2,467,372	\$ -	\$ -	\$ 5	\$.	\$ -	s - s -	\$ - \$ 2,467,372		
			SMART SCALE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Түре Length	OPERATIONAL EFFICIENCY / SAFETY N/A	BEGIN PE - FY 24 TBD	Other TOTAL	\$ - \$ -	\$ - \$ 1,053,000	\$ - \$ 483,000	\$ - \$ 1,000,000	\$ - \$ 5,355,372	\$ - \$ -	\$ - \$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ - \$ 7,891,372	\$ (2,467,372)	
Road Name(s)	ATLEE STATION RD (PH. 3)	PE \$ 2,286,000	AND ADDRESS OF	\$ -	\$ -	\$ 4,120,770	AND COLUMN TO THE OWNER OF TAXABLE PARTY.	Construction of the local data and the	\$ 5,500,000	Martin Contractor Street	And in case of the local division of the loc	\$ -	\$ -	\$ -	\$ 24,795,770	\$ (2,407,572)	Submitted for TPO funding fall 2022; was not selected.
Project #	0637-042	- 경기가의 위험 - 사망가가가가가 가지?	Gen. Fund	\$ 17,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,575		FY 27/28 Rev. Sh. App. (Tier 1) Pending
UPC # Description	121401 WIDEN FROM 2 TO 4 LANES	CON \$ 24,548,000 Total \$ 32,915,000	RSTP/STBG	\$ \$	s -	\$ \$	\$ - \$ -	· ·	s -	\$ - \$ -	s -	\$ - \$ -	\$ - \$ -	\$ ·	\$ - \$ -		
From	KINGS CHARTER DR		CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	s -	\$ -		
То	SLIDING HILL		SSYP Rev. Share	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			SMART SCALE	\$ -	\$ -	\$ 4,120,770 \$ -	\$ 4,000,000 \$ -	\$ 1,879,230 \$ -	\$ - \$ -	\$ -	\$ - \$ -	\$ - \$ -	s -	s -	\$ 10,000,000 \$ -		
Туре	CAPACITY	BEGIN PE - FY 25	Other	5 -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Length Road Name(s)	1.50 MI CREIGHTON RD	TBD PE \$ 887,000	TOTAL CVTA (Local)	\$ 17,575	\$ -	\$ 8,241,540 \$ 443,500	\$ 8,000,000 \$ 443,500	ADDRESS OF THE OWNER WATER OF THE OWNER OWNER OF THE OWNER OWNER OF THE OWNER	\$ 5,500,000 \$ 2,796,000	\$ 5,675,000	\$ - ¢	\$ -	\$ -	\$ -	\$ 34,813,345 \$ 4,217,000	\$ (1,898,345)	V/C = 1.250; 14,498 ADT
Project #	N/A	RW \$ 534,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ 4,217,000		Consistent w/ Trans Strategy of intn. & turn lanes before
UPC #	N/A	CON \$ 2,796,000		s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		capacity (widening) improvments.
Description From	LTLs AT TAMMY LN & SLEDDS LAKE RD	Total \$ 4,217,000	RSTP/STBG CMAQ	s . s .	\$ - \$.	\$ - \$ -	\$ - \$ -	s -	\$ ·	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	s - s -		Submitted for SMART SCALE Rnd 5; was not selected.
То			SSYP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -		Submitted for Smither Scale And S, Was not selected.
			Rev. Share	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		1
Туре	OPERATIONAL EFFICIENCY / SAFETY	BEGIN PE - FY 25	SMART SCALE Other	\$	\$	\$ -	\$ - \$ -	\$.	\$ -	\$ - \$ -	\$ -	\$.	\$ -	\$.	\$- \$-		
Length	N/A	TBD	TOTAL	\$ -	\$ -	Contraction of the local division of the loc	and the second se	And in case of the local division of the loc	\$ 2,796,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,217,000	\$-	
Road Name(s) Project #	ATLEE RD / MECHANICSVILLE ELEM. SCHOOL	PE \$ 552,000 RW \$ 313,000	and the second	\$ - \$	\$ -	\$ 552,000 \$ -	\$ 313,000 \$	\$ 957,000 \$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ 1,822,000 \$ -		Submitted for TPO funding fall 2022; was not selected.
UPC #	N/A	CON \$ 957,000		\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -		
Description	CONSTRUCT LEFT TURN LANES AT SCHOOL ENTR.	Total \$ 1,822,000		\$ -	\$ -	\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		1
From To	1		CMAQ SSYP	\$ -	\$.	s - s -	\$ - \$ -	s -	\$ - \$ -	\$ - \$ -	\$.	\$ ·	\$ - \$ -	\$.	\$ - \$ -		1
			Rev. Share	\$.	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		1
Туре	SAFETY	BEGIN PE - FY 25	SMART SCALE Other	\$.	\$ - \$	s -	\$ -	s -	\$ -	\$.	\$ - ¢	\$ -	\$ -	\$ -	\$ -		1
Length	N/A	TBD	TOTAL	\$ -	\$ -	\$ 552,000	\$ 313,000	\$ 957,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,822,000	\$-	
										and the second second					A REAL PROPERTY AND A REAL PROPERTY.	and the second se	

									Planned App	propriations					in historicher kom			
		Estimated Cost Current Phase	Source	Previous Appropriations	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	Totals	Balance to Complete	Notes	
Road Name(s)	I-95 / E. PATRICK HENRY RD (RT. 54)	Ad Date PE \$ 2,649,000	CVTA (Local)	s .	\$.	\$ -	s -	\$.	\$ -	\$ -	\$	\$ -	\$	6	\$ -		TPO awarded \$3,489,175 on 5/15/23 for leveraging.	
Project #		RW \$ 9,716,000	Gen. Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	12 Contract 1 Contract	\$ -	\$.	\$ -	\$ -	\$ -		VDOT to prepare an IMR (Interchange Modification Report)	
UPC # Description	INTERCHANGE MODIFICATIONS (DDI)	CON \$ 17,063,000 Total \$ 29,428,000	Proffers RSTP/STBG	\$.	\$ -	\$ 618,000 \$ 3,489,175	\$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ -	s -	\$ 618,000		beginning in 2023.	
From		10101 \$ 23,420,000	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ - \$ -	\$ -	\$ - \$ -	\$ 3,489,175 \$ -		Future CVTA (Reg.) grant application.	
То			SSYP	\$.	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	s -			
			Rev. Share SMART SCALE	\$.	\$ - \$ -	\$ - \$ -	s -	\$ - \$ -	\$ - \$ -	\$ -	\$.	\$ -	\$ -	\$ -	\$ -			
Туре	OPERATIONAL EFFICIENCY / SAFETY	BEGIN PE - FY 25	Other	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000			
Length Road Name(s)	N/A SLIDING HILL/PEAKS/ASHCAKE/MT HERMON RDS	TBD PE \$ 812,000	TOTAL CVTA (Local)	\$ -	ş -	\$ 4,307,175 \$	\$ -	\$ -	\$ - \$ -		\$ -	\$ -	\$ -	\$ -	\$ 4,307,175	\$ 25,120,825		
Project #	Store men easy shear fin herror to	RW \$ 813,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$.	\$ -	\$ -	\$ -	\$- \$-		Potential opportunity to advance start by 1 year. VDOT will consider requests in Jul. 2023.	
UPC#	118947	CON \$ 5,877,000		5 -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	s -	\$ -		°.	
Description From	ROUNDABOUT	Total \$ 7,502,000	RSTP/STBG CMAQ	5 -	\$ - \$ -	s - s -	s .	s - s -	s - s -	\$ - \$ -	s - s -	\$ \$	\$ -	\$ -	\$ - \$ -			
То			SSYP	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	s -			
			Rev. Share SMART SCALE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	12	\$ -	\$ -	\$ -	\$ -	\$ -			
Туре	OPERATIONAL EFFICIENCY / SAFETY	BEGIN PE - FY 26	Other	\$.	\$.	\$ - \$	\$ 1,001,000 \$ -	\$ 6,501,000 \$ -	\$ - \$ -	\$ - \$ -	\$ -	\$.	\$.	\$.	\$ 7,502,000 \$ -			
Length		TBD	TOTAL	\$ -	\$ -	\$ -	\$ 1,001,000	\$ 6,501,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 7,502,000	\$ -		
Road Name(s) Project #	MEADOWBRIDGE RD / ATLEE RD	PE \$ 1,500,000 RW \$ 3,500,000	CVTA (Local) Gen. Fund	\$ -	s -	\$ - \$ -	\$ -	\$ 750,000 \$	\$ 750,000 \$ -	- Ander Station of Station	\$ 2,500,000	\$ 5,000,000	\$ 5,000,000	\$ -	\$ 15,000,000 \$ -		V/C = 1.047; 12,088 ADT (Meadowbridge Rd) Consistent w/ Trans Strategy of intn. & turn lanes before	
UPC#	N/A	CON \$ 10,000,000	Proffers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -		capacity (widening) improvments.	
Description	INTERSECTION IMPROVEMENT	Total \$ 15,000,000		\$.	\$ -	\$ -	\$ -	s -	\$ -	5 N	\$ -	\$ -	\$ -	\$ -	\$ -			
From To			CMAQ SSYP	\$.	\$ -	\$ - \$ -	No. of the second se	\$ - \$ -	\$ - \$ -		\$ - \$ -	· ·	\$ - \$ -	\$ - \$	\$ - \$ -		Future CVTA (Reg.) grant application.	
			Rev. Share	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -			
Tuno	TRAFFIC OPERATIONS & SAFETY	BEGIN PE - FY 27	SMART SCALE Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Түре Length	N/A	TBD	TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000	\$ 1,000,000	\$ 2,500,000	\$ - \$ 5,000,000	\$ 5,000,000	\$ -	\$ - \$ 15,000,000	\$ -		
Road Name(s)	POUNCEY TRACT RD / ASHLAND RD	PE \$ 1,000,000	10 D	5 -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ -	\$ 10,000,000		Consistent w/ Trans Strategy of intn. & turn lanes before	
Project # UPC #	N/A N/A	RW \$ 3,000,000 CON \$ 6,000,000	Gen. Fund Proffers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$ -	\$ - \$ -	\$ - ¢	\$ -	\$.	\$ -	\$ -		capacity (widening) improvments.	
Description	INTERSECTION IMPROVEMENT	Total \$ 10,000,000	RSTP/STBG	\$.	\$ -	\$ -		\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$- \$-			
From		1977 - 2000 - 2475 -	CMAQ	\$.	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	s -	\$ -	\$ -			
То			SSYP Rev. Share	\$ -	s -	\$ - \$ -	\$ - \$ -	s - s -	\$ - \$ -		\$ - \$ -	· ·	\$ - \$ -	\$ - \$ -	s -			
			SMART SCALE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Туре Length	TRAFFIC OPERATIONS & SAFETY N/A	BEGIN PE - FY 28 TBD	Other TOTAL	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -	\$ - \$ 500,000	\$ - \$ 500,000	\$ - \$ 3,000,000	\$ - \$ 3,000,000	\$ - \$ 3,000,000	\$ - \$ -	\$ - \$ 10,000,000	\$ -		
A REAL PROPERTY AND IN COMPANY OF THE OWNER.	ROUTE 360 / WALNUT GROVE RD	the second s	CVTA (Local)	5 -	\$ -	\$ -		\$ -	\$ 500,000	AND REAL PROPERTY AND REAL PRO	The second se	and the second se	and the second se	and the second s	\$ 10,000,000	, .	LOS F (AM) on Walnut Grove Rd in both directions.	
Project #	0360-042-		Gen. Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -		Proposed school traffic will exacerbate delays.	
UPC # Description	INTERSECTION IMPROVEMENT	CON \$ 6,000,000 Total \$ 10,000,000	Proffers RSTP/STBG	\$.	5 -	s - s -	\$ - \$ -		\$ - \$ -	6 · · · · · · · · · · · · · · · · · · ·	\$ - \$	s .	\$ -	\$ -	\$			
From			CMAQ	\$.	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -			
То			SSYP Rev. Share	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
			SMART SCALE	\$ -	\$ -	\$ - \$ -	\$.	\$ -	\$ -	\$ -	\$ -	s -	\$ -	\$ \$	s -			
Туре	TRAFFIC OPERATIONS & SAFETY	BEGIN PE - FY 29	Other	\$ -	\$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Length Road Name(s)	N/A ROUTE 33 (PHASE 1)	TBD PE \$ 5,000,000	TOTAL CVTA (Local)	\$ -	\$ - \$ -	\$ - \$ -	\$ - \$	\$ -	\$ 500,000 \$ -	Sector Contractor Contractor	\$ 3,000,000 \$ 2,500,000	\$ 3,000,000 \$ 10,000,000	\$ 3,000,000 \$ 10,000,000	\$ - \$ 25,000,000	\$ 10,000,000 \$ 50,000,000	\$ -	V/C = 1.052; 12,167 ADT	
Project #	0033-042-	RW \$ 20,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -		V/C = 1.052, 12,107 ADT	
UPC#		CON \$ 75,000,000 Total \$ 100,000,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -			
Description From	WIDEN FROM 2 TO 4 LANES END 4-LANE SECTION	10tal \$ 100,000,000	RSTP/STBG CMAQ	\$.	\$ -	s -	\$ -	\$ - \$ -	\$ - \$ -		\$ - \$ -	s -	\$ - \$ -	s -	s -			
То	ASHLAND RD		SSYP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	12.	\$ -	\$ -	\$ -	\$ -	\$ -			
			Rev. Share SMART SCALE	\$	\$ -	\$ -	\$ - \$ -	s -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Туре	CAPACITY	BEGIN PE - FY 29	Other	\$	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$.	\$ -	\$ -	\$ -			
Length		TBD	TOTAL	\$ -	\$-	\$ -	\$ -	\$ -	\$-	and the second se	\$ 2,500,000	\$ 10,000,000	\$ 10,000,000	\$ 25,000,000	\$ 50,000,000	\$ 50,000,000		
Road Name(s) Project #	E. PATRICK HENRY RD (RT. 54) N/A	PE \$ 500,000 RW \$ 500,000	CVTA (Local) Gen. Fund	5	\$.	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -		\$ - \$ -	\$ -	\$ -	\$ ·	\$ - \$ -		This project is to make in-fill improvements. Timing is developer-driven.	
UPC #	N/A	CON \$ 4,000,000	Proffers	\$ -	\$ -	\$ 357,000	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 357,000		werendper-witten.	
Description From	WIDEN FROM 2 TO 4 LANES MT. HERMON RD	Total \$ 5,000,000	RSTP/STBG CMAQ	s -	\$ -	\$ -		\$ -	\$ - \$ -		\$ -	\$ -	\$ -	\$ -	\$ -			
From To	WOODSIDE LANE		SSYP	\$ -	\$ -	\$ - \$ -	\$ - \$	\$ -	\$ - \$ -		\$ -	\$ -	\$	\$.	\$- \$-			
			Rev. Share	5 -	s -	\$.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Туре	CAPACITY	BEGIN PE - DEV. DRIVEN	SMART SCALE Other	\$ -	\$ \$	\$ -	\$ - \$	\$ - \$	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ - ¢	\$ - ¢			
	0.50 MI	TBD	TOTAL	\$ -	\$ -	\$ 357,000	\$ -	\$	\$ -	\$ -	ć	*	e ·	\$ - \$ -	\$ 357,000	\$ 4,643,000		

(all second									Planned App	ropriations					tions and the		
		Estimated Cost Current Phase Ad Date	Source	Previous Appropriations	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	Totals	Balance to Complete	Notes
Project # UPC # Description From	PROJECT DEVELOPMENT N/A N/A TRAFFIC STUDIES INCLUDING COORIDOR STUDIES, CONCEPTUAL PLANS, COST ESTIMATES, TRAFFIC OPERATIONS AND SAFETY ANALYSIS TO	PE \$ 450,000 RW \$ - CON \$ - Total \$ 450,000	CVTA (Local) Gen. Fund Proffers RSTP/STBG CMAQ SSYP	\$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 50,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$- \$- \$- \$-	\$- \$- \$-	\$ 50,000 \$ - \$ - \$ - \$ - \$ - \$ -	\$- \$- \$-	\$ 50,000 \$ - \$ - \$ - \$ - \$ - \$ -	\$ 50,000 \$ - \$ - \$ - \$ - \$ - \$ -	\$- \$- \$-	\$ 50,000 \$ - \$ - \$ - \$ - \$ - \$ -	\$ 450,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ -		
Type Length	SUPPORT PROJECT DEVELOPMENT AND GRANT APPLICATIONS PRELIMINARY ENGINEERING N/A	ONGOING TBD	Rev. Share SMART SCALE Other TOTAL	\$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$	\$ - \$ - \$ - \$ 50,000	\$ - \$ - \$ - \$ - \$ - \$ 50,000	\$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ 50,000	\$ - \$ - \$ - \$ - \$	\$- \$- \$- \$50,000	\$ - \$ - \$ - \$ 450,000	\$ -	
Road Name(s) Project # UPC # Description From To	TRENCH WIDEN & OVERLAY N/A N/A RURAL PAVING REHAB COUNTYWIDE	PE \$ - RW \$ - CON \$ 42,000,000 Total \$ 42,000,000		\$ 7,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 3,500,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 3,500,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ -	\$- \$- \$-	\$ 3,500,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$- \$- \$-	\$ 3,500,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ -	\$ 3,500,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 42,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -		
Type Length	MAINTENANCE N/A	ONGOING TBD	Other TOTAL	\$ \$ \$ 7,000,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 3,500,000	\$ - \$ - \$ 42,000,000	s -	
Road Name(s) Project # UPC # Description From To	BIKE/PED. IMPROVEMENTS N/A N/A 20% LOCAL MATCH - TA GRANT APPLICATIONS COUNTYWIDE	PE \$ 550,000 RW \$ - CON \$ 2,750,000 Total \$ 3,300,000	CVTA (Local) Gen. Fund Proffers RSTP/STBG CMAQ SSYP Rev. Share	\$ 42,800 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 103,200 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 100,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 100,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 100,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 100,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ -	\$ 100,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$- \$- \$- \$-	\$ 100,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 1,046,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -		~
Туре	ACTIVE TRANSPORTATION	ONGOING	SMART SCALE Other	\$ - \$ 400,000			the second se	\$ - \$ 400,000	\$ - \$ 400,000	\$ - \$ 400,000	\$ - \$ 400,000	\$ - \$ 400,000		\$ - \$ 400,000	\$ - \$ 4,350,000		
Length Road Name(s)	N/A "PAPER" STREETS - PAVING & MAINTENANCE	TBD PE \$ 30,000	TOTAL CVTA (Local)	\$ 442,800 \$ 66,540	A DECIDENT OF THE OWNER OWNE	and the second se	\$ 500,000 \$ -	\$ 500,000 \$ -	\$	\$	\$ 500,000 \$ -	\$ 500,000 \$ -	\$	\$	\$ 5,396,000 \$ 150,000	\$ (2,096,000)	Completed Mattaponi Rd; Shellie Lee Dr. (Carter Heights) is
Project # UPC # Description From To	N/A N/A COUNTYWIDE	RW \$ - CON \$ 120,000 Total \$ 150,000		\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	s - s - s - s - s -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$- \$- \$-	\$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -		currently under development. Finite number of "paper" streets; additional funding on as needed basis.
Type Length	MAINTENANCE N/A	ONGOING TBD	Other TOTAL	\$ - \$ 66,540	\$ - \$ 83,460	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$- \$-	\$ - \$ 150,000	\$ -	
Road Name(s) Project # UPC # Description From To	ECONOMIC DEVELOPMENT ROAD IMPROV. N/A N/A SUPPORT ECON. DEVELOPMENT PROJECTS COUNTYWIDE	PE \$ - RW \$ - CON \$ 12,000,000 Total \$ 12,000,000		\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 2,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$- \$- \$-	\$- \$- \$-	\$ 1,000,000	\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ -			
Туре	ECONOMIC DEVELOPMENT	ONGOING	SMART SCALE Other	s - s -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	s - s -	s - s -	\$ - \$ -	\$ - \$ -	s - s -	\$ - \$ -	\$ - \$ - \$ -		
Length Road Name(s)	N/A RAILROAD X-ING SAFETY IMPROVEMENTS	TBD PE \$ 200,000	TOTAL CVTA (Local)	\$ 1,000,000	\$ 2,000,000 \$ 100,000	and the second se	\$ 1,000,000 \$ -	\$ 1,000,000 \$ -	\$ 1,000,000 \$ -	\$ 1,000,000 \$ -	\$ 1,000,000 \$ -	\$ 1,000,000 \$ -	\$ 1,000,000 \$ -	\$ 1,000,000 \$ -	\$ 12,000,000 \$ 100,000	\$-	Balance of funding by others.
Project # UPC # Description From To	N/A N/A LOCAL MATCH - FED. GRANT APPLICATION DOSWELL RD & ELMONT RD	RW \$ - CON \$ 1,800,000 Total \$ 2,000,000	CMAQ SSYP Rev. Share	\$ - \$ - \$ - \$ - \$ - \$ -	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ -	\$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ -		
Type Length	SAFETY N/A	ษา Others TBD	SMART SCALE Other TOTAL	\$ - \$ - \$ -	\$ - \$ - \$ 100,000	\$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$- \$- \$-	\$ - \$ - \$ 100,000	\$ 1,900,000	
Road Name(s) Project # UPC # Description From To	VAUGHAN RD OVERPASS & EXTN. N/A N/A LOCAL MATCH - FED. GRANT APPLICATION	PE \$ 4,000,000 RW \$ 8,000,000 CON \$ 28,000,000 Total \$ 40,000,000	 Gen. Fund Proffers RSTP/STBG CMAQ SSYP Rev. Share 	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$- \$- \$- \$-	\$ - \$ - \$ - \$ - \$ - \$ - \$ -	\$ 1,000,000 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -		Balance of funding by others.
Type Length	SAFETY N/A	BY OTHERS TBD	SMART SCALE Other TOTAL	\$ \$ \$	\$ - \$ - \$ 1,000,000	\$ - \$ - \$ -	\$- \$- \$-	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$- \$- \$-	\$ - \$ - \$ -	\$- \$- \$-	\$- \$- \$-	\$ - \$ - \$ 1,000,000	\$ 39,000,000	

	Prev.		FY 24	FY 25	FY 26	FY 2		FY 28	FY 2	29	FY 30	FY 31	FY 32	FY 33	TOTAL
otal Appropriations (All Sources) \$	75,203	152 \$	32,426,504	\$ 40,976,568	\$ 25,791,440	5 \$ 38,	58,839	\$ 17,466,000	\$ 15	,225,000	\$ 16,050,000	\$ 26,050,00	00 \$ 26,050,000	\$ 30,050,000	\$ 343,847,509
1	Prev.		FY 24	FY 25	FY 26	FY 2		FY 28	FY 3	29	FY 30	FY 31	FY 32	FY 33	TOTAL
CVTA (Local) Estimated Revenue \$	38,460	103 \$	15,056,276	\$ 15,675,978	\$ 16,324,003	\$ 17,	001,713	\$ 17,710,540	\$ 18	,451,982	\$ 19,227,615	\$ 20,039,09	0 \$ 20,439,87	2 \$ 20,848,670	\$ 219,241,842
CVTA (Local) Appropriations \$	25,125	697 \$	18,449,873	\$ 19,675,270	\$ 14,906,500	\$ 16,	529,000	\$ 16,316,000	\$ 13	,825,000	\$ 13,150,000	\$ 20,650,00	0 \$ 20,650,00	\$ 29,650,000	\$ 208,927,340
Avail. Bal. \$	13,340	406 \$	(3,393,597)	\$ (3,999,292)	\$ 1,417,50	\$	72,713	\$ 1,394,540	\$ 4	,626,982	\$ 6,077,615	\$ (610,9)	(210,12	3) \$ (8,801,330	
Cum. Avail. Bal. \$	13,340	406 \$	9,946,809	\$ 5,947,517	\$ 7,365,020	\$ 7.	37,733	\$ 9,232,273	\$ 13	,859,255	\$ 19,936,870	\$ 19,325,90	i0 \$ 19,115,83	3 \$ 10,314,502	1

DRAFT RESOLUTION TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE GRANT APPLICATION RT. 301/HANOVER COURTHOUSE PEDESTRIAN IMPROVEMENTS

WHEREAS, the Transportation Alternatives (TA) Set-Aside program is a Federal program administered by VDOT which provides 80% matching funds to be used for projects that expand non-motorized transportation modes or enhance the cultural, historical and environmental aspects of the transportation infrastructure; and

WHEREAS, the Department of Public Works, has prepared a TA Set-Aside grant application for sidewalk and crosswalk improvements to address on-going pedestrian safety concerns related to pedestrian traffic between the Hanover Courthouse Complex and Hanover Tavern.

NOW, THEREFORE BE IT RESOLVED, the Hanover County Board of Supervisors hereby support this application and commit to provide the 20% local match and provide for future maintenance and upkeep of any portion of the improvements constructed on County property.

BE IT FURTHER RESOLVED, that the County Administrator and Deputy County Administrator are authorized to execute all agreements and take all other necessary action pursuant to the administration and construction of the Rt. 301/Hanover Courthouse pedestrian improvements.



New ADA Compliant Concrete Ramp New Longitudinal Pedestrian Crosswalk