



Transportation





County of Roanoke, Virginia
FY 2026 – FY 2035 Adopted Capital Improvement Program
Transportation Summary

Note: Projects with \$0 in FY 2026-2035 are active projects that have been fully funded in prior fiscal years.

Category/Department/Project	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 26-35 Total
Transportation											
Planning											
VDOT Revenue Sharing and Transportation Alternatives Program	\$ 586,691	\$ 586,691	\$ 586,691	\$ 586,691	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 5,346,764
Turn Lane Route 605 onto Route 601		1,500,000									1,500,000
Planning Total	\$ 2,086,691	\$ 586,691	\$ 586,691	\$ 586,691	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 6,846,764
Economic Development											
Turn Lane Route 221 onto Route 690	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000
Economic Development Total	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000
Parks and Recreation											
East Roanoke River Greenway	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
West Roanoke River Greenway											
Parks and Recreation Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Total	\$ 2,786,691	\$ 586,691	\$ 586,691	\$ 586,691	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 7,546,764



VDOT Revenue Sharing and Transportation Alternatives Program

Department: Planning

Category: Replacement

Location: Countywide

Est. Useful Life: Varies

Magisterial District: Countywide

Project Status: Active

Financial Summary

	Total Cost	Through												Total
		FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 26 - FY 35	
Total Project Cost	\$ 6,861,764	\$ 1,515,000	\$ 586,691	\$ 586,691	\$ 586,691	\$ 586,691	\$ 500,000	\$ 5,346,764						
Funding Sources														
Roanoke County -														
Unrestricted Cash	6,861,764	1,515,000	586,691	586,691	586,691	586,691	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,346,764
Total Funding Sources	\$ 6,861,764	\$ 1,515,000	\$ 586,691	\$ 586,691	\$ 586,691	\$ 586,691	\$ 500,000	\$ 5,346,764						
Operating Impacts														



Project Summary:

The Revenue Sharing Program provides additional funding for use by Roanoke County to construct, reconstruct, improve, or maintain the VDOT secondary or primary highway system. Locality funds are matched with 50% state funds.

The Transportation Alternatives Program leverages 20% local funds with 80% state and federal funds to expand non-motorized and multimodal travel choices. Construction may be accomplished by VDOT or by Roanoke County under agreement with VDOT. The VDOT Revenue Sharing and Transportation Alternatives Programs are open for applications in odd-numbered years.



VDOT Revenue Sharing and Transportation Alternatives Program (continued)

Project Description and Justification:

The Revenue Sharing Program provides additional funds which expedite needed roadway and safety improvements. Locality funds are matched with fifty (50) percent state funds. The Commonwealth Transportation Board (CTB) allocates funding for this program in even-numbered years. Applications for program funding in odd-numbered years must be made by resolution of the Board of Supervisors. Projects are classified and prioritized for funding.

The Transportation Alternatives (TA) Program funds community-based projects that expand non-motorized and multimodal travel choices to enhance the transportation experience. This program matches twenty (20) percent locality funds with eighty (80) percent state and federal funds. In order to be eligible to submit an application in the 2025 application round, VDOT requires that the potential project be included in the locality's Capital Improvement Program (CIP). If a TA application is submitted, staff will request matching funds through the CIP for fiscal years 2027 and 2028.

Potential projects for application in 2025 include: Brambleton Avenue Pedestrian Safety Improvements; Williamson Road Pedestrian Improvements; East Roanoke River Greenway Gap; West Roanoke River Greenway, Phase 2; Glade Creek Greenway, Phase 5; Starkey Road/Ogden Road Safety and Streetscape Improvements; and road network improvements south of Route 419 between Starkey Road and Ridge Top Road.

Additional Operating Impacts:

These programs are administered by existing County staff, so there are no additional operating costs associated with administration. Maintenance costs for future projects are unknown until the scope of the project is finalized.

Conformance with Plans, Policies, and Legal Obligations:

The Revenue Sharing and Transportation Alternatives Programs are identified in the 2024 Roanoke County 200 Plan as possible opportunities to help fund projects that are identified in and/or supported by the Roanoke County 200 Plan.

Community Strategic Plan

Promote Neighborhood Connections

Encourage a Multi-Modal Transportation Network

Project Highlights and Key Milestones:

- Tens of millions of state dollars have been leveraged through the Revenue Sharing Program for roadway and drainage improvements since 1988.
- Millions of state/federal dollars for multimodal improvements have been awarded through the Transportation Alternatives Program over the past 15 years.

Recent projects completed:

- Fallowater Lane Extension/Ridge Top Road.
- Buck Mountain Rd/Starkey Rd Intersection Improvements.
- East Roanoke River Greenway segments (2) between Highland Rd. & Rutrough Rd.

Construction Underway:

- Glade Creek Greenway through Vinyard Park West

Construction Anticipated in 2027:

- Dry Hollow Road Safety Improvements.



Turn Lane Route 605 onto Route 601

Department: Planning

Category: New

Location: Route 605 approaching Route 601 near the Botetourt County Line

Est. Useful Life: Varies

Magisterial District: Hollins

Project Status: New

Financial Summary

	Through												Total
	Total Cost	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	
Total Project Cost	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
<u>Funding Sources</u>													
Lease/Revenue Bonds	1,500,000	-	1,500,000	-	-	-	-	-	-	-	-	-	1,500,000
Total Funding Sources	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
<u>Operating Impacts</u>													



Project Summary:

Existing roadway infrastructure in the Shadwell Drive area has not changed with the increase in residential development over the past 20 years in both Roanoke County and Botetourt County. Neighborhood complaints coupled with an approved rezoning application for new residential development led to the conceptual design of a left turn lane from Sanderson Drive onto Shadwell Drive to help facilitate traffic flow.

This project is proposed to fund design, right-of-way acquisition and construction of a left turn lane on Sanderson Drive approaching Shadwell Drive.



Turn Lane Route 605 onto Route 601 (continued)

Project Description and Justification:

Development and redevelopment activities over 20 years between Williamson Road/Route 11, Read Mountain Road, Old Mountain Road, Shadwell Drive, and Hollins Road in Roanoke County and Botetourt County have increased traffic volumes on these two-lane-wide roadways. As a result of many complaints from residents and potential solutions discussed with the Virginia Department of Transportation (VDOT), a left turn lane along Sanderson Drive approaching Shadwell Drive was suggested.

Roanoke County began a Safe Streets and Roads for All study in December 2023. The Hollins Road/Shadwell Drive and Sanderson Drive/Shadwell Drive intersections were identified as top ten high crash intersections for fatalities and serious injuries. The Board of Supervisors adopted the Safe Streets and Roads for All Comprehensive Safety Action Plan as part of the Roanoke County 200 Plan on February 25, 2025.

Additional Operating Impacts:

It is anticipated that the constructed left turn lane will be accepted into the Secondary System of Highways for VDOT to maintain.

Conformance with Plans, Policies, and Legal Obligations:

The proposed project is in conformance with recommendations included in the 2024 Roanoke County 200 Plan.

Community Strategic Plan

Promote Neighborhood Connections

Plan for Mixed-Use Development and Redevelopment Opportunities

Project Highlights and Key Milestones:

- 2019: Complaints received about Sanderson Drive traffic approaching Shadwell Drive. VDOT sketched a rough layout for a left turn lane that showed possible right-of-way impacts.
- May 2024: Traffic Impact Analysis submitted for the proposed Beahm property rezoning. County staff conceptually designed a left turn layout based on VDOT's sketch to help facilitate traffic flow in the area.
- July 2024: Rezoning application submitted requesting to rezone 21 acres of the Beahm property from industrial to residential.
- October 2024: Board of Supervisors approved the rezoning application with four proffers which included right-of-way needed for a left turn lane.



Turn Lane Route 221 onto Route 690

Department: Economic Development

Category: New

Location: Bent Mountain Rd./Poage Valley Rd.

Est. Useful Life: Varies

Magisterial District: Windsor Hills

Project Status: New

Financial Summary

	Total Cost	Through												Total
		FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 26 - FY 35	
Total Project Cost	\$ 700,000	\$ -	\$ 700,000	\$ -	\$ 700,000									
Funding Sources														
Restricted Cash-Contribution from														
EDA	700,000	-	700,000	-	-	-	-	-	-	-	-	-	-	700,000
Total Funding Sources	\$ 700,000	\$ -	\$ 700,000	\$ -	\$ 700,000									
Operating Impacts														



Project Summary:

A new housing development proposed off Route 221 that will require two new turn lanes as determined by the Virginia Department of Transportation (VDOT). Existing traffic along 221 warrants both turn lanes currently, but VDOT is only now requiring them because a development plan has been submitted. Both turn lanes will create a much safer intersection for all residents both using this intersection to go to their home or other travelers who may encounter a turning vehicle at this intersection.



Turn Lane Route 221 onto Route 690 (continued)

Project Description and Justification:

The 115-home development, owned by ABoone Real Estate, Inc., will help to address the housing shortage in Roanoke County. The two new turn lanes required for the development will be a left-hand turn lane from 221/Bent Mountain Road going Eastbound onto Poage Valley Road and a right-hand turn lane from 221/Bent Mountain Road going Westbound onto Poage Valley Road. The left-hand turn lane is by far the more significant endeavor as it requires the entire road to be realigned and expanded, significant grading and a large, engineered retaining wall constructed, and generally left-hand turn lanes are more complex and expensive to build. The right-hand turn lane requires expansion of the road within the existing right of way and the extension of a large box culvert that runs under 221/Bent Mountain Road.

Additional Operating Impacts:

It is anticipated that the constructed left turn lane will be accepted into the Secondary System of Highways for VDOT to maintain.

Conformance with Plans, Policies, and Legal Obligations:

This project conforms with the Community Strategic Plan initiative to Promote Neighborhood Connections and to Position Roanoke County for Future Economic Growth.

Project Highlights and Key Milestones:

- Land was purchased in September 2024.
- Traffic Impact Analysis Concurrence completed in November 2024.
- Existing structures were demolished in February 2025.
- Development Plans were submitted to Roanoke County in May/June 2025.
- Break ground/development commences in Fall 2025
- First lots will be available in Spring 2026.

Community Strategic Plan

Promote Neighborhood Connections

Encourage a Multi-Modal Transportation Network



East Roanoke River Greenway Extension

Department: Parks, Recreation & Tourism

Category: New Facilities

Location: Roanoke City to Explore Park

Est. Useful Life: 25-50 years

Magisterial District: Vinton

Project Status: Active

Financial Summary

	Through FY 2025												Total
	Total Cost	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 26 - FY 35
Total Project Cost	\$11,607,947	\$11,607,947	\$	-	\$								
Funding Sources													
Roanoke County -													
Unrestricted Cash	1,154,548	1,154,548		-	-	-	-	-	-	-	-	-	-
Federal Lands Access Program													
Grant	2,723,000	2,723,000		-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation													
Program Grant	6,300,679	6,300,679		-	-	-	-	-	-	-	-	-	-
Prior Federal Transportation Funds	773,000	773,000		-	-	-	-	-	-	-	-	-	-
Transportation Alternatives Grant	636,720	636,720		-	-	-	-	-	-	-	-	-	-
Private Capital Contributions	20,000	20,000		-	-	-	-	-	-	-	-	-	-
Total Funding Sources	\$11,607,947	\$11,607,947	\$	-	\$								
Operating Impacts		13,659	14,069	14,491	14,926	15,374	15,835	16,310	16,799	17,303	17,822	156,588	



Project Summary:

The East Roanoke River Greenway project constructs an additional 6 miles of greenways and trails within Roanoke County's Parks system. The project is identified as the number one priority in the Roanoke Valley Greenway Plan. The Roanoke River Greenway is the region's #1 greenway, a 10' paved, bicycle/pedestrian accessible shared use trail, with over 14 miles completed in the Roanoke Valley. Construction of these off-road sections will significantly improve safety for bicyclists, pedestrians and motorists and will connect the urbanized areas in the Roanoke Valley to the Blue Ridge Parkway and Explore Park in eastern Roanoke County. In addition to the Roanoke River Greenway being the priority greenway for the region, it is considered a critical component of economic development and tourism initiatives. This project addresses the community desire to increase the number of accessible and conveniently located greenways and trails available to citizens. The project will provide a safe and healthy environment for walkers, joggers, hikers, strollers, and bike riders of all ages.



East Roanoke River Greenway Extension (continued)

Project Description and Justification:

The extension of the Roanoke River Greenway from Roanoke City to Explore Park will add approximately 6 miles to the Roanoke Valley greenway network. The project is broken into four sections and is funded through federal and state funding programs: VDOT UPC # 91191, VDOT UPC # 113356, VDOT UPC # 110155 and VDOT UPC #113567. These sections are further detailed in Appendix D: VDOT Transportation Projects.

Additional Operating Impacts:

After project completion, funding will be required to maintain the greenway. An estimate of \$14,069 annually is included for planning purposes, increasing annually based on inflation and increased material costs.

Conformance with Plans, Policies, and Legal Obligations:

Completion of the Roanoke River Greenway is the top regional priority identified in the 1995 Roanoke Valley Greenway Plan, updated in 2007 and 2018. This project is consistent with the 2007 Comprehensive Master Plan for Park and Facilities.

Project Highlights and Key Milestones:

- In 2013, Roanoke County entered a 99-year lease agreement with the VRFA for operation and development of Explore Park.
- In 2014, Roanoke County reopened 14 miles of trail and river access at Explore Park.
- In 2017, Roanoke County received funds from Federal Lands Access Program (FLAP) and Eastern Federal Lands Highway Division (EFLHD) to design and construct the East Roanoke River Greenway.
- Roanoke County has been awarded over \$8.8 million from VDOT through the Regional Surface Transportation Program to extend the Roanoke River Greenway through Explore Park to Rutrough Road.

Community Strategic Plan

Promote Neighborhood Connections

Keep Roanoke County Healthy, Clean and Beautiful

Encourage a Multi-Modal Transportation Network

Outdoor Recreation & Natural Resources



West Roanoke River Greenway Extension

Department: Parks, Recreation & Tourism

Category: New Facilities

Location: Green Hill Park to Riverside Park

Est. Useful Life: 25-50 years

Magisterial District: Catawba Magisterial District

Project Status: Active

Financial Summary

	Through													Total
	Total Cost	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 26 - FY 35	
Total Project Cost	\$12,384,500	\$12,384,500	\$	-	\$	-								
Funding Sources														
Highway Safety Improvement Program	499,166	499,166	-	-	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Program	7,343,229	7,343,229	-	-	-	-	-	-	-	-	-	-	-	-
SMART Scale Funding	4,542,105	4,542,105	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources	\$12,384,500	\$12,384,500	\$	-	\$	-								
Operating Impacts			10,300	10,609	10,927	11,255	11,593	11,941	12,299	12,668	13,048	13,439	118,079	



Project Summary:

The West Roanoke River Greenway Extension Projects includes the addition of approximately 1.4 miles to the Roanoke Valley greenway network from Green Hill Park in Roanoke County to Riverside Park in the City of Salem. Roanoke County is responsible for administration of the project with oversight from the Virginia Department of Transportation (VDOT) and collaboration with the City of Salem. The project is financed by federal and state funding for design and construction of the project. Preliminary engineering for the project is complete, pending approval of environmental permits from federal and state agencies. Right-of-way negotiations are underway with landowners.



West Roanoke River Greenway Extension (continued)

Project Description and Justification:

The West Roanoke River Greenway project constructs 1.4 miles of Roanoke River Greenway in Roanoke County and the City of Salem, from Green Hill Park upstream of Diuguids Lane to Riverside Park, downstream of Mill Lane. The Roanoke River Greenway is a 10' paved, bicycle/pedestrian, shared use trail, with over 14 miles completed. Construction of this off-road section will significantly improve safety for bicyclists, pedestrians and motorists and will connect residential areas to an industrial center. As a priority greenway for the region, the Roanoke River Greenway is considered a critical component of economic development initiatives.

This section of greenway will include two bridges across the Roanoke River, a separate grade crossing at Diuguids Lane, an at-grade crossing at Mill Lane, and a retaining wall structure along the Roanoke River below West Riverside Drive. VDOT has completed a Value Engineering Analysis of the project. The Pathfinders for Greenways, a non-profit supporting regional trails and greenways, have approved up to \$350,000 in private donations for the right-of-way phase of the project.

Additional Operating Impacts:

After project completion, funding will be required to maintain the greenway. Staff have calculated a rough estimate of \$10,300 for maintenance, increasing annually by inflation. The City of Salem and Roanoke County have agreed to share the maintenance and inspection costs of the two bridges that will span the Roanoke River.

Conformance with Plans, Policies, and Legal Obligations:

Completion of the Roanoke River Greenway is the top regional priority identified in the 1995 Roanoke Valley Greenway Plan, updated in 2007 and 2018. This project is consistent with the goals, objectives, and policies of the 2007 Comprehensive Master Plan for Park and Facilities and the 2012 Glenvar Community Plan. Support of the greenway is also incorporated into several regional strategic and transportation plans.

Community Strategic Plan

Position Roanoke County for Future Economic Growth

Keep Roanoke County Healthy, Clean and Beautiful

Infrastructure & Site Development

Outdoor Recreation & Natural Resources

Project Highlights and Key Milestones:

- In 2015, the Board of Supervisors approved funding in Regional Surface Transportation Program funds.
- In 2015, the Board of Supervisors supported a regional grant application in SMART SCALE funds that was approved in 2016.
- Pathfinders for Greenways approved in private donations to complete the right-of-way phase of this project.
- In 2022, VDOT approved phasing the project to advance Phase I to construction in 2023-2024.

