Chapter 5: Financially Constrained Transportation Plan

Preparation Process

The Financially Constrained Transportation Plan includes roadway, multimodal including bicycle and pedestrian trails and accommodations, projects that improve connectivity, rail enhancements, airport access, transit improvements, and structure improvement improvement projects that can be funded by a reasonable estimation of future state and local transportation funding sources through 2035. Additional unfunded roadway projects are contained in the Unconstrained Plan.

The detailed traffic modeling analyses and transportation project recommendations in Plan2035 are based upon the "Trend Scenario" of future development that assumes the implementation of current local land use plans. However, the "Alternative Perspective" scenario provides a basis for policy considerations that promote more efficient land use patterns and that would support more cost-effective, multi-modal transportation networks. During the coming five years, the CVMPO will encourage local governments to consider the "Alternative Perspective" concepts as part of their community planning and development efforts. The next transportation plan update may be based upon adopted plans that more closely reflect this scenario.

Estimated Project Costs

The Virginia Department of Transportation (VDOT) is the primary agency responsible for delegating roadway improvement funding. The first six years of projects and funding (FY 2010-15) has been included within the current VDOT Six-Year Improvement Program (SYIP). LRTP projects beyond the funded Six-Year Improvement Program are planning-level approximations for the amount of available funding that can be reasonably assumed. These planning-level cost estimates will be further refined based upon more detailed engineering work as projects pass through the development stages. Projects in the final design stages reflect the most accurate and reliable costs, while projects that are proposed in the latter years of the LRTP are more likely to fluctuate in terms of total cost and funding streams.

Estimates of Available Funding

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation authorizes and controls highway funding delegation to state DOT agencies.

Within the SAFETEA-LU there are several federal funding programs, including the National Highway System (NHS), Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), and Transit Capital funds. Most of the programs provide 80% of a project's cost, and require a 20% local match of funds to qualify. This 80-20 split provides a strong incentive to use federal funding for highway construction and ensures compliance with the multi-modal goals of the SAFETEA-LU legislation.

The LRTP includes some intersection projects and small-scale corridor improvements. Funds for these types of projects are allocated at the state-level by the VDOT. There are four categories of projects that qualify: (a) safety/traffic operations/transportation system management, (b) transportation enhancements, (c) rail crossing safety, and (d) general system maintenance. The first three categories are allocated state-wide to individual projects on a competitive basis. The fourth category is allocated to each of the nine VDOT construction districts, two of which (Lynchburg and Salem) are partially located with this MPO area.

It is estimated that a total of \$96,765,296 in revenue will be available through 2035 for improvement projects. An estimated additional \$1,630,111,244 will be available in maintenance funds to maintain and repair state and local roadways.

Cost Inflation

SAFETEA-LU requires that future costs include the effect of inflation. This means that all LRTP projects must be compared using 'year-of-expenditure' dollars rather than current dollars. The SYIP project costs, as calculated by the VDOT, have already been estimated using this process. The remaining projects in both the constrained and unconstrained plans have been estimated in the same manner to comply with this requirement.

Prioritization

The prioritization of projects is necessary because the amount of available funding is far exceeded by the current and future transportation needs of the region. A prioritization model was created during the 2005 LRTP process, and was revisited for this LRTP update. The model incorporated discussion from public workshop and stakeholder meetings within the early stages of the plan development process, as well as standard transportation engineering variables and methods for cost projection. The output of this model was not needed for the current project listing due to the funding situation situation since there is not presently an opportunity to advance the "vision" list projects to the constrained project listing. However, the funding prioritization matrix was revalidated through this process and can be used in the future should the funding picture change within the Plan 2035 time period.

The prioritization model awards points to proposed projects based on the parameters described below. Projects with the highest number of points should be ranked as the highest priority.

- 1. Traffic served by proposed facility: 1 point for each 2,000 daily vehicles
- 2. Estimated project cost: -1 (negative one) point for each \$2.5 million in project cost
- 3. Safety: Based on crash experience on entire corridor; 2 points per each annual crash per thou sand daily vehicle-miles

- 4. Intra-regional accessibility: 0.5 point for each of the following areas that the project addresses:
 - a. Improves intra-regional connectivity and provides an increase in clear and direct routes for travel within the region
 - b. Provides improved access to major regional activity centers by multiple travel modes
- 5. Transit/Multi-Modal Travel: 0.5 point for each of the following areas that the project addresses:
 - a. Supports the expansion of the geographic areas served by transit
 - b. Increases the number of opportunities for intermodal connectivity
 - c. Encourages increased transit ridership
 - d. Supports the coordination of transit and major activity centers
 - e. Supports an increase in the number miles of pedestrian facilities and/or encourages greater connectivity in the system
- 6. Transportation Efficiency: 0.5 point for each of the following areas that the project addresses:
 - a. Promotes efficient system management and operation of key regional roadway corridors; preserves and enhances the functionality of these corridors
 - b. Promotes access management on major roadways in the region
- 7. Economic Development and Transportation Connections to Outside the Region: 0.5 point for each of the following areas that the project addresses:
 - a. Minimizes total travel time on corridors connecting Central Virginia to other metropolitan areas and to the interstate highway system
 - b. Supports and promotes the economic vitality of Central Virginia

Financially Constrained Transportation Plan

The financially constrained transportation improvement project list is limited by a reasonable estimation of future state and local transportation funding sources through 2035. Once the total amount of anticipated funding has been allocated, the LRTP list is established, and remaining projects fall into the unconstrained list. Table 5-1 details the projects that make up the constrained plan and shows them in relation to committed and projected funding.

LRTP projects that fall within the first six years of the plan are part of the VDOT's SYIP. These projects represent the greatest transportation improvement needs and reflect the most accurate cost estimates, as they have been more heavily studied. Estimated costs for the SYIP projects shown in Table 5-1 were developed by the Virginia Department of Transportation. As required by SAFETEA-LU, all cost estimates shown are in year-of-expenditure dollars. It is important to note that the estimated costs are refined as a project proceeds through the development process, with those projects in the final design phase having the most accurate costs.

In general, funding for the projects in the SYIP require all of the projected revenue for the plan period through 2035. No new projects were added to the current VDOT Six Year Improvement Plan. The total estimated cost of improvement projects in the SYIP, plus MPO-wide funding and bridge projects, is approximately \$117,000,000, which includes approximately \$77,500,000 already allocated in previous years, thus approximately \$46,000,000 in new funding will be required out of the future year funding streams.

By comparison, the total funding for projects in the previous 2012-2030 Financially Constrained Plan (above and beyond those programmed into the SYIP) was \$49,960,000. The \$23 million drop represents the decrease in available funds for investments beyond the six-year period. The lack of funding for new projects underscores the need to consider the policies and ideas put forth in the "Alternative Perspective Scenario" as developed through this planning process.

Key investments in the fiscally constrained plan include a mix of corridor improvement projects to enhance efficiency and multimodal mobility. There is only one new major roadway facility expansion project under consideration: the southern section of US 29. This is listed as one project although it will have multiple components, including both easterly and westerly alignments to serve regional and inter-regional traffic demand. This project is strategically important to the region because it provides improved intra- and interstate access for both goods and people. It also provides relief to a congested section of US 29 in northern Campbell County.

The remainder of the financially constrained plan is focused on optimizing the performance and safety of existing facilities and developing land use policies that can help ro preserve the capacity of the existing system by reducing Vehicle Miles Traveled (VMT), creating markets for transit, and providing a complete street network that allows for more bicycling and walking.

Unconstrained (Vision) Plan

Vision plan projects include future-year transportation improvements that address existing or anticipated needs but cannot be included within the financially-constrained LRTP project list due to funding limitations. As the LRTP is revised regularly and future funding sources are uncovered it is common for previous vision plan projects to move up to the financially constrained list. It is not required, however, that vision plan projects become financially constrained projects even if additional funding becomes available.

Table 5-1: Constrained Plan Projects

Map			Length		Est Year of Expenditure	Total Cost	Funding Prior to	Fund Allocation
ID	Jurisdiction	Project Location	(mi.)	Description/Notes	(YOE)	(Inflated to YOE)	2011	2011 - 2035
1	Lynchburg	Rt 460/29 (Richmond Hwy) - Rt 501 (Campbell Ave) to Rt 29 (Monacan Pkwy)	1.67	Safety / Traffic Ops / TSM (Primary)	2015	\$12,951,000	\$4,755,000	\$8,196,000
2	Lynchburg	Rt 221 (Lakeside Dr) Intersection - 0.25 MW Rt 501 to 1.15 ME Rt 501	1.40	Intersection improvement. Prelim. engineering only	2015	\$4,200,000	\$4,200,000	\$0
з	Lynchburg	Rt 501 Bus (Rivermont Ave) over Blackwater Crk	0.25	Rehab bridge. Fully funded, under construction	2010	\$3,682,000	\$3,763,000	\$0
4	Lynchburg	Greenview Dr - Hermitage Rd to 0.22 MS Leesville Rd	0.45	Widen to 4 lanes	2012	\$11,533,000	\$2,193,000	\$9,340,000
5	Amherst	Rt 29 NBL over Buffalo Bivor	0.30	Replace bridge &	2012	\$5,971,000	\$936,000	\$5,036,000
6	Lynchburg	Midtown Connector - Rt 29 Bus. to Int. Memorial/5th	1.1	Reconstruct 2-ln curb & gutter with flush median	2011	\$22,807,000	\$24,488,000	\$0
7	Amherst	Rt 652 over Graham Creek (Rt 1401 to Rt 675S.)	1.7	Bridge replacement & roadway reconstruction. Project complete; funding is for final payoff.	2010	\$4,466,000	\$4,466,000	\$0
8	Bedford	Rt 621 over Ivy Creek	0.4	Rehab bridge and approaches	2016	\$1,170,000	\$0	\$1,170,000
9	Amherst	Rt 659 (Union Hill Rd) over Rutledge Crk W of N&S RR Xing to Rt T-606)	1.1	Replace/ reconstruct bridge & roadway. Funding for prelim. engineering, RW & construction	2017	\$5,913,000	\$1,119,000	\$4,794,000
10	Campbell	Rt 622 (Lynbrook Rd) over Flat Crk (Rt 683 to Rt 29)	2.53	Replace bridge & reconstruct roadway. Funding for prelim. engineering, RW & construction	2017	\$12,355,000	\$1,990,000	\$10,365,000
11	Bedford	Rt 221 (Forest Rd) E.of Rt 663 to W. of N&S RR bridge	2.3	Improve to 4 lanes w/ center turn lane. Project complete; funding is for final payoff.	2010	\$20,386,000	\$20,386,000	\$0
12	Bedford	Rt 644 (Coffee Rd) over Elk Crk (Rt 665 S. to Rt 665 N.)	0.3	Rehab bridge and approaches	2011	\$3,230,000	\$2,610,000	\$620,000
13	Bedford	Rt 668 (Goode Rd) over N&S	0.4	Rehab bridge and	2013	\$1,854,000	\$606,000	\$1,382,000
14	Amherst	River Walk Tr.Ext Amherst County Greenway - Rt 1005 & Park Entrance to 6,000' downstream	1.14	New construction	2011	\$2,356,000	\$2,020,000	\$336,000
15	Campbell	Rt 29 - Rt 460 Int to Rt 24	6.60	Spot Improvements: Safety, Traffic Ops, Transp System Management	2016	\$5,000,000		\$5,000,000
	MPO-Wide	Lynchburg District Design- Build Culvert Behab		ARRA Funding for Bridge	2010	\$3,962,000	\$3,962,000	\$0
	MPO-Wide	Safety, Traffic Ops, Transp	n/a		ongoing	\$10.687.559	\$0	\$10,687,559
	MPO-Wide	System Management (CN) Rail Crossing Safety (CN)	n/a		ongoing	\$77,667	\$0	\$77.667
	MPO-Wide	Bridge Rehab/ Replace/ Reconstruct (CN)	n/a	Projects such as bridge or drainage structure rehab, reconstruction, replacement on/ adjacent to alignment	ongoing	\$17,522,800	\$0	\$17,522,795
	MPO-Wide	Transportation enhancements/ byway/ bike & ped/ other non-traditional transp projects (CN)	n/a		ongoing	\$544,198	\$0	\$544,198
	MPO-Wide	Federal Lands Highway (CN)	n/a	Projects funded and/or administrated by Federal Lands Highway Division	ongoing	n/a	\$0	determined on an annual basis
	MPO-Wide	Recreational Trails (DCR)	n/a	Projects funded/ advanced through VA Dpt of Conservation & Recreation recreational trails program	ongoing	n/a	\$0	determined on an annual basis
	MPO-Wide	General System Maintenance: Urban, Primary & Secondary Systems	n/a	Preventive Maintenance, System Preservation, Traffic & Safety Ops, Preventive Maintenance for Bridges	ongoing	\$1,630,111,243	\$0	\$1,630,111,243
16	Lynchburg	New interchange extending Odd Fellows Road over Route 29/460	1.00	New Construction	2011	\$ 3 1,715,000	\$0	\$31,715,000

Table 5-1 Constrained Plan Projects continued

Jurisdiction	Project	Description/Notes	Est. Year of	Total Cost	Funding	Fund Allocation
	Location		Expenditure	(inflated to	Prior to	
			(YOE)	YOE)	2011	2011-2035
Lynchburg	Odd Fellows Rd— Lynchburg Expwy to End	Segment B1 – located in the City of Lynchburg, Virginia, three lane typical <u>section</u> begins at the construction limits of Segment A (Odd Fellows Road interchange) and terminates at Mardhurer Drive This canonet includes readestrian facilities	2014	\$10,800,000	\$0	\$10,800,000
		Maynower Drive. This segment includes pedestrian facilities and intersection improvements. Segment B2 – located in the City of Lynchburg, Virginia, three lane typical <u>section</u> begins at the intersection of Odd Fellows Road and Mayflower Drive and ends at the southern termini of the existing Odd Fellows Road/Lynchburg Expressway (Route 29) interchange. This segment includes pedestrian facilities and intersection improvements.				

County	Route	VA Structure #	Federal Structure ID	Feature Intersected	Year Built	Func. Class	Structure Location	Suff. Rating	Functionally Obsolete	Structurally Deficient
Amherst	624	6027	1445	Partridge Creek	1932	Rural Local	6.75-Rt.604/1.35-Rt.814	46.8	No	Yes
Amherst	624	6028	1446	Partridge Creek	1930	Rural Local	1.20-Rt.814/6.90-Rt.604	44.4		Yes
Amherst	663	6059	1511	Stovalls Creek	1932	Rural Local	Rural Local 0.00-Rt 648/1.20-Rt 622			Yes
Amherst	681	6068	1524	Williams Run	1954	Urban Collector	0.09-Rt.1054/0.01-Rt.1048	46.5	No	Yes
Amherst	689	6073	1531	Huff Creek	1932	Rural Local	0.86-Rt 617/0.94-Rt 690	42.4		Yes
Campbell	622	6023	4220	Flat Creek	1952	Rural Major Collector	0.15-Rt.683 / 0.40-Rt.690	48.9		Yes
Campbell	624	6027	4229	Timberlake Spillway	1932	Urban Local	.70-Rt 460/.02-End St Mnt	26.5	Yes	No
Campbell	726	6202	4344	Tributary James River	1900	Rural Major Collector	.25-Rt609/2.27-End Mnt	46	Yes	No
Bedford	501	5005	2669	Route 501	1959	Rural Local	1.34 Rt 761; 7.30 Rt 122	0	No	Yes
Bedford	621	6031	2707	Ivy Creek	1932	Rural Local	.40-RTE 1240;.25-RTE 884	3		Yes
Bedford	644	6071	2755	Elk Creek	1925	Rural Major Collector	0.01Rt 665W; 0.02 Rt 665E	23.3		Yes
Bedford	645	6905	2765	Judith Creek	1932	Rural Major Collector	0.05-LYNCH CL;0.05- RT_794	24.3		Yes
Bedford	647	6074	2766	Judith Creek	1932	Rural Local	0.80 Rt 501; 0.00 Rt 761	48.5	Yes	No
Bedford	657	6244	2773	Ivy Creek	1932	Rural Local	3.60 Rt 652; 0.40 Rt 644	46.7	No	Yes
Bedford	666	6087	2781	Elk Creek	1915	Rural Local	1.80 Rt 622; 1.60 Rt 221	20.5		Yes
Bedford	668	6092	2786	Chestnut Branch	1932	Rural Local	1.00-RT 221;0.70-RT 643	37.3		Yes
Bedford	858	6200	2937	Buffalo Creek	1932	Rural Local	0.02 Rt 649; 0.02 Cpbl Co	30.8	No	Yes
Lynchburg	0	8005	20496	Route 29	1955	Urban Minor Arterial	0.05WALNT/ST 0.05Pearl- St	37.7		Yes
Lynchburg	0	8008	20501	Fishing Creek	1932	Urban Minor Arterial	0039501 0167MAIN ST	3		Yes
Lynchburg	0	8009	20502	NS Railway	1960	Urban Minor Arterial	0.36-Lynch Ex./0.25-Rt128	49.4	No	Yes
Lynchburg	0	8011	20504	Ivy Creek	1957	Urban Minor Arterial	0104501 0104291	37.2		Yes
Lynchburg	460	1851	20571	Route 29 BP	1968	Urban Minor Arterial	0342WCL LYNC 0126128	49.8	No	Yes

Table 5-2: Deficient Structures (Constrained Plan - MPO-wide Funds)

Г

Table	5-3.	Unconstrained	(Vision	Plan)	Project	s
TUDIC	5-5.	onconsil uneu	(* 131011	i iūiij	110/00/	З

Map ID	Jurisdiction	Project Location	Length (mi.)	Description/Notes
7	Amherst	Rt 652 (Cedar Gate Rd) - Rt 657 to Rt 675	1.1	2-In reconstruction (assoc w/ constr. plan map ID 7)
16	Lynchburg	Rt 501 (Candlers Mountain Rd) - Woodall Rd to Mayflower Dr	0.5	Increase Rdway capacity, replace bridges over N&S RR
2	Lynchburg	Rt 501 (Lynchburg Expwy) at Rt 221 (Lakeside Dr)	N/A	CN funding to improve intersection. PE in Constrained Plan Map ID #7.
18	Amherst	Rt 682 (Woody's Lake Rd) - Rt 29 Bus to Dead End	0.8	Reconstruct Rdway
19	Bedford	Rt 622 (Waterlick Rd) - Rt 811 to Campbell Co Line	0.9	Widen to 4 lanes
20	Bedford	Rt 811 (Thomas Jefferson Rd) - Rt 460 to Rt 221	5.0	Widen to 4 lanes
21	Campbell	Rt 622 (Waterlick Rd) - Bedford Co Line to Rt 1520 (Rainbow Forest)	1.1	Widen to 4 lanes
22	Lynchburg	Rt 501 (Lynchburg Expwy) - Rt 221 (Lakeside Dr) to Old Graves Mill Rd	N/A	New interchange
23	Lynchburg	Rt 460 at Odd Fellows Rd (New interchange)	N/A	**MOVED TO CONSTRAINED PROJECTS
24	Lynchburg	Rt 670 (Old Candlers Mtn Rd) - Mayflower Dr to Rt 460	0.7	Widen to 4 lanes
25	Lynchburg	Odd Fellows Rd - Lynchburg Expwy to End	1.3	**MOVED TO CONSTRAINED PROJECTS
26	Lynchburg	5th St (Rt 163) - Langhorne Rd to Main St	1.2	Multi-modal corridor improvements
27	Lynchburg	Memorial Ave - Fort Ave to Langhorne Rd	1.3	Multi-modal corridor improvements
28	Lynchburg	Oakley Ave - Lakeside Dr to Memorial Ave	0.9	Multi-modal corridor improvements
29	Lynchburg	Langhorne Rd (Rt 501 Bus) - Fort Ave to Cranehille Dr	2.3	Multi-modal corridor improvements
30	Lynchburg	Rt 501 Bus (Boonsboro Rd) - Lynchburg Expwy (Rt 501) to Langhorne Rd		Multi-modal corridor improvements
32	Lynchburg	Rt 460 Bus (Fort Ave) - Memorial Ave to 12th Street	1	Multi-modal corridor improvements
33	Lynchburg	Fort Ave - 12th Street to Park Ave	0.4	Multi-modal corridor improvements
34	Lynchburg	Rivermont Ave - Langhorne Rd to 5th St	2.9	Multi-modal corridor improvements
35	Lynchburg	Wards Ferry Rd - Wards Rd to Timberlake Rd	2.3	Widen to 3 or 4 lanes w/ bike lane
36	Amherst	Rt 29 at Rt 163	N/A	Reconstruct interchange to allow all movements
37	Amherst	Rt 210 (Colony Rd) - Rt 163 to Rt 1034	0.3	Widen to 4 lanes
38	Amherst	Rt 163 (S. Amherst Hwy) - Rt 685 (River Rd) to interchange at Rt 29 Expwy (29 Bus)	1.6	Widen to 4 lanes with bike lane
39	Amherst	Parallel connector rd east of Rt 29 - Rt 29 Bus to Lakeview Dr	0.62	New 2-lane rd
40	Amherst	Rt 130 (Elon Rd) - NS railRd track to Rt 29 Bus	1.9	Widen to 4 lanes
41	Amherst	Rt 675 (Winesap Rd) - Rt 652 to Rt 795	3.1	Widen pavement to 22 feet
42	Bedford	Rt 460 - Study Area Boundary (Goode Rd) to Rt 811	2.9	Construct paved shoulder & implement access mgmt recommendations
43	Bedford	Rt 501 (Boonsboro Rd) at Rt 647	0.3	Relocate intersection, construct turn lane
44	Bedford	Rt 501 (Boonsboro Rd) at Judith Crk Rd	N/A	Bridge improvements
45	Bedford	Rt 501 (Boonsboro Rd) Lynchburg Corp Limits to Study Area Boundary	4.8	Reconstruct portions as a climbing lane (spot locations)
47	Bedford	Rt 659 (Hawkins Mill Rd) - Rt 660 to Lynchburg Corp Limits	1.5	Reconstruct 2 lane Rdway
48	Bedford	Rt 644 (Coffee Rd) - Rt 665 North to Lynchburg Corp Limits	3.6	Reconstruct 2 lane Rdway
49	Bedford	Rt 622 (Everett Rd) - Kensington Pkwy to N&S RR	2.2	Reconstruct 2 lane Rdway
50	Bedford	Rt 663 (Perrowville Rd) - Rt 1431 to Rt 644	2.1	Reconstruct 2 lane Rdway

5

Table 5-3: Unconstrained (Vision Plan) Projects, continued

Map ID	Jurisdiction	Project Location	Length (mi.)	Description/Notes
51	Bedford	Rt 623 (Turkey Foot Rd) - Rt 811 to Campbell Co Corp Limits	1.2	Widen pvmt to 24 feet
52	Bedford	Rt 621 (Cottontown Rd) - Rt 644 (Coffee Rd) to Rt 662	4.9	Reconstruct 2 lane Rdway
53	Campbell	Rt 29 (Wards Rd) - S of Rt 685 to Lynchburg Corp Limits	3.5	Access management, traffic operations and safety improvements (coordinate with Project Map ID 2)
54	Campbell	Rt 501 (Campbell Hwy) - Rt24 to Rt 680 (Suburban Rd)	2.2	Widen to 4 lanes
55	Campbell	Rt 682 (Leesville Rd) - Lynchburg Corp Limits to Rt 460	0.9	Widen to 4 lanes
56	Campbell	Rt 738 (English Tavern Rd) - Rt 680 (Suburban Rd) to Rt 29 (north intersection)	1.5	Widen to 24 feet
57	Campbell	Rt 738 (English Tavern Rd) - Rt 29 (south intersection) to Rt 680 (Suburban Rd)	1.2	Widen to 24 feet
58	Campbell	Rt 681 (Sunburst Rd) Rt 460 to Rt 622	2.7	Reconstruct 2-lane Rdway
NA	Lynchburg / Campbell	Rt 29 (Wards Rd) & Rt 29/460 Bypass Interchange	NA	Rdway improvements assoc. w/ development of SE Quardrant. Private Funding (Developer) Regionally Significant Project
59	Lynchburg	Lynchburg Expwy (Graves Mill Rd to Kemper Street)	4.1	Ramp and Capacity improvements
60	Campbell	Rt 726 (Mt Athos Rd) t0 US 460 (Richmond Hwy)	1.6	Upgrade existing 2-lane Rd
61	Amherst	Rt 677 (Dixie Airport Rd) - Rt 699 (Amelon Rd) to Rt 622 (Galts Mill Rd)	1.2	Widen to 4 lanes
62	Amherst	Rt 622 (New Wright Shop Rd) - Rt 210 (Colony Rd) to Rt 677 (Dixie Airport Rd)	2.3	Widen to 4 lanes
63	Lynchburg	US 501 (Lynchburg Expwy) - US 221 (Lakeside Dr) to Rt 620 (Wiggington Rd)	1.3	Widen to 4 lanes
65	Campbell	Rt 622 (Waterlick Rd) - US 460 Bus (Timberlake Rd) Rt 682 (Leesville Rd)	1	Widen to 4 lanes
66	Lynchburg	Old Forest Rd (US-501 to Link Rd)	1.3	Access management improvements
67	Lynchburg	Graves Mill Rd Rt 1425 (US 221 - Forest Rd to Lynchburg Expressway)	1.6	Access management improvements
68	Lynchburg	Old Graves Mill Rd (US 460 - Timberlake Rd to Graves Mill Rd Rt 1425)	1.5	Access management and safety improvements
69	Lynchburg	US 460 - Timberlake Dr (Old Graves Mill Rd to Lynchburg Expressway)	1.5	TSM, access management improvements, and potential widening
70	Lynchburg	Leesville Rd Rt 682 (Greenview Dr Rt 678 to US 460 - Timberlake Rd)	2	Widen to 3 lanes
71	Lynchburg	Wards Rd Rt 29 (US 460 - Richmond Hwy to Lynchburg Expressway)	1.8	Pedestrian improvements and parallel capacity
72	Amherst	River Rd (Rt 685) - (Rt 130 to Rt 163)	3.7	Reconstruct 2-lane Rdway
73	Amherst	Izaak Walton Rd (Rt 663) - (Rt 29 to Rt 29B)	4.5	Reconstruct 2-lane Rdway
74	Amherst	Winridge Rd (Rt 795) - (Rt 130 to Rt 675)	1.25	Reconstruct 2-lane Rdway
75	Lynchburg	Rt 460 / 29 (Richmond Hwy) From Rt 501 (Campbell Ave) to Rt 29 (Monacan Pkwy)	1.67	Improve to 6 lane limited access Rdway
76	Lynchburg/ Campbell	Rt 460 Bypass - W of airport to Rt 501 (Campbell Ave)	7.40	Increase to six lanes
77 (a+b)	Campbell	Rt 29 Alt, new alignment W of existing Rt 29 - S of Rt 24 (Yellow Branch) to Rt 460	8.00	Construct new 4 lane limited access facility
78	Bedford	Rt 621 (Cottontown Rd) Rt 662 to Rt 660	1.7	Reconstruct 2 lane Rdway; PE in Right-of-Way, and accrual to construction
79	Lynchburg	Odd Fellows Road to Rt 29/460	1.0	Odd Fellows Road Connector

CENTRAL VIRGINIA

LONG RANGE TRANSPORTATION PLAN

Figure 5-2 Constrained Plan Projects Map



Figure 5-2 Constrained Plan Projects Map



Figure 5-3 Summary Map of All Projects by Type



This page intentionally left blank