

APPENDIX I. RURAL TRANSPORTATION PLAN PROJECTS LIST



Table 10. RL RTP Recommendations--Amherst County

Rank	Roadway (Amherst)	From	To	Deficiencies	Recommendations
1	US 29	at VA 151		Safety: High speeds through the intersection. Commercial entrance on east side is too wide and not clearly defined. Crashes at this location exceed the planning threshold (nine crashes over three-year period). Congestion: Vehicles from both the eastbound and westbound approaches have difficulty finding sufficient gaps in mainline traffic flow.	Short-Term: Safety: Consider reducing speed limit through intersection. Mid-Term: Safety: Conduct access management to better define entrance on eastside. Congestion: Consider signalization based on further signal warrant analysis. Long-Term: Congestion: Construct quadrant interchange based on "Route 29 corridor study"
2	US 29	Northern Boundary of MPO	Nelson County Line	Safety/Congestion: Deficiency was identified by the Route 29 Corridor Study (2009).	Long-Term: Congestion: Upgrade to four lane parkway with interchanges.
3	US 60 (Richmond Highway)	Eastern Town Limit Amherst	VA 600	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
4	US 60	VA 600	Amherst East County Line	Safety: Deficiency was identified by the Route 60 Corridor Study (1999). Congestion: Deficiency was identified by the US Route 60 Corridor Study (1999).	Long-Term: Safety: Reconstruct US 60 to current standards and maintain two-lane roadway. Install center left turn lanes and right turn lanes near intersections. Congestion: Replace and widen bridge structures #1007 and #1006 near US 29 bypass.

Rank	Roadway (Amherst)	From	To	Deficiencies	Recommendations
5	VA 655	Fall Rock Creek Bridge	VA 643	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
6	VA 600	US 60	VA 601	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
7	VA 662	at VA 151		Safety: Edge of pavement along VA 151 has steep downward grade. Vertical and horizontal overlap restricts sight distance in both directions on VA 151. VA 662 ties into VA 151 at a sharp angle, which causes westbound right turners to cross centerline.	Long-Term: Safety: Reconstruct intersection to improve angle with which VA 662 ties into VA 151 and to improve overall roadway geometrics and sight distance.
8	VA 617	US 60	VA 616 North	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
9	VA 643 (Wagon Trail Road)	VA 636 North	VA 655	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
10	VA 604	VA 659 North	US 60	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
11	VA 643	VA 655	Amherst Western City Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
12	VA 610	VA 635 North	VA 625	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Rank	Roadway (Amherst)	From	To	Deficiencies	Recommendations
13	US 60	at VA 686		Safety: Sight distance for westbound VA 686 is limited. Vehicles have difficulty seeing oncoming US 60 traffic	Short-Term: Safety: Consider installing warning signs on both US 60 approaches advising drivers to watch for entering vehicles. Long-Term: Safety: Realign intersection with roadway on opposite side of US 60 from off-set Tintersection into a standard 4-legged intersection, improve sight distance, and add appropriate turn bays. Will likely require coordination with Forest Service, as they are the owners of the other minor roadway at this location.
14	VA 670 (Isaak Walton Road/Partridge Creek Road)	VA 670 South	VA 604	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
15	VA 622	VA 648	VA 624 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
16	VA 635 (Buffalo Springs Turnpike)	VA 636 North	US 60 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
17	VA 739	VA 608	VA 708	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
18	VA 708	VA 739 South	VA 610	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Rank	Roadway (Amherst)	From	To	Deficiencies	Recommendations
19	VA 631	US 60	VA 617 West	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
20	VA 627	VA 625 South	VA 778	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
21	VA 617	VA 631 West	VA 627	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
22	VA 625	VA 830	VA 627 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Table 11. RL RTP Recommendations--Appomattox County

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
1	US 460 Business (TOWN)	VA 131 West	VA 131 East	Congestion: Segment will operate at LOS D in 2035.	Long-Term: Congestion: Widen roadway and add turn lanes near intersections.
2	US 460	at VA 689 (Johnson School Road)		Safety: Low median northbound not visible. High speeds observed through the intersection. Sight distance may be limited for northbound left turns due to vertical curve alignment westbound. Private entrance in southwest corner is within functional area of the intersection	Short-Term: Safety: Reduce speed limit through the intersection. Eliminate or improve visibility of low median. Mid-Term: Safety: Install eastbound right turn lane and westbound left turn lane on US 460. Consider access management to relocate private entrance away from the intersection.
3	US 460	at VA 609 (Stage Rd.)	N/A	Safety: Stop bar missing on both northbound and southbound approaches. Congestion: Vehicles from both the northbound and southbound approaches have difficulty	Short-Term: Safety: Install stop bars on northbound and southbound approaches. Mid- Term: Safety: Install left turn lanes in both eastbound and westbound directions. Congestion: Add right turn bays in both northbound and southbound direction.

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
				finding gaps in mainline traffic flow.	
4	US 460	at VA 630 (Old Evergreen Rd.)		Safety: Stop bar missing on VA 630.	Short-Term: Safety: Install missing stop bar on VA630. Mid-Term: Safety: Install left turn lane and convert right turn taper to full turn lane in eastbound direction.
5	US 460	Campbell County Line	Appomattox Eastern Town Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
6	US 460 Business (TOWN)	at VA 131 (North Court Street)		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period).	Long-Term: Safety: Implement Enhance Advance Warning Notification at intersection to improve intersection safety.
7	VA 628 (Piney Ridge Road)	VA 629 North	US 460	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
8	VA 633 (Spruce Drive)	US 460	VA 627	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
9	VA 627 (River Ridge Road)	VA 633	VA 601 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
10	VA 630 (Old Evergreen Road)	VA 629	VA 636	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
11	VA 626 (Holiday Lake Road)	VA 24	VA 640	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
12	VA 692 (State Park Road)	VA 640	dead end	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
13	VA 604 (Promise Land Road)	VA 646	VA 650	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
14	VA 640 (Woolridge Road)	VA 626	VA 692	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
15	VA 629 (Little Cub Road)	VA 628	VA 630	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
16	US 460 Business (TOWN)	at VA 131 (Old Courthouse Road) / VA 631 (Oakleigh Avenue)		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period).	Long-Term: Safety: Implement Enhance Advance Warning Notification at intersection to improve intersection safety.
17	US 460 Business TOWN)	at VA 727 (North Church Street)		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period).	Long-Term: Safety: Implement Enhance Advance Warning Notification at intersection to improve intersection safety.
18	VA 631 (Oakleigh Avenue) (TOWN)	Appomattox Eastern Town Limit	US 460	Safety: Geometric Deficiency	Long-Term: Safety: Urban- 2 Lane
19	VA 689 (Salem Road)	US 460 West	VA 647	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
20	US 60	Bridge Structure #1950 (Nelson East County Line)	Buckingham West County Line	Safety: Deficiency was identified by the Route 60 Corridor Study (1999). Congestion: Deficiency was identified by the US Route 60 Corridor Study (1999).	Long-Term: Safety: Reconstruct US 60 to current standards and maintain two-lane roadway. Install center left turn lanes and right turn lanes near intersections. Congestion: Replace bridge structure #1950 and #1007.
21	VA 691 (Pumping Station Road)	VA 647	VA 643	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
22	VA 608 (Stonewall Road)	VA 609	VA 721	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
23	T-691 (Pumpin Station Road)	T-1008	VA 131	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
24	VA 679 (Double Bridges Road)	VA 648 West	VA 604	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
25	VA 635 (Redfields Road)	VA 681	VA 1002	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
26	VA 609 (Stage Road)	VA 608	Campbell County Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
27	VA 613 (Spring Grove Road)	VA 660	US 460	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
28	VA 611 (Paradise Road)	VA 721	VA 667 North	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
29	VA 608 (Stonewall Road)	VA 721	VA 616	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
30	VA 667 (Falling Creek Road)	VA 611 East	VA 605	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
31	VA 616 (Wildway Road/Old Grist Mill Road)	VA 24	VA 663	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
32	VA 659 (Phelps Branch Road)	VA 613	VA 26	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
33	VA 721 (Vineyard Road)	VA 608	VA 611	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
34	VA 683 (Lime Plant Road)	VA 690	VA 605	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
35	VA 605 (Dreaming Creek Road)	VA 667	VA 683	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
36	VA 631 (Trents Mill Road)	VA 627	Appomattox Eastern Town Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
37	VA 615 (Liberty Chapel Road)	VA 616 South	VA 654 North	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
38	VA 630 (Cedar Tree Road)	VA 635	VA 630	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
39	VA 611 (Lime Plant Road)	VA 26	VA 663	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
40	VA 663 (Oak Ridge Road)	VA 611	VA 616	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Table 12. RL RTP Recommendations--Bedford County

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
1	US 460	VA 697 (Camp Jaycee Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Short-Term: Safety: Improve sight distance for Camp Jaycee Road towards the east by trimming vegetation. Add eastbound left turn lane and westbound right turn lane on US 460. Mid-Term: Safety: Lower elevation of the eastbound lanes to improve elevation difference with westbound lanes. Long-Term: Safety: Redirect vehicles to use adjacent intersection of US 460 and Fluff Road just to the east. A connector road will be constructed for access between Camp Jaycee Road and Fluff Road.
2	US 460	at Wal-Mart Entrance		Safety: Entrance that is located on the westbound lanes of US 460 between the Wal-Mart traffic signal and the US 460 Business ramp poses safety problems due to its close proximity to the US 460 Business ramp and its inadequate entrance throat length	Short-Term: Safety: Close the shopping center entrance that is located on the westbound lanes of Route 460 between the Wal-Mart traffic signal and the Route 460 Business ramp. Long-Term: Congestion: Widen US 460 to improve accessibility to the retail properties in this area. Relocate

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				(approximately 120 feet) that results in queue spillovers onto US 460. Congestion: This segment was identified by the US 460 corridor study as a high retail activity area.	Phillips Park Drive to the east and construct new crossover to improve access management. New signal may be required based on warrant analysis.
3	US 460 Bypass	at US 460 Business (East Main Street)		Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements at this existing interchange	Long-Term: Congestion: Interchange improvements to resolve long-term safety and traffic flow issues. Specific improvements to be determined
4	US 460	VA 698 (Villamont Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Mid-Term: Safety: Install turn lanes.
5	US 460	VA 690 (Nester Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Mid-Term: Safety: Install turn lanes.
6	US 460	at VA 803 (Timber Ridge Road) and VA 715 (Krantzs Corner Road)		Safety: VA 803 (Timber Ridge Road) has a T-intersection configuration. Deficiency was identified by the US 460 Corridor Study (2006).	Mid-Term: Safety: Consolidate VA 803 (Timber Ridge Road) and VA 715 (Krantzs Corner Road) to form fourleg intersection. Close crossover at existing Timber Ridge Road.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
7	VA 680 (Patterson Mill Rd)	at US 460		<p>Safety: High speeds observed through the intersection. Stop bar missing on southbound VA 680. Guardrail in northeast corner is damaged. Wheatland Road street name sign blocks VA 680 sign. Eastbound left turn lane is too short. Vehicles on VA 680 cannot find sufficient gaps and are forced to make a two-step left-turn maneuver. Too many entrances/exits within functional area of intersection. Sight distance north of US 460 approaching the railroad overpass is limited in both directions due to horizontal curve alignment.</p> <p>Congestion: Vehicles on side street experience high delay due to insufficient gaps in mainline traffic flow</p>	<p>Short-Term: Safety: Extend 50 mph zone west of intersection. Install stop bar on southbound approach. Repair guardrail in northeast corner. Relocate street name sign or route sign. Install warning signage and reduce speed signage to improve limited sight distance issues. Mid-Term: Safety: Lengthen eastbound left turn lane. Conduct signal warrant analysis. Congestion: Consider signalization based on further signal warrant analysis. Long-Term: Safety: Consider access management to consolidate and improve definition of driveways. Consider realigning VA 680 north of the railroad overpass to improve sight distance. Construct new connector road from Wheatland Road to Turnpike Road.</p>

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
8	US 460	at VA 689 (Johnson School Rd)		Safety: Low median northbound not visible. High speeds observed through the intersection. Sight distance may be limited for northbound left turns due to vertical curve alignment westbound. Private entrance in southwest corner is within functional area of the intersection.	Short-Term: Safety: Reduce speed limit through the intersection. Eliminate or improve visibility of low median. Mid-Term: Safety: Install eastbound right turn lane and westbound left turn lane on US 460. Consider access management to relocate private entrance away from the intersection.
9	US 460	Botetourt County Line	Western City Limit Bedford	Safety: Corridor-wide: Several side streets have "dog-legged" or T-shaped intersection configuration. Many segments of US 460 have no shoulder. Too many closely-spaced access points and median openings. Due to increased future demand on US 460 and many of its side streets, some of the existing safety concerns identified in the US 460 West Study (2005) are expected to be further exacerbated. Congestion: Horizon year 2025 traffic forecasts suggest the inability	The US 460 West Corridor Study recommends implementation of access management to maintain minimum required distances for cross-over spacing. Corridor-wide it is recommended that several cross-overs be closed, constructed or modified to include turn lanes

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				of many intersections in the study corridor to safely and effectively accommodate future	

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
10	US 460	East Corporate Limits of the City of Bedford	VA 811 (New London Rd./Thom as Jefferson Rd.	<p>Safety: Corridor-wide: Several side streets have "dog-legged" or T-intersection configuration and along many segments of US 460, no shoulder is provided. Too many closely-spaced access points and median openings. Congestion: Horizon year 2025 traffic forecasts suggest the inability of many intersections in the study corridor to safely and effectively accommodate future travel demands. Motorists entering US 460 from 7 of the 10 unsignalized intersections that were analyzed would experience travel delays in excess of what VDOT considers acceptable by the year 2025 (VDOT considers level of service C or better acceptable). In addition to general future traffic growth, planned developments along the corridor will</p>	<p>Short-Term: Safety: Implement access management to maintain minimum required distances for crossover spacing. Corridor-wide the following cross-overs should be closed:</p> <ul style="list-style-type: none"> • crossover just west of Oak Hill Lane • crossover just east of Little Otter River • crossover 0.2 miles and 0.5 miles east of Timber Ridge Road • crossover 0.15 miles west of Route 1290 • crossover 0.4 miles east of Bells Mill Road • crossover 0.2 miles east of Blackwater Road • crossover 0.6 miles east of Blackwater Road • crossover 0.45 miles west of New London Road • crossover 0.25 miles west of New London Road • crossover just west of Twin Lake Drive • crossover at Oak Hill Lane • crossover east of eastern entrance of Flagstone Loop • crossover 0.3 miles west of Triggs Road • crossover 0.2 miles west of Heightview

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				further overburden US 460 as vehicle demand increases, particularly near dense retail areas.	Drive •crossover at Ranch Lane •crossover 0.4 miles east of Pisgah Road. Mid-Term: Safety: Implement the access management and local circulation plan to help control number of access points corridorwide. Construct crossover at VA 1290. Improve crossover access to New London Industrial Park. Improve crossover just east of Twin Lake Drive. Construct new roadway between Route 460 and Twin Lake Drive; shift access to Twin Lake Drive onto new road. Improve crossover between two ends of Flagstone Loop. Improve crossover between two ends of Flagstone Loop. Improve crossover 0.1 miles west of Krantz Corner Road. Improve crossover and intersection at Triggs Road.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
11	US 460 Bypass	at VA 122 / VA 122 Business (Burks Hill Road/Crenshaw Street)		Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements at this existing interchange	Mid-Term: Congestion: Interchange improvements including: widen both westbound and eastbound exit ramps to 2 lanes; and widen pavement on Crenshaw Street from westbound ramp to school/D-Day Memorial entrance to 4 lanes (provides for northbound left turn lane at school/Memorial entrance, southbound right turn lane at westbound Route 460 ramp, plus one northbound through lane and one southbound through lane). Improvements also include installation of interconnected traffic signals, if warranted, at eastbound ramps, westbound ramps, and school/Memorial entrance. (

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
12	US 460	at VA 708 (Pisgah Road) and Heightview Drive		Safety: VA 708 (Pisgah Road) has a T-intersection configuration. Deficiency was identified by the US 460 Corridor Study (2006).	Mid-Term: Safety: Consolidate VA 708 (Pisgah Road) and Heightview Drive to form four-leg intersection by constructing new road between US 460 and Egypt Road; this roadway would extend Heightview Drive to the south. Close crossover at Pisgah Road.
13	US 460	at VA 607 (Mountain View Church Road/ Montvale Street)		Safety: HRR study identified location as with maintenance and crash related deficiencies. The US 460 identified other safety issues	Short-Term: Safety: Improve Route 607 northbound right- turn radius to prevent right- turning heavy vehicles from entering the inside lane on US 460. Relocate Route 607 northbound Stop (R1-1) sign closer to intersection (approximately 20 to 25 feet); to be completed after northbound right- turn radius is improved. Provide pavement markings for the US 460 eastbound right-turn lane. Construct left turn lanes in median. Volumes meet Warrant 2 and 3, conduct full Signal Warrant Study.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
14	VA 43 / VA 221 / VA 122 BUS (North Bridge Street/ Bedford Avenue)	at Jackson Street		Safety: Intersection has poor vertical geometry for both roadways approaches to the intersection, leading to safety issues	Mid-Term: Safety: Reconstruct intersection to improve safety. Improvements include: realignment and correction of vertical geometry for Bedford Avenue approach and correction of vertical geometry for Jackson Street approach.
15	US 460	VA 684 (Rocky Ford Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005)	Long-Term: Safety: Relocate Rocky Ford Road to connect opposite Thaxton School Road
16	US 460	VA 1140 (Turnpike Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Long-Term: Safety: Upgrade intersection by adding turn lanes on Turnpike Road and extend turn lanes on US 460. Construct new road parallel to US 460 and extending east from Turnpike Road.
17	US 460	VA 751 (Circle K Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005)	Long-Term: Safety: Reconstruct eastbound lanes of US 460 and also to reconfigure intersection

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
18	US 460	VA 831 (Thaxton School Road)		Congestion: Deficiency was identified by the US 460 West Corridor Study (2005).	Long-Term: Congestion: Extend Thaxton School Road to come in across from Magnolia Drive and in conjunction reconstruct the Thaxton School Road/ US 460 intersection with turn lanes.
19	US 460	VA 706 (Bells Mill Road)		Safety: Deficiency was identified by the US 460 Corridor Study.	Construct new connection from Bells Mill Road to US 460 including new bridge over Big Otter River. Close existing crossover at Bells Mill Road.
20	US 460	Boxley Material Entrance		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Long-Term: Safety: Add westbound acceleration lane.
21	VA 122 (Moneta Road)	Franklin County Line	VA 801	Safety: SMS: Need for improvement was identified by SMS database; Smith Mountain Lake Study: Lack of access management Congestion: SMS: Need for improvement was identified by SMS database; Smith Mountain Lake Study: Study identified current	Mid-Term: Safety: Smith Mountain Lake Study: As areas continue to develop, apply access management techniques Congestion: Smith Mountain Lake Study: Widen roadway to four lanes with pedestrian/bike facilities, provide turn lanes as

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				facilities will not accommodate future growth, lack of pedestrian/bike facilities	appropriate Long-Term: Safety: Rural - 4 Lane With Median Congestion: SMS: Rural - 4 Lane With Median
22	VA 24	at VA 619 (Jordantown Rd) /VA 757 (Goodview Rd)		Safety: Too many access points per mile of roadway along VA 24. Inadequate geometric alignment along segments of VA 24. Vehicles collide with wildlife. Congestion: Corridor currently operates over capacity due to substantial growth over the past 10 to 15 years. Future traffic growth is expected to further overburden VA 24.	Short-Term: Safety: Add warning signs along corridor for animal crossings. Mid-Term: Safety: Implement access management where appropriate, consolidate private and commercial driveways and entrance/exits. Access management will be performed in concert with any proposed widening for the corridor. Long-Term: Safety: Realign segments of VA 24 to improve geometric conditions. Congestion: Widen VA 24 to a fourlane divided roadway between just west of VA 619/ 757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). The widening will occur on existing alignment, except along two segments:

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					from VA 619/757 to just east of VA 635 and from east of Nemmo Road to approximately 0.7 miles east of Dickerson Mill Road (Route 746).
23	VA 122 (Moneta Road)	Over Stony Ford Creek		Safety: Bridge needs to be replaced.	Short-Term: Safety: Replace bridge.
24	US 460	at VA 668W (Goode Road) and VA 668E (Blackwater Road)		Safety: VA 668W and VA 668E both have T-intersection configurations. Deficiency was identified by the US 460 Corridor Study (2006).	Mid-Term: Safety: Consolidate VA 668W and VA 668E to form four-leg intersection. New connection would provide extension of Goode Road to New London Industrial Park; close crossover at Goode Road. Construct curb and/or landscaping in order to provide two well-defined entrances into the property in the southwest quadrant VA 668E (Blackwell Road).

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
25	US 460	VA 741 (Beale Trail Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Mid-Term: Safety: Install turn lanes on southbound Beale Trail Drive. Consider installing traffic signal.
26	US 460 (Blue Ridge Avenue)	at Old Turnpike Drive and Woodhaven Drive		Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements at this existing interchange	Mid-Term: Congestion: Improvements to median crossing and approaches, including Route 460 east of this intersection. Improvements include: shift median crossing to improve crossover alignment, add right and left turn lanes on Route 460 (Blue Ridge Avenue), widen westbound Route 460 from 1 to 2 lanes from the off-ramp to eastbound Route 460 Business to the on-ramp from westbound Route 460 Business.
27	US 460 Bridges over Goose Creek			Safety: Bridges need to be replaced.	Short-Term: Safety: Replace bridges.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
28	US 221	at VA 671		<p>Safety: Maintenance required as intersection lacks visibility. Sight distance limited in both directions on east leg at VA 671. Numerous private entrances/exits within functional area of the intersection along west leg.</p> <p>Congestion: Vehicles on the approaches of VA 671 experience high delay due to the high traffic volume on VA 221. (</p>	<p>Short-Term: Safety: HRRR Study: Remove Route 671 northbound Cross Road (W2-1) sign and replace with a Stop Ahead (W3-1) sign. Remove Route 671 southbound Cross Road (W2-1) sign. Install Cross Road (W2- 1) signs with Advisory Speed (W13-1) plaques (specific speed to be determined by state forces) on both approaches of US 221. Mid-Term: Safety: HRRR study: Install actuated light-emitting diodes (LED) flashing lights on Watch For Entering Vehicles (Non-standard MUTCD) signs on the eastbound and westbound approaches of US 221 with inductive loop detectors on both the northbound and southbound approaches of Route 671. DSL study: Provide eastbound left turn lane. Consider access management. Congestion: DSL study: Add left-turn</p>

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					lanes on both north and south approaches. Long-Term: Congestion: DSL study: Reconstruct VA 221 to four lanes. Change the lane configuration to through-left and through-right near intersections.
29	VA 122	at VA 801 (Twin Bridges Area)		Safety: High speeds observed through the intersection. North leg of VA 122 has horizontal and vertical curve overlap. Eastbound VA 801 vehicles turning right to SB VA 122 cross centerline (Route 122 Study, 2003). Crashes at this location exceed the planning threshold (nine crashes over threeyear period). Congestion: VA 122 experiences high traffic volumes in both directions, as documented in the Route 122 Study (2003).	Short-Term: Safety: Consider reducing speed limit through intersection and installing warning signs along VA 122 to alert drivers of entering vehicles (2003 Study cited 2 right angle crashes). Mid-Term: Safety: Consider installing turn lanes along VA 122 (2003 study cited 4 rear end crashes). Improve turn radius for eastbound right turns. Long-Term: Safety: Realign VA 122 to improve horizontal curvature. Congestion: Redesign and widen VA 122 to four

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					lanes with appropriate turn lanes to accommodate existing and future capacity deficiencies. Widening should be considered in conjunction with intermediate and long term safety recommendations.
30	VA 122 (Moneta Road)	Over Goose Creek		Safety: Bridge needs to be replaced.	Short-Term: Safety: Replace bridge.
31	VA 24	VA 619 (Jordantown Rd) /VA 757 (Goodview Rd)	VA 801	Safety: Too many access points per mile of roadway along VA 24. Inadequate geometric alignment along segments of VA 24. Vehicles collide with wildlife. Congestion: Corridor currently operates over capacity due to substantial growth over the past 10 to 15 years. Future traffic growth is expected to further overburden VA 24	Short-Term: Safety: Add warning signs along corridor for animal crossings. Mid-Term: Safety: Implement access management where appropriate, consolidate private and commercial driveways and entrance/exits. Access management will be performed in concert with any proposed widening for the corridor. Long-Term: Safety: Realign segments of VA 24 to improve geometric conditions. Congestion: Widen VA 24 to a fourlane divided roadway between just west of VA 619/ 757

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					(Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). The widening will occur on existing alignment, except along two segments: from VA 619/757 to just east of VA 635 and from east of Nemmo Road to approximately 0.7 miles east of Dickerson Mill Road (Route 746).
32	VA 803 (Timber Ridge Road)	US 460	VA 715	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
33	US 221	VA 670	VA 671	Safety: Sight distance limited in both directions on east leg at VA 671. Too many private entrances/exits within functional area of the intersection along west leg. Congestion: Segment will operate at LOS D in 2035.	Mid-Term: Safety: Convert right turn taper to full right turn lane along the westbound approach at VA 670. Install eastbound left turn lane at VA 670 and VA 671. Consider access management. Congestion: Add left-turn lanes on both north and south approaches (VA 671). Long-Term: Congestion: Widen VA 221 to four lanes with median.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					Change the lane configuration to through-left and through-right lanes near intersection.
34	VA 122 (Independence Blvd)	East Main Street	Orange Street	Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements	Mid-Term: Congestion: Widen roadway to 4 lanes to U4 Standards
35	VA 43 (South Street)	East Main Street	South Corporate Limits	Congestion: "Bedford 2020 Transportation Plan" identified need for improvements	Long-Term: Congestion: Upgrade roadway to urban two lane standards
36	Baldwin Street	Salem Turnpike	Macon Street	Congestion: "Bedford 2020 Transportation Plan" identified need for improvements	Mid-Term: Congestion: Upgrade roadway to U2 Standards
37	VA 221	VA 678	Northern City Limit Bedford	Congestion: Segment will operate at LOS D in 2035.	Long-Term: Congestion: Rural - 4 Lane With Median
38	VA 122 (Moneta Road)	at VA 721 (wells Rd) / VA 910 (Oakwood Knolls)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide right and left turn lanes on VA 122 approaches.
39	VA 122 (Moneta Road)	at VA 746 (Dikerson Mill Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide northbound left turn lane on VA 122. Provide eastbound right turn lane on VA 746

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
40	VA 122	at VA 655 (Diamond Hill Rd.)		Safety: VA 655 intersects VA 122 at a less than desirable angle. The local jurisdiction has determined that VA 655 is overburdened and unsafe. Congestion: VA 122 experiences high traffic volumes in both directions, as documented in the Route 122 Study (2003). Heavy congestion is experienced between VA 655 north and VA 655 south.	Long-Term: Safety: Continue to monitor for improvements as intersection will be relocated/realigned to Hendricks Shore Road. Congestion: Redesign and widen VA 122 to four lanes with appropriate turn lanes to accommodate existing and future capacity deficiencies.
41	VA 122 (Independence Blvd)	at Orange Street		Congestion: "Bedford 2020 Transportation Plan" identified need for signalization of the intersection	Mid-Term: Congestion: Install signal at intersection as warranted
42	VA 24	VA 755 W (Morgans Mill Road)/ VA 755 E (Nemmo Road)		Safety: Sight distance is limited along west leg at VA 755 (Morgan Hill Road) due to geometric conditions. Congestion: Traffic demand at intersection exceeds capacity. VA 755 E and VA 755 W form a doglegged configuration.	Mid-Term: Congestion: Reconstruct and consolidate both VA 755 approaches. Long-Term: Safety: Proposed widening (see long term congestion recommendation) should consider geometric improvements to address sight distance concerns. Congestion: From just east of VA 635

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					to east of Nemmo Road (VA 755), VA 24 is recommended to be widened along its existing alignment. Widening through both VA 755 intersections will occur in conjunction with the overall widening recommended for the corridor between VA 619/886 and VA 801.
43	VA 122 (Moneta Road)	at VA 654 (Morgans church Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide southbound left turn lane and northbound right turn lane on VA 122 approaches. Provide exclusive right turn lane on VA 654.
44	VA 122	at Rt. 821 (Waterwheel Drive)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide right and left turn lanes on VA 122 approaches, Provide left turn lanes on Rt 821 approach Long-Term: Congestion: Monitor intersection for need of traffic signal
45	VA 24	at VA 747 (Joppa Mill Road)		Safety: Intersection experiences relatively high number of rear-end and angles crashes.	Mid-Term: Safety: Install turn lanes where appropriate to reduce rear-end crashes. Long-Term: Congestion:

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					Construct VA 24 to a four-lane divided roadway between just west of VA 619/757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). Include bicycle and pedestrian features.
46	VA 122	at VA 644		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period)	Long-Term: Safety: Deficiency with low priority: Continue to monitor for potential improvements.
47	VA 122 (Moneta Road)	VA 801	Southern City Limit Bedford	Safety: SMS: Need for improvement was identified by SMS database; Smith Mountain Lake Study: Lack of access management Congestion: SMS: Need for improvement was identified by SMS database; Smith Mountain Lake Study: Study identified current facilities will not accommodate future growth, lack of pedestrian/bike facilities	Mid-Term: Safety: Smith Mountain Lake Study: As areas continue to develop, apply access management techniques Congestion: Smith Mountain Lake Study: Improve roadway as two-lane facility with 12 foot lanes and 4 foot shoulders, latter to better serve bicycle travel. Provide turn lanes as appropriate Long-Term: Safety: Rural - 2 Lane 24 Feet Congestion: SMS: Rural - 2 Lane 24 feet ; Smith Mountain Lake Study: Add parallel roadways, improve VA 122 to a four-lane facility

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
48	VA 122 (Independence Blvd)	Dawn Drive	Forest Road	Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements	Mid-Term: Congestion: Widen roadway to 4 lanes to U4 Standards
49	VA 122	at VA 903 (S Old Moneta Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide left turn lanes on VA 122 approaches. Provide westbound left turn lane on VA 903 approach. Long-Term: Safety: Continue to monitor for improvements. Congestion: Consider eliminating passing zones in vicinity of VA 903 to accommodate existing and future capacity deficiencies.
50	South Bridge St.	Washington St	East Main St.	Congestion: Segment will operate at LOS E in 2035.	Long-Term: Congestion: Upgrade roadway to urban two lane standards
51	VA 24	at VA 653		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period).	Long-Term: Safety: Reconstruct intersection based on the 2006 Route 24 Study. (Align Sandy Level Road (Route 616) with Masons Lane (Route 653) by constructing new roadway and closing existing intersections.)

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
52	VA 24	at VA 608 (Emmaus Church Road)		Safety: Intersection experiences relatively high number of rear-end and angles crashes. Congestion: Traffic demand at intersection exceeds capacity. Intersection has T-shaped geometry.	Mid-Term: Safety: Install turn lanes where appropriate to reduce rear-end crashes. Congestion: Consider access management to consolidate with an adjacent intersection or eliminate alignment and redirect traffic to adjacent VA 749 (Meadow Spur Road). New reconfigured intersection will improve sight distance, which may reduce angled crashes. Long-Term: Congestion: Construct VA 24 to a four-lane divided roadway between just west of VA 619/757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). Include bicycle and pedestrian features. In the vicinity of these intersections, VA 24 will be widened along its existing alignment.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
53	VA 24	VA 801 (Flint Hill Road/ Stony Fork Road)		Safety: Both approaches of VA 801 create a dog- legged intersection configuration. Congestion: Traffic demand at intersection exceeds capacity.	Long-Term: Safety: Align Stony Fork Road (Route 801 South) with Flint Hill Road (Route 801 North) by constructing new roadway and closing existing Route 801 south intersection. Congestion: Construct VA 24 to a four-lane divided roadway between just west of VA 619/ 757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). Include bicycle and pedestrian features. In the vicinity of these intersections, VA 24 will be widened along its existing alignment.
54	VA 24	at VA 746 (Dickerson Mill Road)		Safety: Intersection experiences relatively high number of rear-end and angled crashes. Congestion: Insufficient through and turn capacity along VA 24.	Mid-Term: Safety: Install turn lanes where appropriate to reduce rear-end crashes. Long- Term: Congestion: Construct VA 24 to a four-lane divided roadway between just west of VA 619/ 757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). Include

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					bicycle and pedestrian features.
55	VA 757 (Goodview Rd)	VA 24 (Stewartsville Rd)	VA 653 East (Goodview Town Road)	Safety: Roadway has substandard lane widths and shoulders, access spacings do not meet guidelines	Long-Term: Safety: Reconstruct to two lane facility with 12 foot lanes and 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Access points should meet VDOT's access management guidelines
56	VA 122 (Moneta Road)	at VA 24 (Stewartsville Rd)		Safety: Intersection signalized in 2004 due to high crash rate.	Long-Term: Safety: Traffic signal was recently installed, continue to monitor for need of additional improvements.
57	VA 634	existing 4 lane section near Vinton / Roanoke Valley MPO Limit	Bedford/Franklin County Line	Safety: Roadway has substandard lane widths and shoulders, access spacings do not meet guidelines	Long-Term: Safety: Upgrade roadway to 12 foot lanes with 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Access points should meet VDOT's access management guidelines

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
58	VA 653 (Goodview Rd)	VA 655 East	VA 757 East	Safety: Roadway has substandard lane widths and shoulders, access spacings do not meet guidelines	Long-Term: Safety: Reconstruct to two lane facility with 12 foot lanes and 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Accesses points should meet VDOT's access management guidelines
59	VA 24	VA 748 (Lipscomb Road)/ Staunton River High School Entrance		Congestion: Intersection experiences congestion, primarily due to school traffic. Intersection has T-shaped geometry.	Mid-Term: Congestion: Implement access management to consolidate with school entrance to improve operations. Continue to monitor for need of traffic signal at the Staunton River High School Entrance.
60	VA 24	VA 616 (Sandy Level Road)		Safety: Sight distance is limited and there is no safe passing zone. Congestion: Traffic demand at intersection exceeds capacity. Intersection has T-shaped geometry and is located close to VA 653.	Mid-Term: Congestion: Implement access management to consolidate with adjacent VA 653 to create fourleg intersection. Long-Term: Congestion: Construct VA 24 to a four-lane divided roadway between just west of VA 619/ 757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					Road). Include bicycle and pedestrian features
61	VA 122 (Moneta Road)	at VA 806 (Rucker Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow	Mid-Term: Congestion: Provide exclusive westbound turn lane at VA 806.
62	VA 4 (Otey Street)	Washington Street	Ridge Street	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
63	VA 122 (Moneta Road)	at VA 747 (Joppa Mill Rd)		Congestion: Unsignalized intersection and lack of turn lanes for key movements are expected to cause congestion as region continues to grow	Mid-Term: Congestion: Signalize intersection and Provide right and left turn lanes on VA 122 approaches. Provide exclusive eastbound left turn lane on VA 747
64	McGhee Street overpass	at railroad		Safety: "Bedford 2020 Transportation Plan" identified need for new overpass	Mid-Term: Safety: Construct new overpass at railroad
65	VA 122 (Moneta Road)	at VA 735 (Rockcliff Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide exclusive left turn lane on southbound VA 122 and exclusive right turn lane on VA 735.
66	VA 24 (Wyatts Way)	VA 43 East	Campbell County Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
67	VA 122	at Hales Ford Bridge		Congestion: Study identified that bridge will not accommodate long term growth	Short-Term: Congestion: Preserve right-of-way for future widening of bridge and approaches Long-Term: Congestion: widen bridge to 4 lanes
68	VA 122 (Moneta Road)	at VA 736 (Mob Creek Rd & Homeplace Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide right and left turn lanes on VA 122 approaches.
69	VA 43 (Virginia Byway)	VA 24 West	Southern City Limit Bedford	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
70	VA 635 (Lovers Lane)	VA 619 East	VA 24 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
71	VA 24	at West of intersection with VA 122	VA 801	Safety: Vehicles collide with wildlife.	Short-Term: Safety: Add warning signs along corridor for animal crossings.
72	VA 709 (New London Road)	VA 24	VA 811	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
73	VA 707 (Lone Oak Crossing)	VA 43	VA 24	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
74	VA 628 (Bishop Creek Road/Mentow Road)	Campbell County Line	VA 626	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
75	VA 655 (Diamond Rd)	VA 122	VA 655	Safety: VA 655 intersects VA 122 at a less than desirable angle. The local jurisdiction has determined that VA 655 is overburdened and unsafe. Congestion: VA 122 experiences high traffic volumes in both directions, as documented in the Route 122 Study (2003). Heavy congestion is experienced between VA 655 north and VA 655 south.	Long-Term: Safety: Continue to monitor for improvements as intersection will be relocated/realigned to Hendricks Shore Road. Congestion: Redesign and widen VA 122 to four lanes with appropriate turn lanes to accommodate existing and future capacity deficiencies.
76	VA 619 (Turner Branch Road)	VA 634	VA 757	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
77	VA 735 (Rock Cliff Road)	VA 24	VA 122	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
78	VA 655 (Rock Spring Rd)	VA 653 East	VA 616 South	Safety: Roadway has substandard lane widths and shoulders, access spacings do not meet guidelines	Long-Term: Safety: Reconstruct to two lane facility with 12 foot lanes and 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Accesses points should meet VDOT's access management guidelines
79	VA 668 (Goode Road)	VA 703	VA 221	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
80	Montena Village Railroad Crossing	North Old Montena Rd / South Old Montena Rd		Congestion: Lack of local roads for north / south travel in Montena Village creates congestion on VA 122	Long-Term: Congestion: Reopen crossing from North Old Montena Rd to South Old Montena Rd with appropriate access management.
81	VA 619 (Jordantown Road)	VA 699	VA 726	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
82	VA 616 (Horseshoe Bend Road)	VA 655 South	VA 757 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
83	VA 654 (Radford Church Road)	VA 655 West	VA 608	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
84	VA 671 (Timber Ridge Road)	VA 221	VA 715	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
85	VA 634	at Hardy Ford Bridge		Safety: Bridge needs to be replaced.	Short-Term: Safety: Replace bridge
86	VA 644 (Centreville Road)	VA 122	VA 671	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
87	VA 746 (Dickerson Mill Road)	VA 24	VA 680	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
88	US 501 (Lee Jackson Highway)	VA 657	Amherst County Line	Safety/Congestion: Need for improvement was identified by SMS database	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet
89	VA 24	VA 807 (Harvey Creek Road/ Scenic View Road)		Safety: Intersection experiences relatively high number of fixed object crashes. Both approaches of VA 807 create a dog-legged	Short-Term: Safety: Enforce or reduce speed limit in the vicinity of the intersection. Long-Term: Safety: Shift and realign intersection of Route 24 with

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				intersection configuration.	Harveys Creek Road and Scenic View Road (Route 807) to improve long-term safety.
90	VA 726 (Quarterwood Road)	VA 619	US 460	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
91	VA 43 (Bedford Highway)	Campbell County Line	VA 728	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
92	VA 715 (Timber Ridge Road)	VA 803	VA 671	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
93	VA 668 (Goode Road)	US 460 West	VA 703	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
94	VA 695 (Goose Creek Valley Road)	US 460	Botetourt County Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
95	VA 680 (Sheep Creek Road)	VA 682	VA 684	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
96	VA 644 (Old Cifax Road/Coffee Road)	VA 638	VA 657	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
97	VA 638 (Sedalia School Road/Charlottesville Road)	VA 122	VA 644	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
98	VA 714 (Falling Creek Road)	VA 784	VA 24	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
99	VA 718 (Bell Town Road)	Eastern City Limit Bedford	VA 890	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
100	VA 643 (Jopling Road)	VA 640 East	VA 122 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
101	VA 643 (Otterville Road)	VA 122 North	Lynchburg MPO Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
102	VA 616 (Sandy Level Road)	VA 757 West	VA 24	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet

Table 13. RL RTP Recommendations--Campbell County

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
1	US 29	at VA 699 (Gladys Road)		Safety: Heavy vehicles along westbound VA 699 have difficulty finding sufficient gaps to make complete left turns without blocking US 29 northbound left turn lane. Congestion: Vehicles from westbound approach experience high delays.	Mid-Term: Safety: Consider signalization to provide sufficient gaps in US 29 traffic to better accommodate left turns from VA 699. Signalization will depend on the results of a full signal warrant analysis. Congestion: Consider signalization based on preliminary warrant analysis. Installation of the signal would depend on full warrant analysis. Long-Term: Safety: Consider rerouting truck/heavy vehicle traffic away from VA 699.
2	US 29	at VA 24		Safety: Insufficient clearance intervals. Speed limit differential.	Safety: Modify clearance intervals for all approaches. Reduce speed limit northbound US 29 from 60 MPH to 45 MPH.
3	US 460	at VA 24 / VA 608		Safety: Insufficient signage, there is no "Do Not Enter" sign in median east of intersection on US 460. Unnecessary signage and vehicle delineation.	Short-Term: Safety: Install Do Not Enter (R5-1) signs in median east of intersection on US 460. Remove concrete island on northbound approach and graphical Keep Right (R4-7) signs.
4	VA 711 (Clarion Road)	Northern City Limit Altavista	VA 712 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
5	US 29 Business (Main Street)	7th Street	Bedford Avenue	Safety: Study identified that the corridor does not have sufficient access management	Short-Term: Safety: Modify and consolidate entrances along corridor to improve safety and access along corridor
6	US 501	at VA 633 (Epsons Road)		Safety: No storage available to accommodate southbound right turners when stopped for passing train. Horizontal curve alignment restricts sight distance along US 501.	Mid-Term: Safety: Install southbound right turn lane. Long-Term: Safety: Flatten horizontal curve alignment to improve sight distance.
7	VA 24	at VA 656 (Plum Branch Road)		Safety: Westbound left turn stopping sight distance is limited due to vertical and horizontal curve alignment.	Long-Term: Safety: Consider installing turn lanes on all approaches. (The appropriate turn treatment will be determined based on turning movement counts).
8	US 29	Pittsylvania County Line	James River	Safety: Multiple median openings closely spaced along the corridor. Congestion: US 29 experiences capacity constraints related to the number of access points and heavy volume. Increased growth on travel demand is expected to further overburden the corridor.	Mid-Term: Safety: Implement access management to close and consolidate crossovers, private driveways and commercial entrances and exits. Long-Term: Congestion: To reduce demand and improve capacity on US 29, construct a new 4-lane divided limited access highway from US 29 south of VA 24 to US 460 west of the airport. Reconstruct US 29 as a 6-lane limited access

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
					highway from Campbell Avenue to the Madison Heights Bypass. In conjunction with access management consider eliminating or consolidating signals and construct interchanges to meet the growing traffic demand.
9	US 29 Business	7th Street	Northern City Limit Altavista	Congestion: Segment will operate at LOS D in 2035.	Long-Term: Congestion: Urban - 4 Lane
10	US 501 (Lusardi Drive/Lynchburg Avenue)	Halifax County Line	Northern City Limit Brookneal	Safety/Congestion: Need for improvement was identified by SMS database.	Long-Term: Safety/Congestion: Rural - 3 Lane
11	Lynch Mill Road	at US 29 Business (Main Street)		Congestion: Lynch Mill Road lacks a dedicated right turn bay	Mid-Term: Congestion: Add right turn bay on Lynch Mill Road
12	VA 712 (Mount Herman Road)	VA 43 East	VA 714	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
13	VA 40	US 501	Brookneal Eastern Town Limit	Congestion: Segment will operate at LOS E in 2035.	Long-Term: Congestion: Urban -3 lane
14	VA 24	at VA 646		Safety: No Intersection Ahead Warning Signs on VA 24. (Short-Term: Safety: Install intersection ahead signs on VA 24.
15	VA 714 (Lynch Mill Road)	Northern City Limit Altavista	VA 626	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
16	Pittsylvania Avenue	US 29 Business (Main Street)	South Corporate Limits	Safety: Corridor has safety issues due to existing cross-section and intersection approach to Main Street	Short-Term: Safety: Widen Pittsylvania Avenue to 4 lanes.
17	US 501 (Brookneal Highway)	VA 24 West	VA 622	Safety/Congestion: Need for improvement was identified by SMS database.	Long-Term: Safety/Congestion: Urban - 3 Lane
18	US 29 Bus	at VA 688 (Pittsylvania Avenue)		Safety: Numerous entrances/exits within functional area of the intersection. Intersection turn radius does not accommodate truck traffic, can lead to safety issues. Intersection had 27 crashes for 2003-2005 period	Short-Term: Safety: Improve turn radius to accommodate truck traffic and modify lane use at intersection (no specific lane use identified yet). Long-Term: Safety: Consider access management to consolidate entrances on northeast and southeast corners and in conjunction, consider redeveloping vacant lots.
19	US 29 Business (Main Street)	South Corporate Limits	North End of Bridge	Congestion: Study identified need for additional lanes over the river	Short-Term: Congestion: Construct new two-lane bridge over river with a multi-use trail
20	US 501 (Lynchburg Avenue/Brookneal Highway)	Northern City Limit Brookneal	VA 24 West	Safety/Congestion: Need for improvement was identified by SMS database.	Long-Term: Safety/Congestion: Rural - 3 Lane
21	Lynch Mill Road	at Clarion Road		Congestion: Lack of turn lanes on all approaches and the skewed intersection affects traffic flow	Mid-Term: Congestion: Realign intersection with roadway widening to accommodate appropriate turn lanes on all approaches

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
22	VA 761 (Long Island Road)	VA 705	US 501	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
23	VA 711	VA 682 South	VA 714	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
24	Lynch Mill Road	at Altavista Elementary School (multiple entrances)		Congestion: Study identified that Lynch Mill Road has a lack of right and left turn lanes into the school	Short-Term: Congestion: Add left turn bays in the southbound direction and right turn bays in the northbound direction of Lynch Mill Road at school entrances
25	VA 696 (Hells Bend Road)	VA 700	VA 699	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
26	VA 628 (Bishop Creek Road)	VA 682	VA 43	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
27	VA 615 (Red House Road)	VA 24	VA 834	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
28	VA 606 (Spring Mill Road)	VA 604	VA 606 North	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
29	VA 643 (Lewis Ford Road/Carver Lane)	US 501	VA 615	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
30	VA 615 (Red House Road)	VA 834	Charlotte County Line	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
31	VA 600 (Sugar Hill Road)	VA 601	Charlotte County Line	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
32	VA 600	VA 40/Brookneal Town Limit	VA 40 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
33	VA 635 (Flynn Street)	VA 761 North	US 501	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
34	VA 612 (Epsons Road)	VA 614 East	US 501	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
35	VA 696 (Marysville Road)	VA 701 North	US 29 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
36	VA 646 (Morris Church Road)	VA 615	VA 604	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
37	VA 43 (Bedford Highway)	VA 628	VA 682	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
38	T-1102 (Cook Avenue)	T-1111	T-1133	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
39	VA 609 (Stage Road)	Cabin Field Road	Appomattox County Line	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
40	VA 652 (Pigeon Run Road)	US 501	VA 648	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
41	VA 601 (Juniper Cliff Road)	Brookneal Northern Town Limit	VA 605 West	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
42	VA 601 (Juniper Cliff Road)	US 501	Brookneal Northern Town Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
43	VA 648 (Suck Creek Road)	VA 652	VA 615 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
44	VA 633 (Epons Road)	VA 761 South	VA 614 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
45	VA 24	VA 808	US 29	Safety: Combination of vertical and horizontal curves throughout the corridor	Long-Term: Safety: Reconstruct corridor to current design standards.