

CHAPTER VIII

2045 DEPLOYMENT AND IMPLEMENTATION

Connect Central Virginia 2045 is unique in that it brings together key implementation actions from the Lynchburg Connectivity Study, Rural Long Range Transportation Plan and the 2040 LRTP. This broadens the focus to include regional economic development, rural transportation, and regional connectivity. The recommended strategies and actions of the Lynchburg Connectivity Study are brought into the LRTP recommendations so that the 2045 LRTP has a more far-reaching focus and includes all the multiple transportation modes and aspects of connectivity that form the key foundation for economic prosperity in the region. This chapter also includes the top ten prioritized projects, by locality, for the Central Virginia Region's Rural Transportation Program (RTP) area.

The Lynchburg region benefits from quality infrastructure and prior investments that provide a platform upon which to build towards stronger multimodal connectivity. The region's road network, together with its air and rail networks provides reliable connections within the region and to external markets. In the coming years, economic and demographic factors together point to the conclusion that the region benefits greatly from investments in multimodal connectivity. The Lynchburg region is still undergoing broad economic shifts from its traditional economic base of manufacturing but recent population and business gains especially in the City of Lynchburg show great promise and new economic directions.

Connect Central Virginia 2045 consolidates strategies, recommendations, and projects from the three core plans:

- » CEDS Strategies and Recommendations
- » Rural Transportation Project List
- » 2045 LRTP Project Lists
- » Vision Lists
- » Constrained Long Range Plan

The Deployment and Implementation chapter begins with an overview of funding options that finance transportation recommendations and capital projects. In the High Priority 2045 Project List, one-page project profiles match recommendations with funding, detailing next steps for implementation.

FUNDING FOR TRANSPORTATION IMPLEMENTATION

There is an array of funding options available to finance transportation projects. Due to dwindling public funds, the 2045 process emphasized cost-effective solutions that provide the greatest benefit per dollar. The most common funding source is SMART SCALE.

SMART SCALE

Purpose: SMART SCALE is the statewide program that intends to distribute funding based on a standard and objective evaluation of projects that will determine how to effectively help the state achieve its transportation goals.

Funding: there are two main pathways to funding within the SMART SCALE process—the construction District Grant Program (DGP) and the High Priority Projects Program (HPPP). A project applying to funds from the DGP is prioritized with projects from the same construction district. A project applying for funds from the HPPP is prioritized with projects statewide. The CTB then makes a final decision on which projects to fund.

Eligible Projects: Projects must address improvements to a Corridor of Statewide Significance, Regional Network, or Urban Development Area (UDA). Project types can include highway improvements such as widening, operational improvements, access management, and intelligent transportation systems, transit and rail capacity expansion, and transportation demand management including park and ride facilities.

Eligible Applicants: Projects may be submitted by regional entities including MPOs and PDCs, along with public transit agencies, counties, cities, and towns that maintain their own infrastructure. Projects pertaining to UDAs can only be submitted by localities.

Evaluation Criteria: There are five factors evaluated for all projects: Safety, congestion mitigation, accessibility, environmental quality, and economic development. MPOs with a population greater than 200,000 are also evaluated by land use policy consistency.

HIGHWAY SAFETY IMPROVEMENTS PROGRAM (HSIP)

Purpose: Established by the federal transportation legislation MAP-21, this program is structured and funded to make significant progress in reducing highway fatalities and injuries on all public roads.

Funding: The Federal share for highway safety improvements is 90%, with certain types of projects (including, as relevant to this study, maintaining retro-reflectivity of pavement markings and the installation of traffic signs) eligible to be funded at 100%. If project cost is higher than what was originally submitted, the project manager and sponsor will be responsible for identifying sources for funding those estimates.

Eligible projects: Projects involve the identification of high-crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects. Eligible applicants: Local governments, VDOT District and Regional Staff

Evaluation criteria:

- » Evaluated on a statewide basis rather than on a local or district basis.
- » Locations or corridors where a known “substantive safety” problem exists as indicated by location-specific data on severe crashes, and where it is determined that the specific project action can with confidence produce a measurable and significant reduction in the number and/or consequences of severe crashes.
- » To achieve the maximum benefit, the focus of the program is on cost-effective use of funds allocated for safety improvements.
- » Priority will be given to projects having higher total number of deaths and serious injuries.



TRANSPORTATION ALTERNATIVES PROGRAM

Purpose: This program is intended to help local sponsors fund community based projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. It focuses on providing pedestrian and bicycle facilities and other community improvements.

Funding: TAP is not a traditional grant program and funds are only available on a reimbursement basis. It is therefore important to have the necessary funding available to pay for services and materials until appropriate documentation can be submitted and processed for reimbursement. The program will allow a maximum federal reimbursement of 80% of the eligible project costs and requires a 20% local match.

Eligible projects:

- » Pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths.
- » Pedestrian and bicycle safety and educational activities such as classroom projects, safety handouts and directional signage for trails (Safe Routes to School)
- » Preservation of abandoned railway corridors such as the development of a rails-to-trails facility.

Eligible applicants: Any local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies, or school, tribal government, and any other local or regional government entity with responsibility for overseeing transportation or recreation trails.



Evaluation criteria:

- » Number of federal enhancement categories.
- » Inclusion in a state, regional, or local plan.
- » Public/private venture-cooperation (multi-jurisdictional).
- » Total cost and matching funds in excess of minimum.
- » Demonstratable need, community improvement.
- » Community support and public accessibility.
- » Compatibility with adjacent land use.
- » Environmental and ecological benefits.
- » Historic criteria met, significant aesthetic value to be achieved and visibility from a public right of way.
- » Economic impact and effect on tourism.

VDOT REVENUE SHARING PROGRAM

Purpose: This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

Funding: Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB. Project costs are divided equally between the Revenue Share Fund and locality funding.

Eligible projects:

- » Supplemental funding for projects listed in the adopted Six-Year Improvement Plan.
- » Construction, reconstruction, or improvement projects not included in the adopted Six-Year Improvement Plan.
- » Improvements necessary for the specific subdivision streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions).
- » Maintenance projects consistent with the department's operating policies.
- » New hardsurfacing (paving).

- » New roadway.
- » Deficits on completed construction, reconstruction, or improvement projects.

Eligible applicants: Any county, city, or town in the Commonwealth of Virginia

Evaluation criteria:

- » Priority 1: Construction projects that have previously received Revenue Sharing funding.
- » Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan.
- » Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation.
- » Priority 4: All other projects.

VDOT ROAD MAINTENANCE

The VDOT Road maintenance category of funding covers a wide variety of maintenance and operations activities. Road maintenance funds comprise the majority of VDOT's scheduled funding (versus new construction). Road maintenance funding addresses needs having to do with pavement management, signals, pavement markings, signs, stripes, guardrails, and ITS (Intelligent Transportation Systems) assets that are considered to be of critical safety and operational importance. Maintenance funding also addresses operation services comprising ordinary and preventative maintenance work such as cleaning ditches, washing bridge decks, patching pot-holes, debris removal, snow and ice removal, emergency response, incident management, mowing, and equipment management.

DEVELOPMENT PROFFER

Purpose: Developer contributions, known as proffers, are typically cash amounts, dedicated land, and/or in-kind services that are voluntarily granted to the locality to partially offset future capital facility costs associated with specific land developments. Recent legislation has limited the ability of local governments to receive proffers, but through the re-zoning process developers may still consider providing infrastructure improvements.

Funding: The cost of the program can be financed with developer contributions.



Eligible projects:

- » Re-zoning requests that permit residential and/or commercial uses in accordance with this policy.
- » Limited to offsetting impacts that are directly attributable to new development.
- » To “require” a proffer, a county must have completed an exhaustive study to document the real project costs.

Eligible applicants:

- » Any land developers seeking a re-zoning.

CEDS STRATEGIES AND RECOMMENDATIONS

Connect Central Virginia 2045 encompasses the Lynchburg Connectivity Study, incorporating a series of strategies and actions that address regional connectivity issues that directly influence how desirable the region can be to skilled workers, businesses, and future residents. The following is a summary of strategies and actions that support the region’s CEDS plan.

Freight fluidity on the transportation system has many factors. Below are some areas to consider while addressing freight through the TPO. Although The Port of Virginia has some knowledge of direct port activity, the locality can provide the best information available.

Motor Carriers

Designated Truck Routes, Major Trucking Areas, Truck Stops

Rail Network

Industrial Rail Access, Marshalling Yards, Rail Capacity, Commuter Rail Growth

Economic Development Sites

VEDP Site Tiers, Future Growth, Brown Sites, Green Sites

THEME: LABOR MARKET & INTRA-REGIONAL CONNECTIVITY

Under this theme, the strategy areas are placemaking, transportation bottlenecks, and TDM.

Placemaking Recommendations:

- » Livable Urban Environment: Continue and enhance efforts to build an urban environment that is livable and appeals to younger workers and entrepreneurs.
- » Bike and Pedestrian Connections: Focus efforts on developing a community that is connected by quality pedestrian and bicycle infrastructure, with a strong sense of place.
- » Strengthen Downtown: Work to strengthen downtown Lynchburg as an asset for the entire region by addressing issues such as wayfinding and intra- regional connectivity between centers of activities (higher education, health, and the arts).
- » Activity Centers: Support placemaking enhancements in other local activity centers in the region to appeal to younger workers and entrepreneurs.
- » Urban Cores: Continue to build a region that has a strong sense of place within key activity centers, with quality pedestrian and bicycle infrastructure and with an urban core that serves as a region-wide asset
- » Complete Streets: Pursue implementation of Complete/Better Streets projects as outlined in the local and regional plans.
- » Regional Bike Corridors: Continue to work towards implementation of the CVTPO Priority Accommodation Corridors as identified in the Region 2000 Bicycle Plan.
- » Improved Wayfinding: Improve on-line information and signage to key activity centers in the region.
- » Multi-Modal Coordination: Coordinate improved multimodal connectivity between institutions of higher education and downtown Lynchburg.



- » BikeShare: Consider a bikesharing program that connects with transit and passenger rail that could be used to reduce the need for parking and short auto trips by students, residents, visitors, and workers.
- » Parking Strategies: Explore parking strategies including a car share program that could reduce the need for autos and parking.

Bottleneck Recommendations:

- » Network Reliability: Focus on maintaining and enhancing the reliability of the network in the region.
- » Preserve Performance: Invest strategically to preserve performance on the region's road network, continuing to support quality intra-regional travel.
- » Intra-Regional Bottlenecks: Target intra-regional transportation bottlenecks and work to ensure patterns of growth do not erode the current quality of commuting in the region.

- » Pursue Funding Applications: Pursue funding of significant improvements that would relieve bottlenecks on corridors serving commuter flows and regional activity centers.

Transit and TDM Recommendations:

- » Transit Marketing: Build support and demand for transit and alternative transportation options by encouraging collaborative communication and problem-solving between major employers, regional commuters, and transit operators.
- » RIDE Solutions: Continue to build on the RIDE Solutions platform, increasing awareness of alternative transportation options and programs.
- » Innovative TDM Approaches: Seek creative solutions that will make transit and other alternative transportation options (ridesharing, biking, walking) attractive and feasible.
- » Outreach through Partnerships: Enhance outreach to the business community through partnerships between RIDE Solutions, the



Region 2000 Workforce Development Board, and the Lynchburg Regional Business Alliance (LRBA).

- » Incentive Program: Consider implementation of an activity-based commuter rewards program which provides incentives for walking, biking, telecommuting, ridesharing, and use of transit.
- » Transit Pass Program: Support a Unified Transit Pass Program by working with the Greater Lynchburg Transit Company (GLTC) and major regional employers and educational institutions.
- » Promote Carpool and Vanpool Efforts: Investigate opportunities for the region to benefit from DRPT's emphasis on expanding vanpooling in rural and small urban areas.
- » Employer Incentives for TDM: Encourage and incentivize employers to provide transit and vanpool pass/fare and biking benefits to employees in accordance with IRS eligibility rules

THEME: INTER-REGIONAL CONNECTIVITY

Under this theme, the strategy areas are intercity passenger rail, air service development, access to key highway corridors, cargo-oriented development,

Intercity Passenger Rail Recommendations:

- » Passenger Rail Hub: Enhance Lynchburg's role as a passenger rail hub for the region.
- » Marketing Rail: Continue to build off the demonstrated success with Amtrak services to and from Lynchburg through marketing, planning, and advocacy efforts.
- » Coordinate Markets: Coordinate marketing of Amtrak services, particularly for travel to and from northeast markets.
- » Advocate for Rail Expansion: Advocate for reliability and additional rail capacity. Participate in efforts to improve on-time performance of trains and long-term planning to increase rail capacity at major stations.

- » Online Information: Support DRPT's reporting of Amtrak's on time performance through more visible, graphically oriented website.
- » Statewide Plans: Engage with DRPT to offer guidance to Statewide Rail Plan for future station planning and rail capacity.

Air Service Development Recommendations:

- » Air Service Upgrades: Consolidate regional support for the air service development activities managed by the Lynchburg Regional Airport (LYH). Focus on maintaining and improving current service levels; enhancing service through equipment upgrades; expanding capacity and service reliability and expanding commercial air service; and targeting major carrier hubs and potential tourism niche markets.
- » Build Regional Support: Coordinate a regional narrative on the value of LYH relative to other alternatives.
- » Expanded Service: Advocate for service to Dulles in coordination with the \$50 million Governor's program to reduce the cost of enplanements (boardings) at Dulles.
- » Identify Growth Trends: Coordinate data-sharing with colleges and universities. Work with higher education institutions in the region to understand growth trends that could support additional air service.
- » Aviation Programs: Explore the potential of aviation programs at Liberty University to leverage potential economic benefits to the airport.
- » Economic Development: Develop leading economic indicators. Strengthen channels of communication with the economic development community so that "leading indicators" can be communicated to airlines.

Access on Key Highway Corridors Recommendations:

- » Access to Interstate System: Focus on maintaining and improving good access to the interstate system and on key corridors that connect the Lynchburg region to national and international markets.



- » Inter-Regional Corridors: Invest in key inter-regional corridors to protect and improve access to external markets, the Interstate system, and important intermodal and port facilities. The following are representative Inter-regional roadway improvements identified from existing planning efforts:
- » 501/221 One-Way Pair Project – Intersection improvement, with one-way split pairs on US 501 on either side of 221.
- » Wards Road Access Management – Access management and operational improvements on US 29.
- » Lynchburg Expressway/ Candler's Mount Road – Improves interchange; connects key inter-regional corridors with high truck volumes.
- » US 501 Improvement from Old Forest Rd to Rt 620 – addresses future constraints on a key connector corridor.
- » Regional Partnerships: Work with partners in surrounding regions to advance improvements on key corridors that affect Lynchburg's connectivity to outside markets.

- » Coordinate with Statewide Efforts: Support the Commonwealth's "Protecting Virginia's Arterial Investments" study. The Study will focus on key arterial corridors in the Lynchburg and Salem Districts, and will include 29 and 460.

Cargo-Oriented Development Recommendations:

- » Freight Rail Development: Enhance local readiness to respond to freight rail-oriented development opportunities.
- » Market Access Program: Build awareness of the Virginia Rail Industrial Access program within the regional economic development community as a tool for supporting new cargo-oriented development.
- » Freight Rail Sites: Focus industrial development efforts on sites adjacent to existing rail infrastructure and rail customers.
- » Communication on Railways: Continue open lines of communication with the Class I railroads and the region through the Commonwealth Transportation Board's standing Rail Subcommittee.



THEME: DIGITAL CONNECTIVITY

Broadband access integrates under-served and rural communities into wider social and economic networks, especially knowledge and technology industries. Good broadband attracts a global workforce. Combined with good air and rail service, it supports entrepreneurship and startups drawn to the region's other workforce and quality of life assets. Furthermore, High-speed Internet service facilitates remote work opportunities, which can lead to reduced peak hour commuter traffic on the region's roadways.

Broadband Coverage Recommendations:

- » Coverage Speed: Pursue a minimum target speed of 25 mbps download/3 mbps upload for broadband coverage throughout the region, as recommended by the Federal Communications Commission.
- » Coordinating Fiber-Optic Assets: Capitalize on existing fiber-optic assets by building them into economic development strategy and site selection.
- » Marketing Fiber-Optic: Market the strong existing fiber optic network as an asset to companies considering relocation or entrepreneurs starting new businesses.
- » Expanding Rural Broadband: Expand broadband improvements in rural areas including seeking both funding and partnerships. For example, explore the development of a Regional Broadband Authority under the Virginia Wireless Service Authority Act.

IMPLEMENTATION AREAS

Connect Central Virginia 2045 updates the implementation of several of the strategy areas of the Connectivity Study, including:

- » Complete/Better Streets
- » Intra-Regional Bottleneck Relief
- » Inter-Regional Key Corridor Improvements

CEDS ROADWAY PROJECT RECOMMENDATIONS

- » 501/221 One-Way Pair Project: Intersection improvement, with one-way split pairs on US 501 on either side of 221 (SMART SCALE funding)
- » Wards Road Access Management: Access management and operational improvements on US 29
- » Lynchburg Expressway/ Candler's Mount Road: Improves interchange; connects key inter-regional corridors with high truck volumes
- » US 501 Improvement from Old Forest Rd to VA 620: Addresses future constraints on a key connector corridor
- » VA 622, Lynbrook Road (SMART SCALE funding)
- » Candler's Mountain Road (US 501) Improvement
- » South Amherst Hwy (BUS 29)/ VA 163 Interchange
- » Lakeside Drive (221) Improvement
- » Candler's Mountain Road (VA 670) Improvement



RURAL TRANSPORTATION PROJECTS

The Central Virginia Rural Long Range Transportation Plan (RLRTP) is part of a greater initiative to aid the statewide transportation funding process. VDOT, Virginia's Planning District Commissions, and the local governments they represent are partners in the development of this initiative to create regional transportation plans in rural and small urban areas that will complement those in the metropolitan areas to help create a uniform rating system when identifying transportation projects for funding. This feeds into VDOT's Transportation and Mobility Planning Division's development of the VTrans 2040 Plan, made up of the VTrans Multimodal Transportation Plan (VMTP), the VTrans Vision Plan, and the Surface Transportation Plan by the Transportation and Mobility Planning Division (TMPD).

The Rural Transportation Plans serve as a screen for transportation projects applying for consideration under the SMART SCALE prioritization process. The Office of Intermodal Planning and Investment (OIPI) leads the effort in developing the VMTP 2025 Needs Assessment, which focusses mainly on urbanized areas. The RLRTP serves as a complementary document to the VMTP with a focus on rural areas in Virginia. The rural regional plan has a horizon year of 2040 and addresses the anticipated impacts of population and employment growth upon the transportation system. The RLRTP was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability.

Discussions and input from the economic development stakeholders outlined in the CEDS document strongly influenced the review of transportation improvement recommendations in the RLRTP. Specific metrics for economic performance were included in the VDOT prioritization matrix which was used to prioritize transportation improvement recommendations. The specific metrics are explained in detail in **Chapter VI**. In summary, the purpose of incorporating regional economic development priorities in the RLRTP project scoring matrix is to ensure that transportation projects that best position the region for economic success are prioritized for funding.

AMHERST COUNTY

The RLRTP lists 22 project recommendations in the rural program area of Amherst County. The full list of prioritized projects is in Appendix I. The following are the top ten scored projects.

Project #1: North Amherst Highway & Patrick Henry Highway

Intersection improvements at the intersection of US 29 (North Amherst Highway) and VA 151 (Patrick Henry Highway)

Recommendation:

- » Short-Term: Safety – Consider reducing speed limit through the intersection.
- » Mid-Term:
 - » Safety – Conduct access management to better define the commercial entrance on east side of the intersection.
 - » Congestion – Consider signalization based on a further signal warrant analysis.
- » Long-Term: Congestion – Construct quadrant interchange based on the “Route 29 Corridor Study.”

Project #2: North Amherst Highway

Road segment between the northern boundary of the TPO and Nelson County Line

Recommendation:

- » Long-Term: Congestion – Upgrade the roadway to a four-lane parkway with interchanges at select locations.

Project #3: Richmond Highway

A road segment of US 60 (Richmond Highway), from the Town of Amherst's eastern limits to VA 600 (Riverville Road)

Recommendation:

- » Long-Term: Safety – Reconstruct to a 2-lane, 20-foot rural road



Project #4: Richmond Highway

The segment of US 60 (Richmond Highway), from VA 600 (Riverville Road) to Amherst County's eastern border

Recommendation:

- » 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 the US 29 Bypass.

Project #5: Father Judge Road

A segment of VA 655 (Father Judge Road), from Fall Rock Creek Bridge to VA 643 (Matohe Road/Kenmore Road)

Recommendation:

- » Long-Term: Safety – Reconstruct roadway to 2-lane, 24-foot facility

Project #6: Riverville Road

The segment of VA 600 (Riverville Road), from US 60 (Richmond Highway) to VA 601 (Old Galilee Road)

Recommendation:

- » Long-Term: Safety – Reconstruct to a 2-lane, 20-foot rural roadway

Project #7: Geddes Mountain Road & Patrick Henry Highway

The intersection of VA 662 (Geddes Mountain Road) and VA 151 (Patrick Henry Highway)

Recommendation:

- » Long-Term: Safety – Reconstruct the intersection to improve angle with which VA 662 ties into VA 151 and to improve overall roadway geometrics and sight distance.

Project #8: Baileys Sawmill Road

A segment of VA 617 (Baileys Sawmill Road), from US 60 (Lexington Turnpike) to VA 616 (West Monitor Road)

Recommendation:

- » Long-Term: Safety – Reconstruct to a 2-lane, 20-foot rural road

Project #9: Matohe Road

A segment of VA 643 (Matohe Road), from VA 636 (High Peak Road) to VA 655 (Father Judge Road)

Recommendation:

- » Long-Term: Safety – Reconstruct to a 2-lane, 20-foot rural road

Project #10: Union Hill Road

Road segment of VA 604 (Union Hill Road), from VA 659 (Union Hill Road) to US 60 (Richmond Highway)

Recommendation:

- » Long-Term: Safety – Reconstruct to a 2-lane, 24-foot rural road

APPOMATTOX COUNTY

The RL RTP lists 40 project recommendations in Appomattox County, which is entirely within the Central Virginia Region's Rural Transportation Program area. This includes the incorporated town. The full list of prioritized projects is in Appendix I. The following are the top ten scored projects.

Project #1: Confederate Boulevard

In the Town of Appomattox, US 460 Business (Confederate Boulevard), from VA 131 (Old Courthouse Road) to VA 131 (Court Street)

Recommendation:

- » Long-Term: Congestion – Widen roadway and add turn lanes near the intersections with VA 131, west and east.



Project #2: Richmond Highway & Spout Spring Road

The intersection of US 460 (Richmond Highway) and VA 689 (Spout Spring Road)

Recommendation

- » 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.

Project #3: Richmond Highway & Stage Road

The intersection of US 460 (Richmond Highway) and VA 609 (Stage Road/Phoebe Pond Road)

Recommendation

- » 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 directions.

Project #4: Richmond Highway & Old Evergreen Road

The intersection of US 460 (Richmond Highway) and VA 630 (Old Evergreen Road)

Recommendation

- » Short-Term: Safety – Install the missing stop bar on VA630.
- » Mid-Term: Safety – Install left turn lane and convert right turn taper to full turn lane in eastbound direction.

Project #5: Richmond Highway

A segment 460 (Richmond Highway), from the Campbell County Line to the eastern limits of the Town of Appomattox

Recommendation

- » Long-Term: Safety – Reconstruct to a 2-lane, 24-foot rural road

Project #6: Confederate Boulevard & Court Street

The intersection of US 460 Business (Confederate Boulevard) and VA 131 (Court Street)

Recommendation

- » Long-Term: Safety – Implement Enhance Advance Warning Notification at intersection to improve intersection safety.

Project #7: Richmond Highway & Piney Ridge Road

The intersection of US 460 (Richmond Highway) and VA 628 (Piney Ridge Road/Wood Row Road)

Recommendation

- » Long-Term: Safety – Reconstruct to 2-lane, 20-foot rural road

Project #8: Hixburg Road

A segment of VA 633 (Hixburg Road), from US 460 (Richmond Highway) to VA 627 (Poorhouse Creek Road)

Recommendation

- » Long-Term: Safety – Reconstruct to a 2-lane, 24-foot rural road

Project #9: Hixburg Road

A road segment of 627 (Hixburg Road), from VA 633 (Hixburg Road) to VA 601 (Forest Chapel Road)

Recommendation

- » Long-Term: Safety – Reconstruct to a 2-lane, 24-foot rural road

Project #10: Old Evergreen Road

A road segment of VA 630 (Old Evergreen Road), from VA 636 (Rock Spring Road) to VA 629 (Little Cub Road)

Recommendation:

- » Long-Term: Safety – Reconstruct to a 2-lane, 20-foot rural road



BEDFORD COUNTY

The RL RTP lists 102 project recommendations in the rural program area of Bedford County, the only county in the Central Virginia Region not in the Lynchburg VDOT Construction District. Bedford County is within the Salem VDOT District. The full list of prioritized projects is in Appendix I. The following are the top ten scored projects.

Project #1: West Lynchburg Salem Turnpike & Camp Jaycee Road

The intersection of US 460/221 (West Lynchburg Salem Turnpike) and VA 697 (Camp Jaycee Road)

Recommendation

- » 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.

Project #2: East Lynchburg Salem Turnpike

Improvements on US 460 (East Lynchburg Salem Turnpike) at the Wal-Mart Supercenter entrance, located at 1126 E Lynchburg Salem Turnpike, Bedford, VA 24523

Recommendation

- » 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 Phillips Park Drive to the east and construct new crossover to improve access management. New signal may be required based on warrant analysis.

Project #3: East Lynchburg Salem Turnpike & East Main Street

The interchange at US 460 Business (East Main Street) and the US 460 Bypass (East Lynchburg Salem Turnpike)

Recommendation

- » Long-Term: Congestion – Interchange improvements to resolve long-term safety and traffic flow issues. Specific improvements to be determined.

Project #4: West Lynchburg Salem Turnpike & Villamont Road

The intersection of US 460 (West Lynchburg Salem Turnpike) and VA 698 (Villamont Road)

Recommendation:

- » Mid-Term: Safety – Install turn lanes.

Project #5: West Lynchburg Salem Turnpike

The intersection of US 460 (West Lynchburg Salem Turnpike) and VA 690 (Nester Road)

Recommendation:

- » Mid-Term: Safety – Install turn lanes.

Project #6: East Lynchburg Salem Turnpike

The intersection of US 460 (East Lynchburg Salem Turnpike), between VA 803 (Timber Ridge Road) and 715 (Krantzs Corner Road)

Recommendation:

- » Mid-Term: Safety – Consolidate VA 803 (Timber Ridge Road) and VA 715 (Krantzs Corner Road) to form a four-leg intersection. Close crossover at existing Timber Ridge Road.

Project #7: West Lynchburg Salem Turnpike & Patterson Mill Road

The intersection of US 460/221 (West Lynchburg Salem Turnpike) and VA 680 (Patterson Mill Road)

Recommendation

- » Short-Term: Safety – Extend 50 mph zone west of the 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.

Project #8: West Lynchburg Salem Turnpike & Johnson School Road

The intersection of US 460 (West Lynchburg Salem Turnpike) and VA 689 (Johnson School Road)

Recommendation

- » 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.

Project #9: West Lynchburg Salem Turnpike

The segment of US 460/221 (West Lynchburg Salem Turnpike), from the Botetourt County Line to the western town limits of Bedford

- » Congestion: Horizon year 2025 traffic forecasts suggest the inability of many intersections in the study corridor to safely and effectively accommodate future.



Recommendation

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

Project #10: East Lynchburg Salem Turnpike

The segment of US 460 (East Lynchburg Salem Turnpike), between the eastern incorporated limits of the Town of Bedford and VA 811 (New London Road)/VA 643 (Thomas Jefferson Road)

Recommendation

- » Short-Term: Safety – Implement access management to maintain minimum required distances for crossover spacing. Corridor-wide, the following crossovers should be closed:
 - › Just west of Oak Hill Lane
 - › Just east of Little Otter River
 - › 0.2 miles and 0.5 miles east of Timber Ridge Road
 - › 0.15 miles west of Route 1290
 - › 0.4 miles east of Bells Mill Road
 - › 0.2 miles east of Blackwater Road
 - › 0.6 miles east of Blackwater Road
 - › 0.45 miles west of New London Road
 - › 0.25 miles west of New London Road
 - › Just west of Twin Lake Drive
 - › At Oak Hill Lane
 - › East of eastern entrance of Flagstone Loop
 - › 0.3 miles west of Triggs Road
 - › 0.2 miles west of Heightview Drive
 - › At Ranch Lane
 - › 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 corridor-wide. 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's Corner Road. Improve crossover and intersection at Triggs Road.

CAMPBELL COUNTY

The RL RTP lists 45 project recommendations in the rural program area of Campbell County. The full list of prioritized projects is in Appendix I. The following are the top ten scored projects.

Project #1: Wards Road & Gladys Road

The intersection of US 29 (Wards Road) and VA 699 (Gladys Road)

Recommendation

- » Long-Term: Safety – Consider rerouting truck/heavy vehicle traffic away from VA 699.

Project #2: Wards Road & Colonial Highway

The intersection of US 29 (Wards Road) and VA 24 (Colonial Highway)

Recommendation

- » Safety: Modify clearance intervals for all approaches. Reduce speed limit northbound US 29 from 60 MPH to 45 MPH.

Project #3: Wards Road

US 29 (Wards Road), at VA 24 (Colonial Highway) and VA 608

Recommendation

- » 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.

Project #4: Clarion Road

A Segment of VA 711 (Clarion Road), from the northern town limits of Altavista to VA 712 East

Recommendation

- » Long-Term: Safety – Reconstruct to a 2-lane, 24-foot rural road.



Project #5: Main Street & 7th Street

The Intersection of US 29 Business (Main Street) and 7th Street to Bedford Avenue

Recommendation

- » Short-Term: Safety – Modify and consolidate entrances along corridor to improve safety and access along corridor.

Project #6: Brookneal Highway and Epsons Road

The intersection of US 501 (Brookneal Highway) and VA 633 (Epsons Road)

Recommendation

- » Mid-Term: Safety – Install southbound right turn lane.
- » Long-Term: Safety – Flatten horizontal curve alignment to improve sight distance.

Project #7: Village Highway & Plum Branch Road

The Intersection of VA 24 (Village Highway) and VA 656 (Plum Branch Road/Crews Shop Road)

Recommendation:

- » Long-Term: Safety – Consider installing turn lanes on all approaches. (The appropriate turn treatment will be determined based on turning movement counts).

Project #8: Wards Road

The segment of US 29 (Wards Road), between the Pittsylvania County line and the James River

Recommendation

- » 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 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.

Project #9: Main Street

The road segment of US 29 Business (Main Street) within the Town of Altavista, between 7th Street to the northern town limits

Recommendation

- » Long-Term: Congestion – Reconstruct as a 4-lane urban section.

Project #10: Lusardi Drive/Lynchburg Avenue

The segment of US 501 (Lusardi Drive/Lynchburg Avenue) from the Halifax County boundary to the northern town limits of Brookneal

Recommendation

- » Long-Term: Safety/Congestion – Reconstruct to 3-lane rural road.

2045 CVTPO VISION LIST OF PROJECTS

The Vision List is an unconstrained grouping of project lists that is central to the 2045 LRTP element of Connect Central Virginia 2045. The Short Range, or high-ranking, Vision List are projects that can rotate onto the CLRP when anticipated funds are updated from VDOT Central Office. These are the projects that received the highest benefit-cost scores in the project evaluation process described in **Chapter VI** and **Chapter VII**. The TDM Vision List records all transportation recommendations related to transit, bike and pedestrian investments, and other alternative modes. The Project List for Further Study identifies transportation deficiencies that require further study (**Table 6**). This list should feed into the TPO's United Planning Work Program (UPWP) study list, VDOT STARS studies, and other funded planning efforts. Finally, the Long Range Vision List archives all other transportation recommendations in the region that may be considered in future LRTP updates, (**Table 5 & Figure 40**).



LONG RANGE VISION LIST

Table 5: Long Range Vision list

Connect Central Virginia 2045 Long Range Vision List								
No.	Locality	Road Name	From	To	Project Type	Project Description	Cost	Priority Ranking
96	City of Lynchburg	Candlers Mountain Rd	Murray Pl	-	Access Management and Safety	Close unsignalized intersection and reroute traffic to the signalized intersection on Candlers Mountain Road at Murray Place/River Ridge Mall	\$ 70,000	1
43	Campbell County	Timberlake Rd	Sunny Bank Dr	-	Access Management and Safety	Restricted Crossing U-Turn	\$ 2,990,000	2
62	City of Lynchburg	Candlers Mountain Rd	Murray Pl	-	Intersection Reconstruction	Long-term: Convert four-leg intersection to three-leg intersection and install left turn lane	\$ 7,300,000	3
7	Amherst County	South Amherst Highway	Route 163	S Coolwell Road (Rt 694)	Access Management and Safety	Traffic Operations/ Signal Coordination/ ATPSM Upgrades	\$ 2,500,000	4
42	Campbell County	Timberlake Rd	Brush Tavern Dr	Crowell Ln	Access Management and Safety	Restricted Crossing U-Turn	\$ 3,650,000	5
63	City of Lynchburg	Candlers Mountain Rd	Mayflower Dr (Rt 128)	-	Roadway Capacity Expansion	Install left turn lane and extend right turn lane	\$ 2,800,000	6
33	Bedford County	Forest Rd	Enterprise Dr (Rt 1415)	-	Intersection Reconstruction	Intersection Reconstruction, install two RT turn lanes, sidewalks, ped features/modify signal, r/w	\$ 5,000,000	7
44	Campbell County	Timberlake Rd	Shelor Dr	Enterprise Dr	Access Management and Safety	Restricted crossing U-turn, add EB left turn lane, optimize signal timing and add NB receiving lane at Enterprise	\$ 5,710,000	8
56	City of Lynchburg	Campbell Ave	Kemper St	Otey St	Multimodal Capacity Expansion	VUL Gateway Roundabout, Road Diet (Kemper St to Otey St)	\$ 3,800,000	9
95	City of Lynchburg	Lynchburg Expwy	Candlers Mountain Rd (Rt 501)	-	Roadway Reconstruction	Install auxiliary lanes and realign NB entrance ramp	\$ 18,800,000	10
46	City of Lynchburg	Timberlake Rd	Wood Rd	Hooper/Charlie's Entrance	Access Management and Safety	Restricted crossing U-turn, install loon, add sidewalks, extend left lane storage	\$ 5,590,000	11
104	City of Lynchburg	Wards Ferry Rd	CVCC Campus Dr	-	Intersection Reconstruction	Construct Single Lane Roundabout	\$ 4,000,000	12
142	City of Lynchburg	Campbell Ave	Fairview Ave	Florida Ave	Multimodal Capacity Expansion	Road Diet - restriping	\$ 2,160,000	13
144	City of Lynchburg	Candlers Mountain Rd	Wards Rd (US 29)	Seminole Ave	Roadway Reconstruction	Access management, ROW acquisition, road improvements on the eastern intersection leg	\$ 10,000,000	14
147	Campbell County	Lynchburg Hwy	Turkey Foot Rd	-	Access Management and Safety	Median closure, construct two median openings with loons	\$ 6,188,000	15
117	City of Lynchburg	Graves Mill Rd	Creekside Dr	-	Roadway Reconstruction	Priority II Projects: widening & pedestrian improvements (RT turn lane, ped features, modify signal, utility adjustments, stormwater, sidewalk, r/w)	\$ 1,600,000	16
120	City of Lynchburg	Graves Mill Rd	Millrace Dr	Millside Dr	Roadway Reconstruction	Priority II Projects: install median, widening & add multiuse path	\$ 8,800,000	17
118	City of Lynchburg	Graves Mill Rd	McConville Rd	-	Intersection Reconstruction	Priority II Projects: install single lane roundabout	\$ 4,000,000	18
148	Campbell County	Lynchburg Hwy	New London Dr	-	Access Management and Safety	Restricted Crossing U-Turn	\$ 3,370,000	19
116	Bedford County	Graves Mill Rd	Gristmill Dr (Rt 1426)	-	Roadway Capacity Expansion	Priority I Projects (Sidewalk, turn lanes, add lane, curb and gutter, replace signal, ped features, overhead and underground utilities)	\$ 3,500,000	20
119	City of Lynchburg	Graves Mill Rd	Millrace Dr	-	Intersection Reconstruction	Priority II Projects: install turn lane & access management (turn lane, sidewalk, utility adjustments, signal modifications, ped features)	\$ 1,700,000	21
97	City of Lynchburg	Lynchburg Expressway	Carroll Avenue	-	Intersection Reconstruction	Extend northbound acceleration lane	\$ 5,250,000	22
5	City of Lynchburg	Lynchburg Expressway	Odd Fellows Road	-	Roadway Reconstruction	Extend SB acceleration lane & NB deceleration lanes & install auxiliary lane between Odd Fellows & Carroll Ave interchanges	\$ 8,570,000	23
60	City of Lynchburg	Candlers Mountain Rd	Wards Rd (US 29)	-	Intersection Reconstruction	Bridge reconstruction, improvements on south, north & west intersection legs	\$ 15,000,000	24
155	Campbell County	Wards Rd	City of Lynchburg corp limits	Lofty View Ln	Access Management and Safety	Access Management and Intersection Improvements Segments 1-3	\$ 12,547,301	25
49	City of Lynchburg	Timberlake Rd	Whitten Timberlake Chapel Entrance	Heritage Business Center Entrance	Access Management and Safety	Access Management Improvements	\$ 1,870,000	26
48	City of Lynchburg	Timberlake Rd	Timber Ridge II Apartments Entrance	-	Access Management and Safety	Restricted crossing U-Turn	\$ 855,000	27



Connect Central Virginia 2045 Long Range Vision List								
No.	Locality	Road Name	From	To	Project Type	Project Description	Cost	Priority Ranking
143	Amherst County	South Amherst Highway	Route 163	S Coolwell Road (Rt 694)	Access Management and Safety	Potential phased approach	\$ 20,000,000	28
146	Bedford County	East Lynchburg Salem Turnpike	Meade Rd	-	Access Management and Safety	Thomas Jefferson Rd (Rt 811)	\$ 6,550,000	29
4	City of Lynchburg	Lynchburg Expressway	James Street/Stadium Road	-	Roadway Reconstruction	Extend SB deceleration lane & reconfigure ramps	\$ 8,880,000	30
8	Amherst County	South Amherst Highway	Route 163	-	New Roadway	Add ramp to complete interchange	\$ 13,910,000	31
156	Campbell County	Wards Rd	Lofty View Ln	Patterson Rd	Access Management and Safety	Access Management and Intersection Improvements Segments 4-6	\$ 13,799,831	32
157	Campbell County	Wards Rd	Lofty View Ln	Patterson Rd	Access Management and Safety	Access Management and Intersection Improvements Segments 4-6	\$ 13,799,831	33
122	City of Lynchburg	Graves Mill Rd	Us 501 Interchange	-	Roadway Reconstruction	Priority III Projects: install diverging diamond, includes bridge replacement	\$ 30,400,000	34
105	City of Lynchburg	Wards Ferry Rd	Atlanta Ave	-	Intersection Reconstruction	Add turn lanes	\$ 570,000	35
24	Amherst County	Elon Rd	Berg Dr	-	Intersection Reconstruction	Two left turn lanes	\$ 1,143,000	36
19	Campbell County	Wards Rd	Colonial Highway (Rt 24)	City of Lynchburg corp limits	Access Management and Safety	Access Management and Intersection Improvements	\$ 17,886,422	37
115	City of Lynchburg	Graves Mill Rd	US 501 Southbound Ramp	-	Intersection Reconstruction	Priority I Projects: additional EB lane on Creekside, widen SB ramp	\$ 6,540,000	38
149	Campbell County	Richmond Highway	Village Hwy	-	Access Management and Safety	Restricted Crossing U-Turn	\$ 6,290,000	39
98	City of Lynchburg	Lynchburg Expressway	Miller St	Kemper St	Roadway Capacity Expansion	Install southbound auxiliary lane	\$ 9,700,000	40
69	Campbell County	Waterlick Rd	Bedford County Corp Limit	Rainbow Forest Dr (Rt 1520)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 28,990,000	41
145	Bedford County	East Lynchburg Salem Turnpike	Meade Rd	-	Access Management and Safety	Restricted Crossing U-Turn	\$ 2,950,000	42
79	City of Lynchburg	Candlers Mtn Rd	Mayflower Dr (Rt 128)	Richmond Highway (US 460)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 20,040,000	43
47	City of Lynchburg	Timberlake Rd	Timbrook Pl	Roundelay Rd	Access Management and Safety	Restricted crossing U-Turn	\$ 9,480,000	44
38	City of Lynchburg	Lakeside Dr	Lynchburg Expressway (Rt 501)	Forest Brook Rd	Roadway Capacity Expansion	Widen to 4 lanes	\$ 19,163,000	45
40	Campbell County, City of Lynchburg	East Lynchburg Salem Turnpike	Waterlick Rd (Rt 622)	Campbell Ave (Rt 501)	Roadway Capacity Expansion	Increase to 6 lanes	\$ 200,970,000	46
23	Amherst County	Amelon Expressway	Amelon Center	-	Intersection Reconstruction	Intersection improvements with review of alternative intersections	\$ 2,000,000	47
150	City of Lynchburg	Downtown Streets	-	-	Multimodal Capacity Expansion	Implement downtown complete streets - Phase A, four blocks	\$ 5,000,000	48
151	City of Lynchburg	Downtown Streets	-	-	Multimodal Capacity Expansion	Implement downtown complete streets - Phase B, four blocks	\$ 5,000,000	49
152	City of Lynchburg	Downtown Streets	-	-	Multimodal Capacity Expansion	Implement downtown complete streets - Phase C, four blocks	\$ 5,000,000	50
89	Campbell County	English Tavern Rd	Wards Rd (US 29)	Suburban Rd (Rt 680)	Roadway Reconstruction	Widen to 24 ft	\$ 11,630,000	51
84	Amherst County	Woody's Lake Rd	South Amherst Highway (US 29 Business)	End	Roadway Reconstruction	Reconstruct roadway	\$ 8,350,000	52
15	Amherst County	Lynchburg Expressway	Amherst St (Rt 163)	Lyttleton Ln	Roadway Capacity Expansion	Widening/Improvement	\$ 13,110,000	53
70	Campbell County	Waterlick Rd	Timberlake Rd (US 460)	Leesville Rd (Rt 682)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 24,220,000	54
52	Campbell County	Campbell Highway	Village Rd (Rt 24)	Suburban Rd (Rt 680)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 58,230,000	55
28	Amherst County	South Amherst Highway	River Road (Rt 685)	US 29 Business	Roadway Capacity Expansion	Widen to 4 lanes with bike lane	\$ 23,000,000	56
68	Bedford County	Waterlick Rd	Thomas Jefferson Rd (Rt 811)	Campbell County Corp Limits	Roadway Capacity Expansion	Widen to 4 lanes	\$ 24,000,000	57

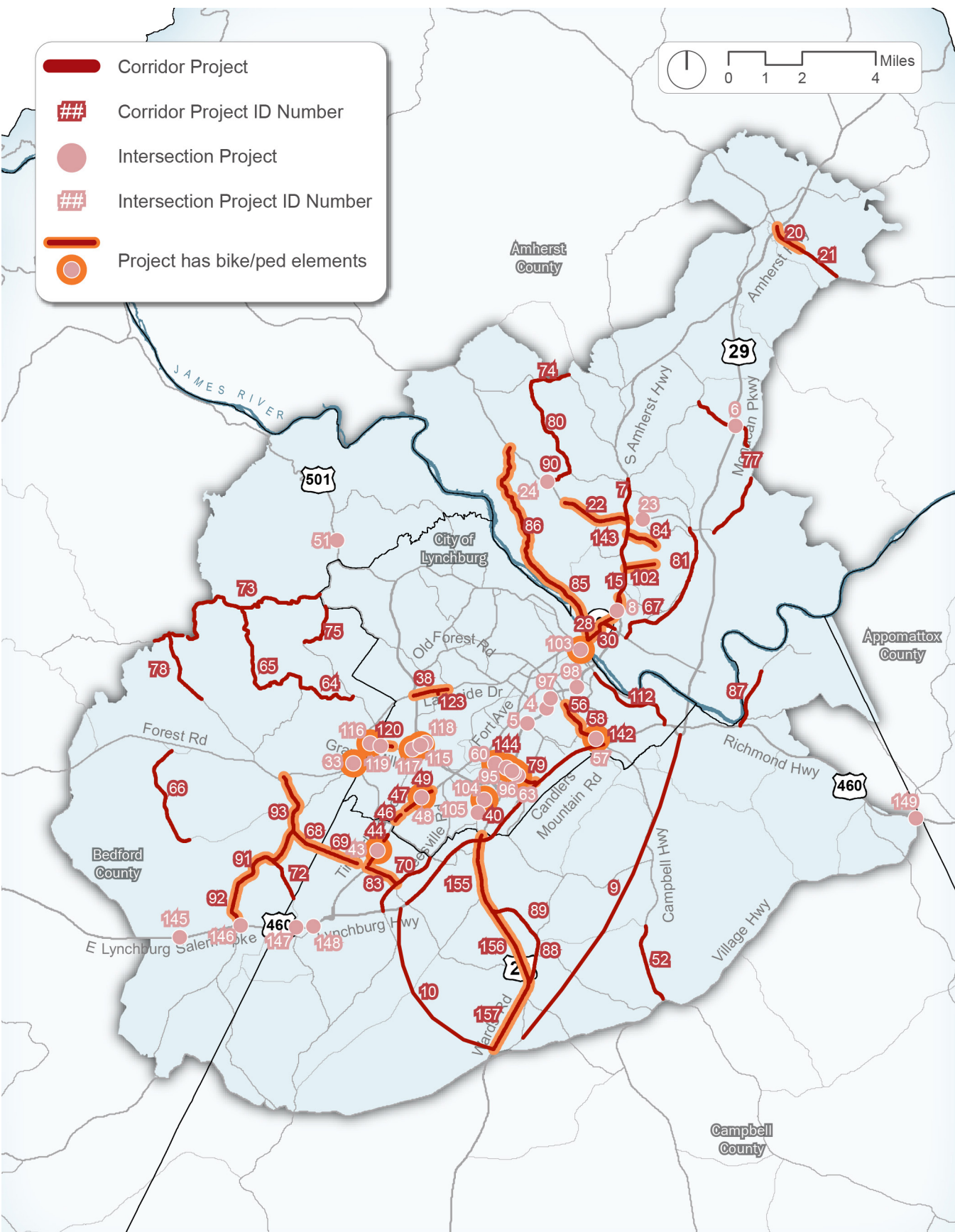


Connect Central Virginia 2045 | Long Range Vision List

No.	Locality	Road Name	From	To	Project Type	Project Description	Cost	Priority Ranking
20	Amherst County	Richmond Highway	US 29 Bypass	Rt 606W	Roadway Reconstruction	2 lane improvements	\$ 10,840,000	58
30	Amherst County	Colony Road	Rt 163	Rt1034	Roadway Reconstruction	2 lane reconstruction with shoulder	\$ 4,234,000	59
103	City of Lynchburg	Downtown Streets	-	-	Multimodal Capacity Expansion	Implement downtown complete streets remaining blocks after Phases A, B & C	\$ 42,960,000	60
6	Amherst County	Monacan Parkway	Izaak Walton Rd (Rt 663)	-	New Roadway	Construct on/off ramps	\$ 11,590,000	61
51	Bedford County	Boonsboro Rd	Winding Creek Ln (Rt 647)	-	Roadway Reconstruction	Relocate intersection, construct turn lane	\$ 1,880,000	62
10	Campbell County	US 29 Southern Bypass (Western Alternative)	S of Rt 24	Richmond Highway (US 460)	New Roadway	New 4 lane limited access facility	\$ 283,970,000	63
9	Campbell County	US 29 Southern Bypass (Eastern Alternative)	S of Rt 24	E Lynchburg Salem Turnpike (US 460)	New Roadway	New 4 lane limited access facility	\$ 421,100,000	64
67	Amherst County	New Wright Shop Rd	Colony Rd (Rt 210)	Dixie Airport Rd (Rt 677)	Roadway Reconstruction	Reconstruct 2 lane road	\$ 19,629,000	65
123	City of Lynchburg	McConville Rd	Wyndale Rd	Lakeside Dr (Rt 221)	New Roadway	Extend McConville Rd to intersect Rt 221 at a signalized intersection	\$ 2,430,000	66
92	Bedford County	Thomas Jefferson Rd	Great Oak Rd (Rt 704)	US 460	Roadway Capacity Expansion	Widen to 4 lanes	\$ 29,690,000	67
83	Campbell County	Leesville Rd	City of Lynchburg corp limits	Richmond Highway (US 460)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 29,000,000	68
88	Campbell County	English Tavern Rd	Suburban Rd (Rt 680)	Wards Rd (US 29)	Roadway Reconstruction	Widen to 24 ft	\$ 14,500,000	69
22	Amherst County	Elon Rd	NS Railroad	S. Amherst Highway (US 29 Bus)	Roadway Capacity Expansion	Widen to four lanes	\$ 25,000,000	70
87	Campbell County	Mt. Athos Rd	Richmond Highway (US 460)	BWXT	Roadway Reconstruction	Upgrade existing 2 lane road	\$ 15,780,000	71
93	Bedford County	Thomas Jefferson Rd	Forest Rd (Rt 221)	Turkey Foot Rd (Rt 623)	Intersection Reconstruction	Intersection improvements and roadway widening	\$ 87,000,000	72
64	Bedford County	Cottontown Rd	Hooper Rd (Rt 662)	Hawkins Mill Rd (Rt 660)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 14,830,000	73
90	Amherst County	Winridge Rd	Rt 130	Rt 675	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 10,930,000	74
21	Amherst County	Richmond Highway	Dulwich Dr (Rt 606W)	CVMPO Eastern Boundary	Roadway Capacity Expansion	Widening/Improvement	\$ 54,460,000	75
77	Amherst County	Izaak Walton Rd	Glade Rd (Rt 130)	S Coolwell Rd (Rt 604)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 29,740,000	76
81	Amherst County	Dixie Airport Rd	Amelon Rd (Rt 699)	Galts Mill Rd (Rt 622)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 11,890,000	77
91	Bedford County	Thomas Jefferson Rd	Waterlick Rd (Rt 622)	Great Oak Rd (Rt 704)	Roadway Capacity Expansion	Widen to 4 lanes	\$ 56,910,000	78
112	City of Lynchburg	James River Scenic Parkway	Concord Tpke	Main St	New Roadway	Design and build the James River Scenic Parkway	\$ 48,200,000	79
78	Bedford County	Perrowville Rd	Quail Ridge Rd (Rt 1431)	Coffee Rd (Rt 644)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 17,440,000	80
65	Bedford County	Cottontown Rd	Coffee Rd (Rt 644)	Hooper Rd (Rt 662)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 33,220,000	81
72	Bedford County	Turkey Foot Rd	Thomas Jefferson Rd (Rt 811)	Campbell County Corp Limits	Roadway Reconstruction	Widen pavement to 24 ft	\$ 10,470,000	82
74	Amherst County	Cedar Gate Rd	Rt 657	Rt 675	Roadway Reconstruction	2 lane reconstruction	\$ 7,270,000	83
102	Amherst County	New Road	S. Amherst Highway (US 29 Bus)	Fernwood Dr	New Roadway	New 2 lane connector road	\$ 7,220,000	84
66	Bedford County	Everett Rd	Kensington Pkwy	Gladden Cir (Rt 646)	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 25,000,000	85
86	Amherst County	River Rd	Rt 130	NS Railroad	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 31,160,000	86
85	Amherst County	River Rd	NS Railroad	Rt 163	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 24,880,000	87
73	Bedford County	Coffee Rd	Elk Valley Rd (Rt 665N)	Lynchburg Corp Limit	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 52,330,000	88
75	Bedford County	Hawkins Mill Rd	Old Farm Rd (Rt 660)	Lynchburg Corp Limits	Roadway Reconstruction	Reconstruct 2 lane roadway	\$ 25,000,000	89
80	Amherst County	Winesap Rd	Rt 652	Rt 795	Roadway Reconstruction	Widen pavement to 22 ft	\$ 20,490,000	90



Figure 40: Long range vision list projects map



SHORT RANGE PROJECTS

The ten highest scoring Vision List projects constitute the Short Range Project List, which is shown in Appendix B.

TDM PROJECT LISTS

BIKE & PEDESTRIAN PROJECTS

Table 7 lists the bicycle and pedestrian-only projects that were identified during the plan update. In addition to the projects from previous studies, several corridors have been identified to be studied for bike and pedestrian accommodations based on their potential to expand on existing or proposed infrastructure to connect residential and employment

activity centers in the region. The following corridors should be studied for bike and pedestrian improvements as funding becomes available for such studies:

- » Route 221/Forest Rd from Enterprise Dr to Perrowville Rd
- » Graves Mill Rd from Route 221/Forest Rd to Lillian Ln
- » Enterprise Dr from Route 221/Forest Rd to Dillard Dr
- » Old Forest Rd from Route 221/Lakeside Dr to Kings Dr
- » Route 221/Lakeside Dr from Forest Brook Rd to College Dr
- » Timberlake Rd from Martin Dr to Laxton Rd
- » Timberlake Rd from Laxton Rd to Leesville Rd



BIKE & PEDESTRIAN PROJECTS

Table 7: List of bike and pedestrian projects

Connect Central Virginia 2045 Bike & Pedestrian Projects										
No.	Locality	Route	Road Name	From	To	Project Type	Project Description	Source Document	2020 Cost	Type
16	Amherst County	29	South Amherst Highway	Woody's Lake Rd (Rt 682)	Dillard Rd (Rt 766)	Multimodal Improvements	Install 3,800 ft of sidewalk on east side of US 29 business	Amherst County Comprehensive Plan (2017)	\$ 1,150,000	Bike-Ped
17	Amherst County	29	South Main St	Lexington Turnpike (Rt 60)		Multimodal Improvements	Improve sidewalks and pedestrian crossings at traffic circle	Downtown Amherst Pedestrian Safety and Walkability Study (2016)	\$ 170,000	Bike-Ped
18	Amherst County	29	South Main St	Lexington Turnpike (Rt 60) 2nd St		Multimodal Improvements	Improve sidewalks and pedestrian crossings	Downtown Amherst Pedestrian Safety and Walkability Study (2016)	\$ 1,740,000	Bike-Ped
29	City of Lynchburg	163	John Lynch Memorial Bridge/ 5th St	River Rd (Rt 685)	Commerce St	Multimodal Capacity Expansion	Convert a portion of the underutilized John Lynch Bridge into a multi-use trail connecting Amherst Riveredge Park to Downtown	Downtown Lynchburg 2040 Master Plan (2018)	\$ 3,020,000	Bike-Ped
35	Bedford County, City of Lynchburg	221	Forest Rd/Lakeside Dr	Forest Dale Dr	Forest Brook Rd	Multimodal Improvements	Add sidewalks	Route 221 Corridor Plan (2014)	\$ 3,200,000	Bike-Ped
94	City of Lynchburg	1520	Laxton Rd	Enterprise Dr (Rt 1415)	Timberlake Rd (Rt 460)	Multimodal Capacity Expansion	Add sidewalks to improve pedestrian access to Brookville High School	Campbell County Comprehensive Plan (2019)	\$ 800,000	Bike-Ped
110	City of Lynchburg		VUL Rail to Trail	Virginia University- Lynchburg	Kemper St Station	Multimodal Capacity Expansion	Convert unused rail line to multi-use trail	Campbell Ave - Odd Fellows Rd Land Use and Corridor Master Plan Study (2013)	\$ 3,300,000	Bike-Ped
111	City of Lynchburg	6070	Wards Ferry Rd	Simons Run		Intersection Improvement	Add pedestrian signals and crosswalks at intersection	Campbell County Comprehensive Plan (2019)	\$ 120,000	Bike-Ped
114	City of Lynchburg	6012	Rivermont Ave	5th St (Rt 163)	D St	Multimodal Capacity Expansion	Convert underutilized lanes of Rivermont Ave bridge into bike lanes with buffers	Downtown Lynchburg 2040 Master Plan (2018)	\$ 22,000	Bike-Ped
126	Bedford County	221	Forest Rd	Thomas Jefferson Rd (Rt 811)	Enterprise Dr (Rt 1415)	Multimodal Improvements	Sidewalk improvements	County Staff	\$ 3,540,000	Bike-Ped
153	Amherst County		Riveredge and JRHT Extension	Riveredge Trail	James River Heritage Trail	Multimodal Capacity Expansion	An approximately 6,500 foot, 10-foot wide, shared use asphalt trail that will connect Riveredge Trail to the James River Heritage Trail (JRHT).	CVPDC	\$ 1,709,316	Bike-Ped
154	Region-wide		James River Heritage Trail			Multimodal Capacity Expansion	Completing the James River Heritage Trail throughout the region	CVPDC		Bike-Ped
158	City of Lynchburg	29	Wards Rd	Atlanta Ave	Wards Ferry Rd	Multimodal Capacity Expansion	Construct approximately 1700' of additional multi-use trail, complete Phase II of Rock Castle Creek Greenway	Wards Road Area Pedestrian & Bicycle Concept Plan (2009)	\$ 970,000	Bike-Ped
159	City of Lynchburg		Florida Ave	Greenview Dr	500' north of Hudson St	Multimodal Capacity Expansion	Construct approximately 3300' of sidewalk along Florida Avenue	Lynchburg City Capital Improvement Program (CIP)	\$9,925,174	Bike-Ped

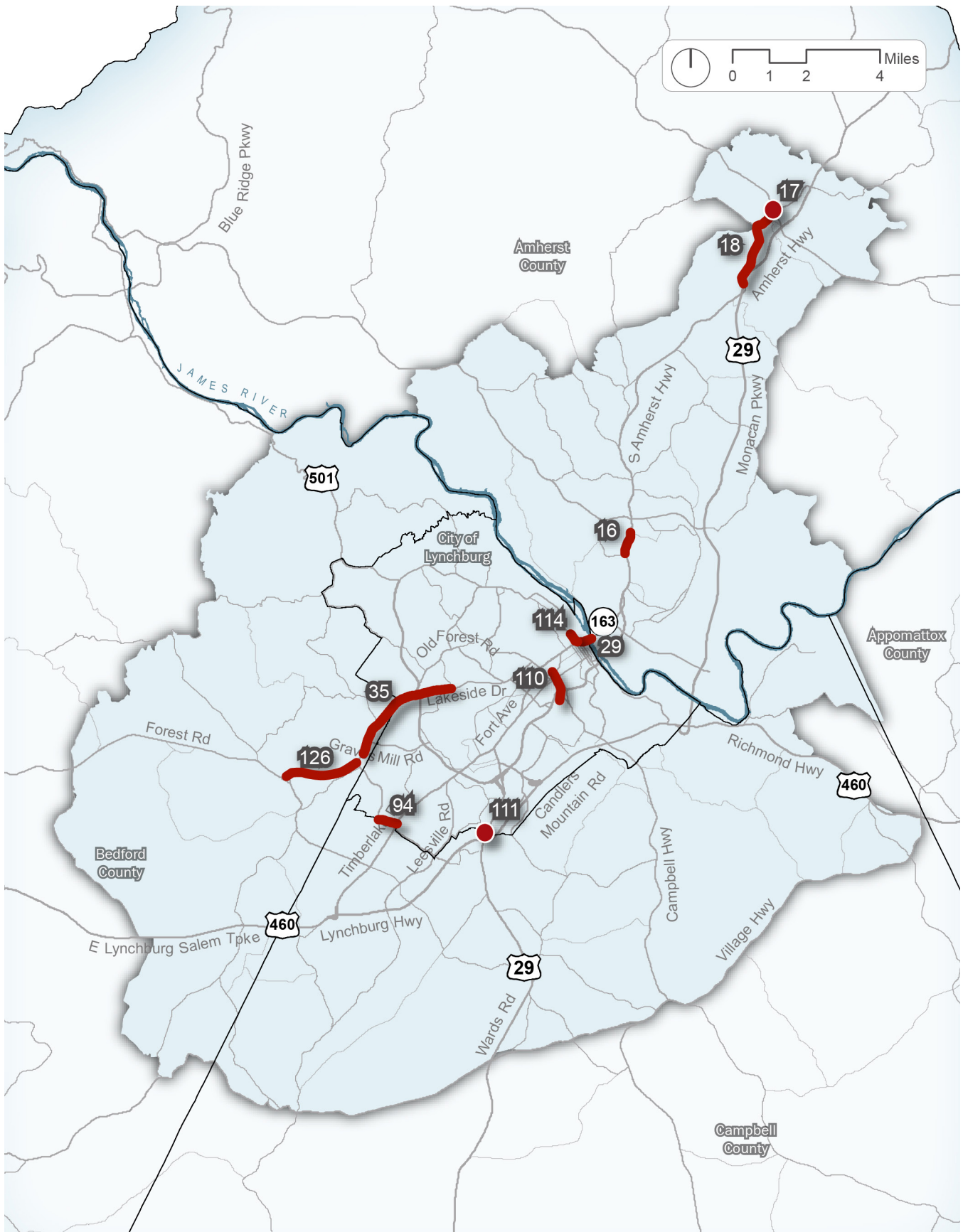
PROJECT LIST FOR FURTHER STUDY

Table 6: List of projects requiring further study

Connect Central Virginia 2045 Projects Requiring Further Study				
No.	Road Name	From	To	Project Description
2	Lynchburg Expressway	Robins Rd		Closing the northbound Lynchburg Expressway entrance ramp from Robins Road (acceleration lane length- 1,700 feet shorter than the minimum AASHTO recommended)
31	Forest Rd	Cloverhill Blvd	Cottontown Rd (Rt 621)	Widen from four to six lanes and incorporate the appropriate bicycle and pedestrian amenities
32	Forest Rd	Cottontown Rd (Rt 621)	Lynchburg Expressway (Rt 501)	Widen from four to six lanes and incorporate the appropriate bicycle and pedestrian amenities
55	Northwest Expressway	Old Forest Rd	Wiggington Rd (Rt 620)	Widen to 4 lanes
76	Old Stage Rd	Sweet Briar Ln (Rt 624)	London Ln	2 lane improvements
82	Sunburst Rd	Richmond Highway (US 460)	Waterlick Rd (Rt 622)	Reconstruct 2 lane roadway
106	Atlanta Ave	Wards Rd (US 29)	Wards Ferry Rd	Intersection and Multimodal Improvements
121	Graves Mill Rd	Old Graves Mill Rd	Creekside Dr	Priority III Projects: widening
128	Forest Brook Rd	Lakeside Dr	Old Forest Rd	Access Management
133	Hollins Mill Road			Add bike facility
135	Holcomb Path Rd			Construct multimodal bridge over road
141	Boonsboro Rd	501 Bypass	City of Lynchburg Corporate limits	Corridor improvements, evaluate intersections



Figure 41: Bike and pedestrian projects



TRANSIT PROJECTS

The transit goals and projects were drawn from the Transit Development Plan (TDP) for the Greater Lynchburg Transit Company (GLTC). The GLTC four goals are:

1. Provide a safe, reliable, efficient, and effective transportation service
2. Be an integral component of economic development in the City of Lynchburg and surrounding areas by providing access to jobs, health care, shopping, education, and other community locations, and enhance economic development by improving access to local businesses
3. Continue to strengthen organizational processes to ensure continuity of services and best practices
4. Build partnerships with employers, colleges and universities, and other private and public stakeholders

The 10-year recommendations from the TDP are described below.

Proposed Enterprise Drive/Greenview Drive/Wards Road Route

Service Changes: This route would operate from J Crew Distribution and Contact Center along Enterprise Drive, briefly operating on Timberlake Road before serving Greenview Drive. This route would then use Simons Run and Wards Ferry Road to access and serve Wards Road. This route would divert to Central Virginia Community College before serving Liberty University and River Ridge Mall. The requirement for this route would be one bus operating at a 60-minute headway.

Lynchburg Expressway Route

Service Changes: This route would operate from Boonsboro Road at the terminus of Route 3B and use the Lynchburg Expressway to River Ridge Mall. A mid-route stop is recommended at Lakeside Crossing Shopping Center. This route would require a single bus operating at a 60-minute headway.

Weekday Span of Service Increase for Routes 1B, 2, 4A, and 4B

Service Changes: This service proposal would increase the span of service for the four routes, thus bringing service on each route to 10 PM. Route 1B currently has 14 trips running 14 revenue hours each day. This proposed service increases the service hours by three to match the service of Route 1A. The existing Route 2 operates at 30-minute service for about 15 hours, creating 30 trips each weekday. The proposed service would operate an additional hour each weekday for two more trips. Routes 4A and 4B operate at 16 and 17 hours on weekdays, respectively. This service span increase accounts for two additional hours for Route 4A and one additional hour for 4B, bringing each route to a total of 18 hours every weekday.

Weekday Span of Service Increase for Routes 5, 11, and 9

Service Changes: This plan proposes additional service span for Routes 5, 11, and 9. Proposed Routes 5 and 11, which are interlinked, each operate six trips per weekday. Each route takes 60 minutes to complete; therefore, each route has 120-minute headways. An additional two revenue hours is recommended for these routes that should be implemented at the same time to keep the interline. Route 5 would operate until 7 PM, and Route 11 would operate until 8 PM. The proposed Route 9 also is planned to increase the span of service by an additional two hours, bringing the total span of service to 8.2 hours. Route 9 would run until 8 PM.

Headway Improvement for Proposed Routes 3A, 3B, 4A, and 4B

Service Changes: This recommendation would upgrade Routes 3A, 3B, 4A, and 4B from the current 60-minute headways to 30-minute headways. An additional bus would be required on each route to operate the improvement.

Saturday Service Improvements

Service Changes: This recommendation would upgrade the Saturday service for select routes (existing Routes 6, 7, 1B, and 8B). The existing system runs interlined service for Routes 6 and 7 with one bus, yielding 120-minute headways for each route. Routes 1B and 8B do not operate on Saturdays. In the proposed system, Routes 6 and 7 will each



have a dedicated vehicle so that headways will be improved to 60 minutes. Service in the proposed system also will be improved for Routes 1B and 8B, where Saturday service will run to match the revenue hours of Routes 1A and 8A, respectively.

Sunday Service

Service Changes: The existing GLTC system does not currently operate service on Sundays, although it did until 2011. A long-term recommendation is to reinstate Sunday service. While specific details of Sunday service would need to be worked out closer to service implementation, figures are shown here to provide a high-level estimate of reasonable operations.

2045 CONSTRAINED LONG RANGE PLAN

The financially constrained transportation improvement project list is limited by a reasonable estimation of future state and local transportation funding sources through year 2045. Once the total amount

of anticipated funding has been allocated, the LRTP is established, and remaining projects fall into the unconstrained, or vision, list. **Table 8** details the projects that make up the Constrained Long Range Plan (CLRP).

LRTP projects that fall within the first six years of the plan are part of the VDOT six-year improvement program (SYIP) and represent the TPO's greatest transportation improvement needs. These projects were chosen prior to the CVLRTP planning process and thus were not analyzed using its evaluation program.

The projects included in the current FY 2021 SYIP will not all be completed at the end of this six year period in 2026. The outstanding balance of these projects beyond 2026 is expected to be approximately \$54,754,943. This amount effectively utilizes all funding that is projected to be available for construction projects in the TPO through year 2045. As such, given the current funding situation the CVTPO is unable to add any projects to its Constrained List beyond those identified on the FY 2021 SYIP. The list is shown in **Table 8 & Figure 42**.



CONSTRAINED LONG RANGE PLAN

Table 8: Constrained Long Range Plan project list

Connect Central Virginia 2045 Constrained List									
Map ID	JURISDICTION2	ROUTE	Name	Description	Estimated Cost	Previous Spending	FY20	FY21-25	Remaining Balance
1	Campbell County	460	Waterlick Congestion and Safety Improvements	Waterlick Road (Route 622) congestion and safety improvements including construction of new turn lanes, new median, road widening, installation of new signal poles, and implementation of access management.	\$ 3,233,297	\$ 2,433,297	\$ 800,000	\$ -	\$ -
2	Campbell County	622	Route 622, Lynbrook Road	This project is for the reconstruction and new construction of a segment of Route 622 from Route 29 to Route 683. Work includes alignment improvements and construction of a new bridge over Flat Creek.	\$ 11,029,052	\$ 6,246,079	\$ 2,458,777	\$ 2,324,196	\$ -
3	Amherst County	682	Route 682 Woody's Lake Road	Reconstruction of Route 682 (Woody's Lake Road) to include 11'-12' lanes with 4' ditch and 4' shoulder from US 29 Business (South Amherst Highway) to end paved facility.	\$ 7,855,088	\$ 7,855,088	\$ -	\$ -	\$ -
Not Mapped	Amherst County	682	#HB2.FY17 RTE 682 - RECONSTRUCTION GARVEE DEBT SERVICE		\$ 10,131,165	\$ 487,051	\$ 432,815	\$ 2,709,156	\$ 6,502,143
4	Lynchburg	221	RTE 221 - INTERSECTION IMPROVEMENTS	The Lynchburg Expressway (US 501) One-Way Pair Project is intended to relieve congestion and improve safety at the US 221 intersection by splitting 501 into a one-way pair on either side of 221.	\$ 38,538,037	\$ 4,722,884	\$ -	\$ 16,701,515	\$ 17,113,638
5	Lynchburg	9999	Oddfellows Road Segment B2	Reconstruction of Odd Fellows Road to include new three-lane facility with center turn lane, new roundabout at intersection of Albert Lankford Road and Murray Place, new bridge over NS railroad, and construction of new shared use path.	\$ 16,023,177	\$ 16,023,177	\$ -	\$ -	\$ -
Not Mapped	Lynchburg	9999	#HB2.FY17 ODDFELL'S RD SEG B2 RECON GARVEE DEBT SERVICE		\$ 5,995,416	\$ 2,443,321	\$ 602,190	\$ 639,747	\$ 2,310,158
6	Lynchburg	9999	Rivermont Ave. and Bedford Ave. Intersection improvement	Construct directional left turning islands at the intersection of Rivermont Ave and Bedford Ave.	\$ 485,000	\$ -	\$ -	\$ 485,000	\$ -
7	Bedford County	221	RTE 221 - INTERSECTION IMPROVEMENTS	Improvements to the intersection of Route 221 (Lakeside Drive) at Lynchburg Expressway (Route 501) including one-way split pairs on US 501 on either side of 221. Other improvements include new sidewalk and shared use path, median, and turn lanes.	\$ 8,137,995	\$ 1,454,182	\$ -	\$ 6,683,813	\$ -
8	Bedford County	811	Right turn lane northbound Route 811 at Route 622	Construct a new northbound right turn lane and taper on Thomas Jefferson Road (Route 811) at Waterlick Road (Route 622).	\$ 381,163	\$ 174,464	\$ 131,793	\$ 74,906	\$ -



Figure 42: Constrained list projects

