

Report on Virginia's Region 2000 Local  
Government Council 2035 Rural Long Range  
Transportation Plan



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## Summary

Staff from Region 2000 Local Government Council in conjunction with members of VDOT District offices in Lynchburg and Salem collaborated with staff from the Counties of Amherst, Appomattox, Bedford and Campbell to select from the 2035 Rural Long Range Transportation Plan the most important projects to their respective jurisdictions. Each jurisdiction selected between 3 and 6 projects and prioritized them. The selection process allowed for input from local planning and engineering staff, the Planning Commission and the Board of Supervisors. A field trip was conducted to each site following the selection process for evaluation of remedial action. Participants included staff members from Region 2000, VDOT and the county planning departments.

A separate but related effort was made to establish regional priorities of projects extracted from the same document (the 2035 RL RTP). Planners from both Region 2000 and member jurisdictions agreed on a methodology of evaluating and selecting projects. The methodologies to the selection process and the selected projects from this initial exercise were accepted by the Transportation Technical Committee as a technical learning exercise. This technical learning exercise has the potential of guiding the transportation project prioritization process in future iterations of the exercise.

The Corridors of Statewide Significance (CoSS) within Region 2000 are briefly discussed.



**RESOLUTION ENDORSING VIRGINIA'S REGION 2000 LOCAL  
GOVERNMENT COUNCIL 2035 RURAL LONG RANGE  
TRANSPORTATION PLAN**

**WHEREAS**, the goal of transportation within the Commonwealth of Virginia is the provision for the effective, safe, and efficient movement of people and goods; and

**WHEREAS**, the Region 2000 Local Government Council and the Virginia Department of Transportation have developed a Rural Long Range Transportation Plan with a horizon year of 2035 addressing all needs of the transportation system within the region regardless of anticipated funding availability; and

**WHEREAS**, the Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan was developed using transportation goals and objectives established through a Rural Technical Advisory Committee consisting of local government representatives from each rural member jurisdiction; and

**WHEREAS**, Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan identifies specific roadway and bridge deficiencies for each member jurisdiction; and

**WHEREAS**, recommendations are presented to address the specific roadway and bridge deficiencies for each member jurisdiction; and

**WHEREAS**, the Towns of Altavista, Appomattox and Brookneal; the City of Bedford, and the Counties of Amherst, Appomattox, Bedford and Campbell, being the rural member localities of Virginia's Region 2000 Local Government Council, are covered by Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan; and

**WHEREAS**, the Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan is a valuable technical reference guide that can be used to inform Region 2000 localities in their ongoing comprehensive planning efforts and transportation investment decisions; and

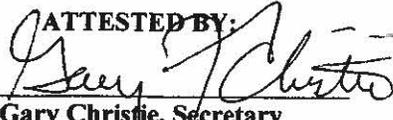
**WHEREAS**, Region 2000 is one region consisting of both urban and rural areas and connectivity within and beyond Region 2000 is important to our economic vitality and quality of life; and

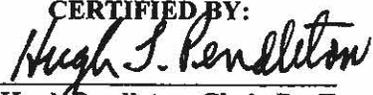
**WHEREAS**, the Region 2000 Local Government Council acknowledges the importance of coordinating the metropolitan transportation planning process and the rural transportation planning process to ensure this connectivity; and

**WHEREAS**, this rural long range transportation planning process provides an important avenue to effect this coordination now and in the future.

**NOW THEREFORE BE IT RESOLVED** at its meeting on August 18, 2011, Virginia's Region 2000 Local Government Council, in recognizing the benefits of the Virginia's Region 2000 Local Government Council 2035 Rural Long Range Transportation Plan, recommends the Plan be considered as part of Region 2000 localities ongoing comprehensive planning and transportation investment decisions.

Adopted this 18 day of August 2011

**ATTESTED BY:**  
  
Gary Christie, Secretary  
Region 2000 Local Government Council

**CERTIFIED BY:**  
  
Hugh Pendleton, Chair-ProTem  
Region 2000 Local Government Council

## **Prioritization by jurisdiction**

### **Amherst County:**

October 25, 2011-Met with Planning Director to discuss RL RTP program in general and specifically the Amherst projects.

November 2, 2011-Met with Planning Director and established 12 prioritized projects to recommend to the Planning Commission.

December 1, 2011-Presented program and options of project prioritization to Planning Commission. They asked for additional time to study the projects and for more information (which was provided).

December 15, 2012-Participated in project discussion. Planning Commission recommended 10 prioritized projects. 5 projects were different from staff recommendation.

February 7, 2012-Presented program and Planning Commissions' recommendations to the Board of Supervisors. They tabled action to enable further study and get input from Public Safety and Sheriffs' Department.

March 6, 2012-Board of Supervisors accepted the recommendation from the Planning Commission of the 10 prioritized projects. In prioritized order they are: 1. Intersection of US 29 and US 151, 2. US 60 from Town of Amherst eastern limit to VA 600, 3. Intersection of VA 662 and US 151, 4. VA 631 from US 60 to VA 617 West, 5. VA 635 from 636 North to US 60 West, 6. VA 625 from VA 830 VA 627, 7. VA 627 from VA 625 South to VA 778, 8. VA 739 from VA 608 to VA 708, 9. VA 643 from VA 655 to Town of Amherst western limit, 10. VA 655 from Fall Rock Creek Bridge to VA 643.

April 20, 2012-Held a field trip with Planning Director, his staff planner, two VDOT planners and R2000 planner. We visited and discussed the top 5 projects.

1. (#3) Intersection of US 29 and US 151. This intersection is currently being reviewed by VDOT per Rick Youngblood. Recommended speed reduction and redesign intersection including access by adjoining properties.
2. (#4) Roadway, US 60, east of town limits to VA 600. Recommend signage alert to intersection (US 60 and VA 600) traveling west bound on US 60; widen roadway to 24 feet and improve shoulders.
3. (#1) Intersection of US 151 and VA 662. Recommend signage alert of poor visibility on US 151, reconstruct intersection to improve tie-in angle and visibility.
4. (#7) Roadway, VA 631, from US 60 West to VA 617. Recommend widen to 20', improve shoulders and place stop sign at intersection of VA 631 and VA 617.

5. (#6) Roadway, VA 635, from US 60 West to VA 636. Recommend widen to 22' and improve shoulders.

### **Appomattox County:**

November 8, 2011-Met with Planning Director to discuss RL RTP program and established 4 prioritized projects.

December 13, 2011-Presented project to Planning Commission and participated in discussion. They recommended the same four projects to the Board of Supervisors.

May 7, 2012-Planning Director (after two previous discussions with BOS) got approval from Board of Supervisors on the four recommended priorities. In prioritized order they are: 1. VA 608 from VA 609 to VA 721, 2. VA 691 from VA 647 to VA 643, 3. VA 608 from VA 721 to VA 616, 4. VA T-691 from VA T-1008 to US 131.

May 15, 2012-Held field trip with two VDOT planners, one VDOT intern, Appomattox Planning Director and R2000 planner. We visited and discussed the four projects.

1. (#10) Roadway, VA 608, from VA 609 to VA 721. Recommend widen to 22' and improve shoulders.
2. (#22) Roadway, VA 691, from VA 647 to VA 643. Recommend widen to 24' and improve shoulders.
3. (#11) Roadway, VA 608, from VA 721 to VA 616. Recommend widen to 24' and improve shoulders.
4. (#33) Roadway, Rt. T-691, from Rt. T-1008 to US 131. Widen roadway, curb and gutter, improve entrance at school.

## **Bedford County:**

November 30, 2011- Met with Principle Planner and County Engineer to discuss the program. I was asked for additional information which I provided afterward.

January 11, 2012-Met with Principle Planner and County Engineer to review the various (90) projects.

April 5, 2012-Received 6 specific prioritized project recommendations and 1 general recommendation from Principle Planner and County Engineer.

April 23, 2012-Presented overall program and the specific prioritized projects to Board of Supervisors.

May (per Acting county Administrator)- Board of Supervisors concurred with the Bedford staff recommendations for the following prioritized projects: 1. US 460 from Botetourt County line to Bedford City western limit, 2. VA 24 from VA 619/757 intersection to VA 801, 3. Intersection of US 122 and VA 801, 4. US 460 from Bedford City eastern limit to VA 811, 5. Intersection of US 221 and VA 671, 6. Bridge and approaches at Halesford Bridge (US 122).

June 21, 2012-Held field trip with the Bedford County Planner, a VDOT Planning Specialist from the Salem District Office, a VDOT Planner from the Lynchburg District Office and a VDOT Area Land Use Engineer from Bedford. We visited and discussed six projects.

1. (#59) Roadway, US 460, from Botetourt line to western Bedford City limit. Access management – close select crossovers, construct turn lanes and or widen select intersections, construct 11' paved shoulders entire length.
2. (#43) Roadway, US 24, from VA 619/757 to Rt. 801. Widen shoulders, widen stopping areas and or construct turning lanes at select intersections, increase signage/signals in school zone area.
3. (#2) Intersection of US 122 and VA 801 "Twin Bridges". Reduce speed limit, construct turn lanes. Long term realign US 122 and construct new approaches to Twin Bridge area.
4. (#53) Roadway, US 460 from Eastern Bedford City Limit to VA 811. Access management – close select crossovers, reconstruct "T" and off-set intersections to become four-leg intersections.
5. (#42) Intersection of US 221 and VA 671. Add signage and flashing lights, construct turn lanes.
6. (#73) Roadway (Bridge) at Halesford Bridge. Construct new bridge with 12' lanes and 8' shoulders. Improve approaches to bridge.

## **Campbell County:**

January 6, 2012-Met with Planning Director to discuss program and need for prioritized projects. Planning Director established 5 prioritized projects.

February 27, 2012-Met with Planning Commission and answered questions after presentation from Planning Director. The Planning Commission approved the staff recommended projects and added an additional project for a total of 6.

April 3, 2012-Planning Director presented program and the six prioritized projects to the Board of Supervisors. The Board of Supervisors accepted the Planning Commissions recommendations. The prioritized projects are the following: 1. Intersection of US 29 and VA 699, 2. US 24 from US 29 to VA 808, 3. Intersection/Railroad Crossing or US 501 and VA 633, 4. US 501 from US 24 to Brookneal limit, 5. US 29 from Altavista By-pass north to US 24, 6. Intersection/Entrance of Lynch Mill Road (in Town of Altavista) and Altavista Elementary School.

May 31, 2012-Held field trip with two VDOT planners, Campbell county Planning Director and R2000 planner. We visited and discussed six projects.

1. (#1) Intersection of US 29 and VA 699. Recommend further study for possible turning lane on US 29 and signalization.
2. (#2) Roadway, US 24 from US 29 to VA 808. Recommend improve geometrics (horizontal and vertical curves), widen road and build shoulders, emphasis on section where future quarry is locating.
3. (#4) Intersection/Railroad Crossing at US 501 and VA 633. Recommend turning lane for US 501. It is anticipated that this project will be included in the larger 501 improvement project for which approximately \$12 million dollars has been allocated.
4. (#5) Roadway, US 501 from US 24 to Brookneal. Recommended for access management, three (3) lanes in select locations. Also (partially) included in the larger 501 project.
5. (#33) Roadway, US 29, from Altavista by-pass north to US 24. Recommend access management to close multiple crossovers and access points.
6. (#36) Intersection of Lynch Mill Road and the Altavista Elementary School. Recommended that turning lanes be added on school property to accommodate bus and parent traffic twice daily.

## Priorities for the Region

From the locally identified projects, each county planning staff identified three or four projects to be ranked regionally. These projects are identified below. The identified projects were then ranked on a regional basis. A discussion of this process as well as the regional rank is also found below. A map of the projects is found at the end of this report.

### Amherst County

- **Project #1:** At VA 662 and VA 151, **Long-term** reconstruct intersection to improve alignment and address geometric and safety issues.
- **Project #3:** At US 29 and VA 151.
  - Short-term consider reducing speed limit.
  - Mid-term apply access management and consider signalization.
  - Long-term construct interchange.
- **Project #4:** At US 60 (Richmond Highway.)/Easter Town Limit of Amherst to VA 600. **Long-term** reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

### Appomattox County

- **Project #1:** At US 460 and VA 609, install stop bars on northbound and southbound approaches.
- **Project #3:** At US 460 and VA 689, install stop bar on VA 689. Install signage alerting U. S. 460 drivers to watch for entering traffic from private driveways.
- **Project #10:** At VA 608 (Stonewall Rd.)/VA 609 to VA 721. Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- **Project #11:** At VA 608 (Stonewall Rd.)/VA 721 to VA 616. Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- **Project #22:** At VA 691 (Pumping Station Rd.)/VA 647 to VA 643. Long-term reconstruction road to address geometric deficiencies (including full-width lanes and shoulders).

### Bedford County

- **Project #2:** At VA 122 and VA 801 (Twin Bridges area).
  - Short-term consider reducing speed limit and adding intersection ahead signs.
  - Mid-term install turn lanes.
  - Long-term realign and widen VA 122 to four lanes to address geometric and safety issues.
- **Project #43:** At VA 24/VA 619 (Jordantown Rd.)/VA 757 (Goodview Rd.) to VA 801.
  - Short-term add warning signs along corridor for animal crossings.

- Mid-term apply access management.
- Long-term realign and widen VA 245 to a four-lane divided roadway to address geometric, capacity, and safety issues.
- **Project #53:** At US 460/E. Corp. Limits of City of Bedford to VA 811 (New London Rd./Thomas Jefferson Rd.)
  - Short-term apply access management and close selected crossovers.
  - Mid-term improve selected crossovers, construct new roadway between US 460 and Twin Lake Dr. and realign/relocate “dog legged” or T-intersections into four-leg intersections to reduce the number of access points and provide improved traffic operations.
  - Long-term consider signalization at selected locations and widen US 460 to six lanes between the US 460 Business Ramps and VA 777 (Shiloh Church Rd.)
- **Project #59:** At US 460/Botetourt Co. Line to Western City Limit of Bedford
  - Short-term apply access management and close, construct, or add turn lanes at selected crossovers.
  - Mid-term improve selected crossovers, construct new roadway between US 460 and Twin Lakes Dr.; realign/relocate “dog-legged” or T-intersections into four-leg intersections to reduce the number of access points and provide improved traffic operations and construct 11-ft. paved shoulder along entire US 460 corridor.
  - Long-term implement additional recommendations from US 460 W. Corridor Study, such as signalization, to address capacity and safety concerns along the corridor and at major intersections.

## Campbell County

- **Project #1:** At US 29 and VA 699 (Gladys Rd.)
  - Mid-term consider signalization.
  - Long-term consider rerouting truck traffic away from VA 699.
- **Project #2:** At VA24/VA 808 and US 29. Long-term reconstruct corridor to current design standards.
- **Project #4:** At US 501 and VA 633 (Epsons Rd.)
  - Mid-term install southbound right turn lane.
  - Long-term flatten horizontal curve alignment.
- **Project #32:** At US 29 to US 24. Short term modify clearance intervals for all approaches and reduce speed limit on northbound US 29 to 45 mph.

## Regional Prioritization Process

After the projects were selected by the boards of supervisors from the various localities, they were compiled and sent to the VDOT Lynchburg District Office for ranking. VDOT has created a prioritization matrix that takes several attributes into account in order to create a ranking system. A full description of the methodology behind the prioritization process can be found on page 15 of VDOT's report entitled, "Rural Long Range Transportation Plan Project Prioritization Process and Methodology for the Lynchburg District (December 2012)". (Page 15 is attached to this report as a reference.) The table below shows how the VDOT prioritization matrix ranked the projects selected by the various localities.

RANK	ID	ROUTE	CONSTRUCTION DISTRICT	JURISDICTION	FROM:	TO:	TYPICAL SECTION	AVERAGE
1	30	460/24	Lynchburg	Campbell	656	24	4	6.76
2	53	460	Salem	Bedford	668	811	6	5.79
3	2	122/801	Salem	Bedford	805	801	4	5.60
4	1	29/699	Lynchburg	Campbell	29 BUS	699	4	5.47
5	59	460	Salem	Bedford	Botetourt CL	695	4	5.47
6	32	29/24	Lynchburg	Campbell	24	685	6	5.34
7 a	1	460/609	Lynchburg	Appomattox	Campbell CL	647	4	5.15
7 b	3	460/689	Lynchburg	Appomattox	Campbell CL	647	4	5.15
9	43	24	Salem	Bedford	608	801	4	4.92
10	4	60	Lynchburg	Amherst	606	604	2	4.64
11	4	501/633	Lynchburg	Campbell	Brookneal CL	917	3	4.64
12	3	29/151	Lynchburg	Amherst	151	610	4	4.54
13	10	608	Lynchburg	Appomattox	609	669	2	3.66
14	1	662/151	Lynchburg	Amherst	610	Nelson CL	4	3.62
15	22	691	Lynchburg	Appomattox	647	643	2	3.43
16	2	24	Lynchburg	Campbell	682	29	2	3.07
17	11	608	Lynchburg	Appomattox	721	667	2	2.78

The ranking system that resulted from this initial attempt of listing priority projects at a regional level was the result of both a planning exercise in which site visits were conducted, as well as a data driven simulation. Future iterations of this exercise will undoubtedly result in a more refined approach as the prioritization matrix and planning processes evolve. The Transportation Technical Committee has accepted the above list as the product of an initial technical learning exercise.

## Funding

No new or innovative funding sources have been proposed as a result of this effort. It is anticipated that local jurisdictions will continue to rely on the State to pay for improvements.

## Corridors of Statewide Significance

(From Office of Intermodal Planning and Investment, 2035 VTrans)

### Genesis and Definition

What are now referred to as the “Corridors of Statewide Significance”, were originally introduced as part of the VTrans2025 effort as Multimodal Investment Networks (MINs). These MINs were to be a focus of statewide investment. Eleven MINs were identified throughout the Commonwealth of Virginia and were defined as multimodal networks. It was envisioned that high priority multimodal projects within these corridors would be given increased consideration over single-mode solutions in modal plans.

The Corridors of Statewide Significance (CoSS) are broadly drawn and include other modal facilities, such as highways (e.g., I-81, I-95, U.S. 460, etc.), rail lines, transit services, port facilities, and airports. Parallel roadway facilities are also included in addition to the main Interstate or U.S. Highway (e.g., U.S. 11 along the I-81 corridor and U.S. 1 and U.S. 301 along the I-95 corridor).

House Bill 2019, adopted in 2009, requires that the long-range transportation plan sets forth an assessment of needs for all CoSS and that all modes of travel are considered. In the designation of the CoSS, the Commonwealth Transportation Board was not to be constrained by local, district, regional, or modal plans. The official definition of a CoSS was defined as thus:

“An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state.”

The process of corridor identification included an all-day meeting in 2005 with many statewide participants, including the Multimodal Technical Committee, VDOT transportation planners, Department of Rail and Public Transportation planners, Virginia Department of Aviation planners, Virginia Port Authority planners, Metropolitan Planning Organization (MPO) directors and planners, and Planning District Commission (PDC) directors and planners. Criteria for identification of the CoSS were developed and applied to corridors throughout the Commonwealth. To be considered a CoSS, a corridor must meet all four criteria.

**Multimodal:** The CoSS must involve multiple modes of travel or must be an extended freight corridor. Major freight corridors include I-81 and U.S. 460. Additional modes of travel include transit, such as Metrorail along the I-66 corridor; airports, both

commercial and general aviation; freight and passenger rail; and port facilities, including the Port of Virginia in the Hampton Roads region and the Virginia Inland Port, located at the junction of I-81 and I-66.

**Connectivity:** A corridor must connect regions, states, and/or major activity centers. I-95 is an important multi-state corridor, while others, such as U.S. 58, mostly function within the Commonwealth of Virginia. Some corridors connect cities throughout the state, such as the U.S. 29 corridor, which connects the major Northern Virginia activity center with Charlottesville, Lynchburg, and Danville.

**High Volume:** The corridor must involve a high volume of travel. This would include all the major interstates through the Commonwealth of Virginia, as well as multiple U.S. Highways.

**Function:** The corridor must provide a unique statewide function and/or address statewide goals.

The process identified eleven CoSS within the Commonwealth of Virginia, with five corridors mostly defined by Interstates and six corridors mostly defined by U.S. Highways. These corridors were given names separate from the highway facility route number in order to emphasize their multimodal nature. A map of the corridors is shown on the following page.

## Corridors

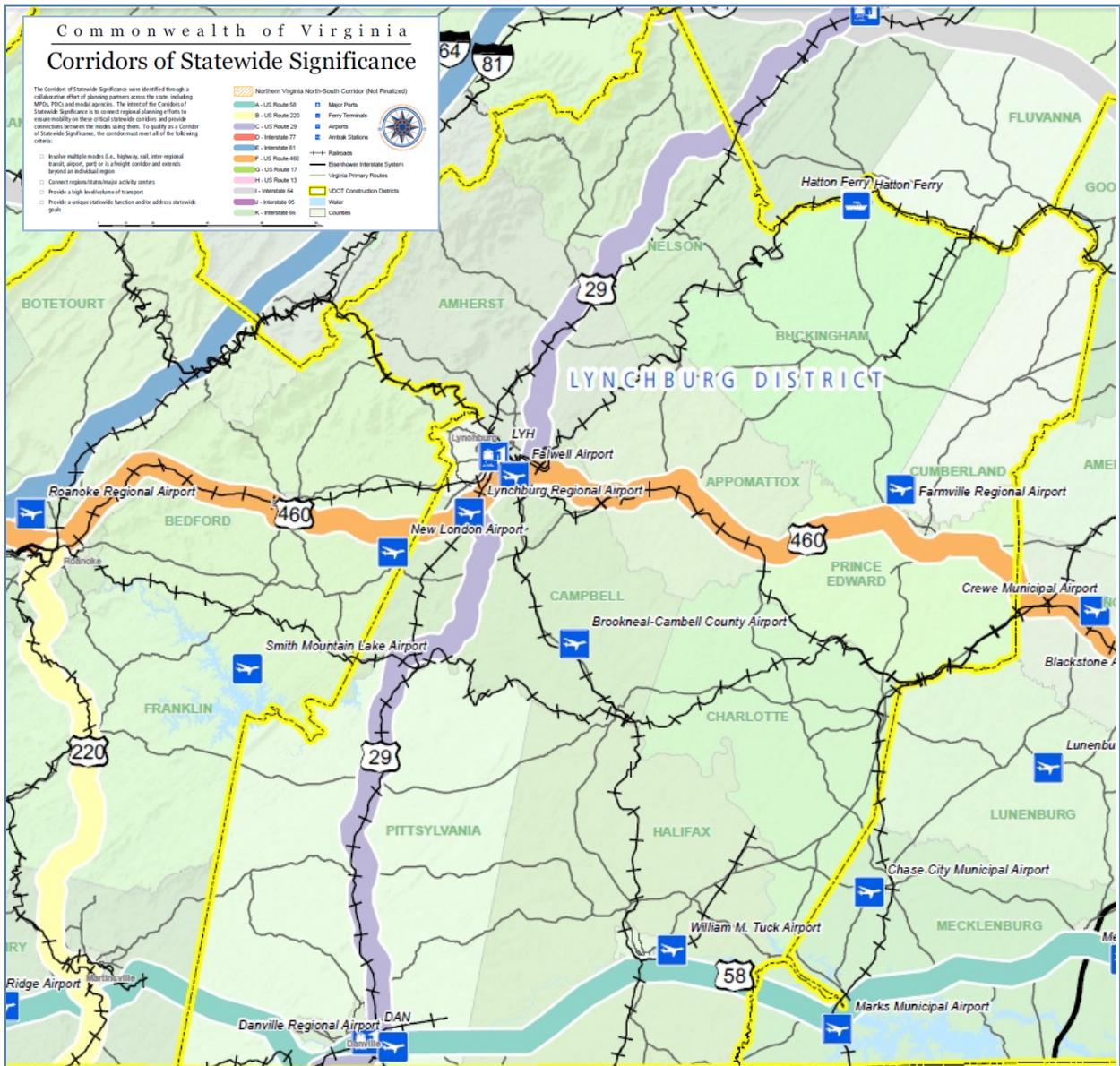
Two of the eleven Corridors of Statewide Significance that run through Region 2000 are summarized below, with a concise description of their location and multimodal facilities, including parallel roadway facilities, port facilities, airport facilities, transit opportunities, and rail facilities, both passenger and freight.

**Seminole Corridor:** This corridor connects the Northern Virginia region to Charlottesville, Lynchburg, and Danville, operating as a parallel option between I-95 and I-81. It runs parallel to the Bull Run Corridor within Northern Virginia, and there are multiple transit options in the Northern Virginia region. In addition, there are Norfolk Southern Crescent Corridor rail lines along the entire corridor, which also provide passenger rail service. There are multiple general aviation and reliever airport facilities along the corridor as well.

**Heartland Corridor:** This corridor connects Hampton Roads to Petersburg, Lynchburg, and Blacksburg and connects to the west to West Virginia and Kentucky. It is an important freight corridor, with Norfolk Southern's Heartland Corridor running along the entire corridor, providing a connection between the Port of Virginia and the Midwest. In addition, there are some transit providers along the corridor along with multiple air facilities, both commercial and general aviation.

The Office of Intermodal Planning and Investment did some early prioritization efforts in 2011. Since then we have information on segments of CoSS that are based on collected corridor data and the Multimodal Strategic goals. Although, there was no formal publication of these efforts, the most information that was revealed is that two CoSS segments that fall within Region 2000, Rt. 29 (Seminole Corridor) and Rt. 460 (Heartland Corridor) are of high priority to Economics, Mobility and Safety. Unfortunately, this information does not tie any funding to this region, specific roadways or to specific projects.

Figure 1. Map showing Seminole and Heartland Corridors (portion of the map from Corridors of State Significance,



## **Conclusion**

Region 2000 consists of both urban and rural areas. Connectivity within and outside of the area is important to the economic vitality and quality of life of the Region. The 2035 Rural Long Range Transportation Plan is a valuable technical reference guide that can be used to inform Region 2000 localities in their ongoing comprehensive planning efforts and transportation investment decisions. Combining the input from local planning staffs and elected officials with the data driven prioritization matrix provided by VDOT will assist Region 2000 localities in making decisions that will affect connectivity between the rural area, the MPO area, and beyond.

**Table 1: Weighted Transportation Attributes used for Ranking Recommended Projects in the Prioritization Matrix**

Roadway Element/Attribute	Description	Weight Relative to Prioritization Goals
Proposed Number of Lanes	Number of recommended lanes from transportation plans that propose additional lanes, if applicable	N/A
Length of project	Total length in miles of the proposed recommendation. Intersection recommendations receive a default value of 0.5 miles	N/A
2009 Level of Service	Measure used to determine the effectiveness and operational level of the roadway in 2009	33%
2009 V/C Ratio	Volume-to-Capacity Ratio is an index to assess traffic conditions and level of congestion of the roadway	33%
2011 AADT	2011 Average Annual Daily Traffic is the total volume of vehicle traffic on a roadway for one year divided by 365 days	N/A
2035 AADT	Projected 2035 Average Annual Daily Traffic rates	N/A
Flow Rate (pcphpl)	The maximum rate of flow reasonably expected on an existing roadway while maintaining a certain LOS in person cars per hour per lane	33%
Fatal + Injury Crash Rate per Mile 2006-2010	Total number of aggregate injuries and fatalities on the roadway per mile from 2006 - 2010	100%
Number of Heavy Trucks	Total number of heavy trucks in 2011 on a select roadway segment which equates to the estimated % heavy trucks	50%
Cultural Resources	Total number of historic properties and cultural resources in close proximity to the right-of-way of a select roadway	N/A
T&E Species	Threatened and Endangered Species considerations	50%
R/W Impact	Any impacts on the right-of-way considered here (such as environmental or social)	50%
Include HOV, Bike/Ped. other Modes	Any special accommodation features for HOV, bicycle, pedestrian, or transit are considered here	25%
Sq. Ft. Structurally Deficient Bridge	Total Square footage of a structurally deficient bridge from the 2035 Rural LRTP	25%
Total Cost	Estimated cost of the recommended project from the 2035 Rural LRTP	25%

