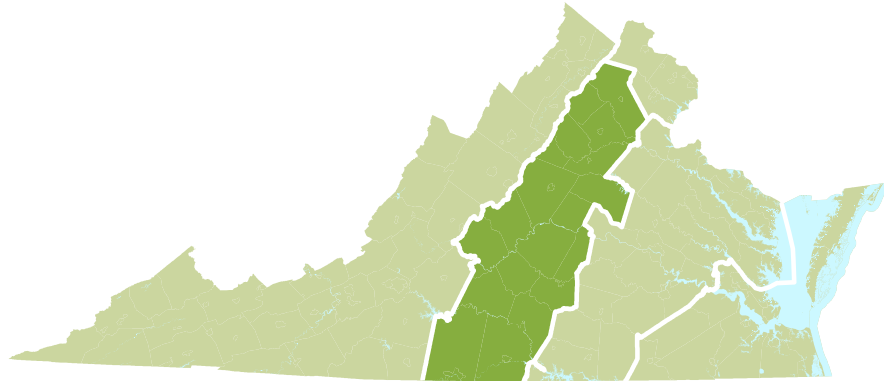


REGION 3: BLUE RIDGE



In the heart of Virginia, where the Blue Ridge Mountains meet gently rolling hills, lies a region rich in natural beauty, American history, farmlands, and quaint cities and towns. The attractiveness of the region combined with its close proximity to major employment centers, has created a demand for a more suburban style of living.

Over the past 10 years, the northern portion of the Blue Ridge Region has experienced increasing growth pressures from the Washington, DC, metropolitan area. This growth pressure is expected to continue, requiring proactive transportation decision-making and strategies to manage congestion and ensure the availability of multimodal transportation options.

The size of this region presents a variety of public transportation challenges in the future. The northern portion of this region will need to focus on providing better transit service for commuting and daily trips to increase the mode share for transit, and promote strategies to reduce congestion, especially during peak hours. In the southern portion, as the population

PDCs in the Blue Ridge Region

- Rappahannock-Rapidan Regional Commission
- Thomas Jefferson
- Virginia's Region 2000 Local Government Council
- West Piedmont
- Southside
- Virginia's Heartland Commonwealth Regional Commission

Strategies for the Blue Ridge Region

- Provide Safety Improvements
- Enhance Demand Response Transit
- ITS
- Expand Freight Rail Service
- Increase and Improve Bicycle and Pedestrian Facilities

ages, it is likely that a growing number of the population may not have access to a personal vehicle, leading to a need for more demand response and human services transport.

Transportation in this region is largely characterized by US 29 and 15, providing connections between the Washington DC metropolitan area, central Virginia and North Carolina. The lack of a north-south interstate highway strains the existing highways in this region. To continue to provide mobility for central Virginia residents and for freight commodities, improvements are recommended for highways including US 29, US 15 and I-64. In addition, investments in demand-response and fixed-route transit service will ensure accessible transportation is available for those who do not rely on a personal vehicle. Passenger and freight rail improvements will also help to increase the capacity of central Virginia's transportation system.

TRANSPORTATION FACILITIES AND SERVICES

The transportation characteristics of this region are mostly defined by US 29, which is a highway running north-to-south in the eastern United States for over 1,000 miles. In Virginia, US 29 serves as the major north-south corridor through the central part of the state, as it lies west of I-95 and east of I-81. It provides the main connection between the Washington, DC metropolitan area and the cities of Charlottesville, Lynchburg and Danville, and provides local access to many of these areas as well as smaller communities. It is a freight alternative to the heavy freight corridor of I-81 to the west, and is one of two major corridors (along with US 460) serving the Lynchburg area. US 29 runs concurrently with other roadways throughout its course in Virginia, including US 15 for a long stretch near Warrenton, US 250 near Charlottesville, and US 460 near Lynchburg. Route 29 is also defined as a National Scenic Highway. I-64 travels through this region and serves as a major route for freight and tourism as the only east-west interstate that traverses the Commonwealth of Virginia. Other major east-west routes include US 460 and US 58.

MULTIMODAL FACILITIES AND SERVICES: BLUE RIDGE REGION

Fixed Route (FR) & Demand Response (DR) Transit (9):

- Blackstone Area Bus (FR)
- Charlottesville Area Transit (FR)
- Danville Transit System (FR)
- Farmville Area Bus (FR)
- Greater Lynchburg Transit (FR/DR)
- Greene County Transit (DR)
- Halifax Area Transit Service (DR)
- JAUNT (FR/DR)
- Virginia Regional Transit (FR/DR)

Transportation Demand Management (2):

- Rappahannock-Rapidan Commuter Services
- RIDESHARE

Short Line (3):

- Buckingham Branch Railroad
- Chesapeake Western Railroad
- Shenandoah Valley Railroad

Human Service Transportation (9):

- Central VA Area Agency on Aging
- Crossroads Community Services
- Danville City's Parks, Recreation and Tourism
- Danville-Pittsylvania Community Services
- Lake Area Bus

- Southside Community Services Board
- STEPS
- Stonewall Therapeutic Recreation Center
- The Arc Of Central Virginia

Freight Rail (1):

- Norfolk Southern Crescent Corridor

Passenger Rail (1):

- Amtrak Crescent Route

Highway

- Park and Ride

Airports (13):

- Brookneal
- Charlottesville-Albemarle
- Culpeper County
- Danville Regional
- Falwell
- Farmville Regional
- Gordonsville Municipal
- Lake Anna
- Louisa County
- Lynchburg Regional
- Orange County
- Warrenton-Fauquier
- William M Tuck

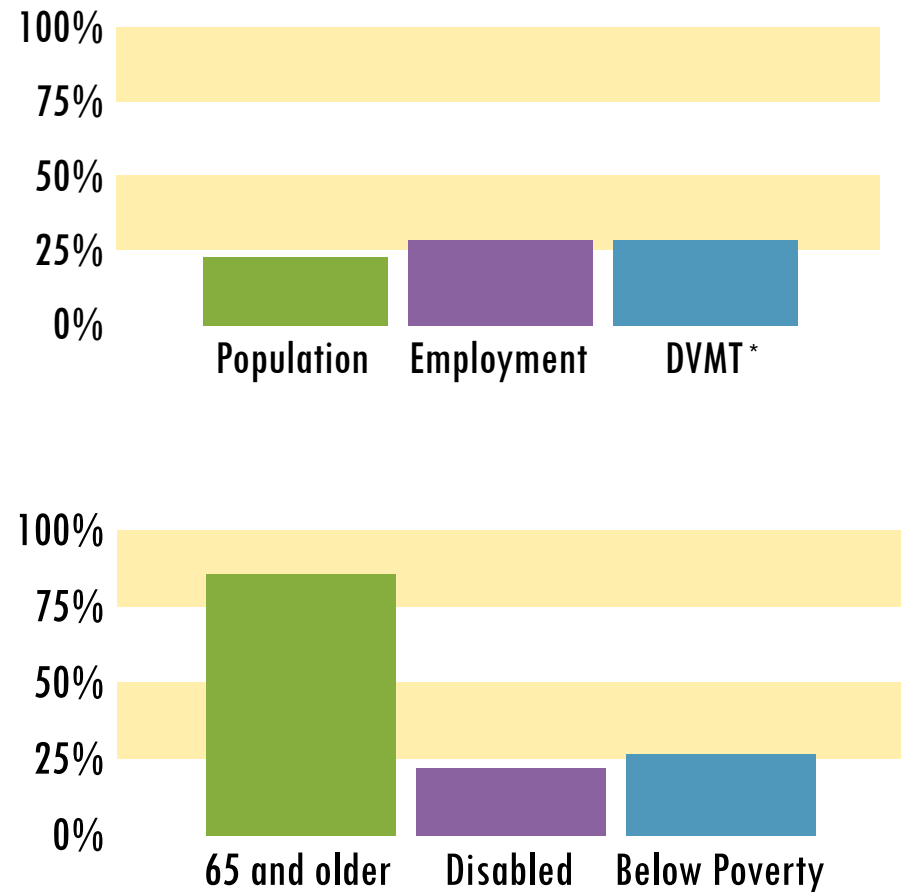
Nine transit services operate in cities, towns and counties throughout the Blue Ridge Region providing both demand response and fixed route service. JAUNT, a regional transportation system, provides express bus transit service to the City of Charlottesville, Albemarle, Fluvanna, Nelson and Buckingham Counties. Greyhound offers bus service within this region, with stations located in Danville, Lynchburg, Charlottesville, and Northern Virginia. Amtrak offers daily service with stops in Lynchburg, Charlottesville, Culpeper, Manassas, Burke Center (VRE riders only), Alexandria and Washington DC, with continuing service to Boston, MA. Park and Ride lots are also available in Fauquier County and Culpeper County along US 29, and there are numerous Park and Ride facilities located in and around the City of Charlottesville along US 29, including at least three lots south of the city in Nelson County.

The Blue Ridge Region has two Transportation Demand Management agencies that help to promote strategies like carpooling, vanpooling, work-from-home initiatives and flexible work hours in the Rappahannock-Rapidan and Charlottesville areas (Rappahannock-Rapidan Commuter Services and RIDESHARE). To fill critical mobility gaps for Virginians who do not have access to a personal automobile and live outside of public transit service areas, eight human service agencies exist in the Valley and Ridge region, one in the Culpeper district, and seven in the Lynchburg district.

Norfolk Southern freight rail lines run along virtually the entire US 29 corridor in Virginia, offering a freight option to points south along, as well as north of, Washington DC and to the northeast. The eastern line of Norfolk's Crescent Route runs along Route 29, and connection along the I-66 corridor Norfolk Southern rail lines can be made to the Virginia Inland Port and the western line of Norfolk Southern's Crescent Corridor, which runs along the I-81 corridor. In Charlottesville, these Norfolk Southern lines junction with CSX's Coal Corridor, which provides a connection between the Port of Virginia and the Appalachian coalfields to the west.

The Lynchburg Regional Airport and Charlottesville-Albemarle Airport provide commercial service through a variety of major airlines. These

Figure 41: Blue Ridge Regional Characteristics Percent Change (2010 - 2035)



*DVMT: Daily Vehicle Miles Traveled (2006-2035)

commercial airports along with the 11 other general aviation facilities provide critical connections for passenger and freight transportation. These airports depend on access to a high-quality surface transportation system for their success.

CHARACTERISTICS

The Socioeconomic and Travel Demand Forecasts for Virginia and Potential Policy Responses report completed by the VTRC identifies a number of trends that will impact transportation in the future. Increases in population will impact the amount of traffic on the roadway and demand for transportation alternatives, impacting commuters and those traveling the roadways of the Blue Ridge region. This trend will impact both passenger and freight traffic along the highway.

Table 30 details the population projections for 2010 and 2035 as well as the absolute change and percent change between 2010 and 2035. In addition, Figure 41 illustrates the percent change in population, employment and DVMT between 2010 and 2035 for the Blue Ridge Region.

Population: All planning districts in the Blue Ridge Region are projected to experience positive population growth between 2010 and 2035. The projected growth varies throughout the region. The Rappahannock-Rapidan and Thomas Jefferson planning districts are expected to experience around 40% growth; Region 2000 and the Commonwealth planning district are expecting just below 20% growth; and the West Piedmont and Southside planning districts are expected to experience 5% and 10% population growth, well below the regional average of 22.5%. In total, the region accounts for approximately 13% of the statewide population in both 2010 and 2035.

Employment: Employment projections for the Blue Ridge Region follow a nearly identical pattern as population. The regional average is slightly higher than the population growth rate at 25.3%, mostly due to the Thomas Jefferson and Region 2000 Planning Districts, both of which are expected to experience higher employment growth than population growth. Despite the higher growth rate, the region's share of statewide totals is around 10%.

Daily Vehicle Miles Traveled: Projected DVMT figures show a different pattern of growth than both employment and population. Although the regional DVMT growth rate of 26% is similar to that of population and employment, the regions where growth is attributed varies. For example, the Rappahannock-Rapidan Planning District, with the highest population growth and second highest employment growth, is expecting a DVMT growth rate of 25%, below the regional average. Conversely, the West Piedmont planning district is expecting an equivalent growth rate to the Rappahannock-Rapidan planning district at 25%, but is expecting some of the lowest population and employment growth in the region. In addition, the Southside district is expecting a decline in DVMT despite a projected increase in both population and employment. This could be the result of the location of new job opportunities in closer proximity to housing.

Table 30: Blue Ridge Region Characteristics by PDC

Population	2010 Forecasts	Midpoint 2035 Forecasts	Absolute Change	Percent Change
Rappahannock-Rapidan (9)	175,960	253,073	77,113	44%
Thomas Jefferson (10)	235,010	324,780	89,770	38%
Region 2000 (11)	245,130	288,340	43,210	18%
West Piedmont (12)	245,930	258,456	12,526	5%
Southside (13)	85,960	94,832	8,872	10%
Commonwealth (14)	101,630	121,866	20,236	20%
Regional Total	1,089,620	1,341,347	251,727	23%
State Total	8,057,350	10,926,181	2,868,831	36%
Employment	2010 Forecasts	Midpoint 2035 Forecasts	Absolute Change	Percent Change
Rappahannock-Rapidan (9)	83,200	118,637	35,437	43%
Thomas Jefferson (10)	156,020	229,192	73,172	47%
Region 2000 (11)	141,780	180,560	38,780	27%
West Piedmont (12)	118,890	128,640	9,750	8%
Southside (13)	41,360	44,780	3,420	8%
Commonwealth (14)	43,690	51,853	8,163	19%
Regional Total	584,940	753,662	168,722	29%
State Total	5,206,470	7,753,739	2,547,269	49%
Daily Vehicle Miles Traveled (DVMT)	Actual VMT in 2006	2035 DVMT Based on Population (in Millions)	Absolute Change	Percent Change
Rappahannock-Rapidan (9)	6,392,726	8.0	1,607,274	25%
Thomas Jefferson (10)	7,328,848	10.3	2,971,152	41%
Region 2000 (11)	6,627,796	9.1	2,472,204	37%
West Piedmont (12)	6,539,111	8.2	1,660,889	25%
Southside (13)	3,271,557	3.0	-271,557	-8%
Commonwealth (14)	2,842,778	3.9	1,057,222	37%
Regional Total	33,002,815	42.5	9,497,185	29%
State Total	222,178,082	345.4	123,221,918	55%

PUBLIC TRANSPORTATION RECOMMENDATIONS

In the Blue Ridge Region, and across the entire state, Virginia's public transportation systems must maintain a state of good repair for fleet vehicles and maintenance equipment. DRPT recognizes and prioritizes state of good repair issues through its asset management database and funding requirements. State of good repair is discussed in detail in Chapter 3 and funding is discussed in-depth in Chapter 5.

The northern portions of this region, namely the Rappahannock-Rapidan and Thomas Jefferson Planning Districts are expected to see a relatively high growth in population. The transit service improvements in these areas are intended to provide better transit service for commuting and daily trips to increase the mode share for transit, and promote strategies to reduce congestion, especially during peak hours. Recommendations in these areas are:

- Focused Expansion of Fixed Route Coverage (e.g. improve and expand route service and implement express service in Charlottesville)
- Increased Transportation Demand Management

Similar to the Valley and Ridge Region, the population growth rate in the Blue Ridge region diminishes to the south. The Region 2000 and Virginia's Heartland Planning Districts will experience slightly lower population growth rates. The recommendations for public transportation in these areas balance the need for fixed route service for commuters and those living in more densely populated areas, with the needs of the rural population and those who depend on human services transportation. The recommendations for these areas include:

- Increased Demand Response Service
- Expanded Fixed Route Coverage (e.g. expanding bus and express bus service from Lynchburg to surrounding counties)
- Increase Transportation Demand Management

The southern jurisdictions of Pittsylvania County, the City of Danville and Halifax County are expected to have low population growth (based on projections at the PDC level). In these areas, the main focus of transit improvements is to address the mobility needs of older adults, persons with disabilities and persons with lower incomes. The recommendations in these areas include:

- Introduction of Demand Response Service
- Increased Human Services Transportation

In addition to the improvements listed above, the following jurisdictions do not currently have transit service and exhibit the population growth characteristics to support transit service:

- Rappahannock County
- Madison County
- Appomattox County
- Campbell County
- Charlotte County
- Pittsylvania County
- Halifax County

Transportation demand management strategies for the Blue Ridge Region are identified in Table 31.

Table 31: TDM Strategies for the Blue Ridge Region

Geographic Setting	Jurisdictions	TDM Strategies
Small Urban Areas	Danville MPO, Lynchburg MPO, Charlottesville MPO	Expand employer outreach, especially in suburban centers
		Primary focus on resident / commute travel
		Promote carpool and vanpool for long-distance commutes to areas outside region
		Promote telework to residents
		Develop transit links to urban and suburban employment
		Integrate TDM into the land development processes; encourage mixed-use
		Integrate TDM into local planning, MTPs, LRTPs
		Enhance cross-jurisdictional coordination for TDM
Non-Urban Areas	All other areas	Primarily residence-based programs for commuting within and outside the area
		Promote telework to residents
		Establish modest commute outreach in areas with no current program
		Support long-distance commute markets
		Coordinate with neighboring employment areas for outbound commuting
		Integrate TDM into local planning, MTPs, LRTPs

The transit agencies in the Blue Ridge Region have the following ITS investment recommendations for the next six years (Table 32), as identified in the DRPT Statewide ITS Strategic Plan.

Table 32: ITS Investments for the Blue Ridge Region

Transit Agency	ITS Investments in the Next 6 Years					
	Transit Operations	Customer Amenities	Service Planning	Fare Collection	Security	Maintenance/Management
Charlottesville Area Transit		x				x
Danville Transit						
Farmville Area Bus					x	
Greater Lynchburg Transit Company	x	x	x			x
Greene County Transit, Inc.	x	x		x		x
JAUNT Inc.		x		x	x	x
Lake County Area Agency on Aging						
Virginia Regional Transit	x	x	x		x	x

RAIL RECOMMENDATIONS

The rail recommendations for the Blue Ridge Region shown in Table 33 represent those projects within identified transportation corridors that will increase the freight shipments to and from ports, improve commuter and intercity rail within regions of the Commonwealth and other freight improvement projects identified by Class and shortline railroads in Virginia.

All improvements address one or more of the following:

- Reducing passenger car and truck freight traffic to alleviate highway congestion, reduce energy demands and reduce pollutants
- Increasing freight capacity throughout the Commonwealth to support greater demand for freight rail shipping, growth in the coal industry and improved capacity at Virginia’s ports
- Improving passenger rail by enhancing system performance and adding capacity

Table 33: Rail Recommendations for the Blue Ridge Region

I-81/Route 29 Intercity Passenger Rail Project	
Phase I (Lynchburg)	Add one daily train between Washington, DC and Lynchburg Kemper Street Station as a demonstration project for three years beginning in 2009.
	Increase commuter capacity in the VRE service area.
	Complete the capacity study for the entire project corridor from Washington, DC to Bristol and Lynchburg.
	Increase capacity for a second train to Lynchburg with construction of second main line track between Nokesville and Calverton.
Phase III (Bristol) and IV (Richmond)	Provide train service from Bristol to Richmond and from Bristol to Washington, DC.

HIGHWAY RECOMMENDATIONS

Route 29 serves as the primary north/ south corridor within the Blue Ridge Region, linking the metropolitan areas of Danville, Lynchburg and Charlottesville, as well as the towns of Culpeper and Warrenton. Facilities such as Routes 58, 460, 250 as well as Interstates 64 and 66 provide east/ west connections. The areas along the Route 29 corridor represent the highest concentrations of population and employment within the region, with surrounding areas having a predominantly rural character. Highway recommendations within this region seek to provide greater access to the Charlottesville, Danville and Lynchburg areas, as well as provide additional capacity in the south to improve the economic competitiveness of this area of the Commonwealth. To the north, operational improvements including grade separation, signalization and access management to improve traffic flows are recommended to aid the commuter traffic to the Washington, DC, metropolitan area.

Park and Ride Recommendations: The Blue Ridge Region has approximately 28 existing Park and Ride facilities. Thirteen new facilities are recommended serving the City of Danville, City of Charlottesville, and Amherst, Nelson, Campbell, Appomattox, Orange, Madison, Franklin, Henry and Pittsylvania Counties. Additionally, four facilities in Rappahannock County and one facility in Fauquier County have been identified as needing expansion. Park and Ride recommendations are identified in Figure 42.

Other Recommendations: In addition to the Park and Ride recommendations, the multiple highway recommendations are shown in Figure 42 and listed in Tables 34 to 38. The Highway Recommendation Table Reference Guide (Figure 43) provides explanation of the multiple elements included in the highway recommendation tables.

How the Recommendations are Organized: The highway recommendations presented in the 2035 Virginia Surface Transportation Plan address the performance measures presented in Chapter 4. These include: congestion; roadway capacity; safety; and maintenance. The highway recommendations

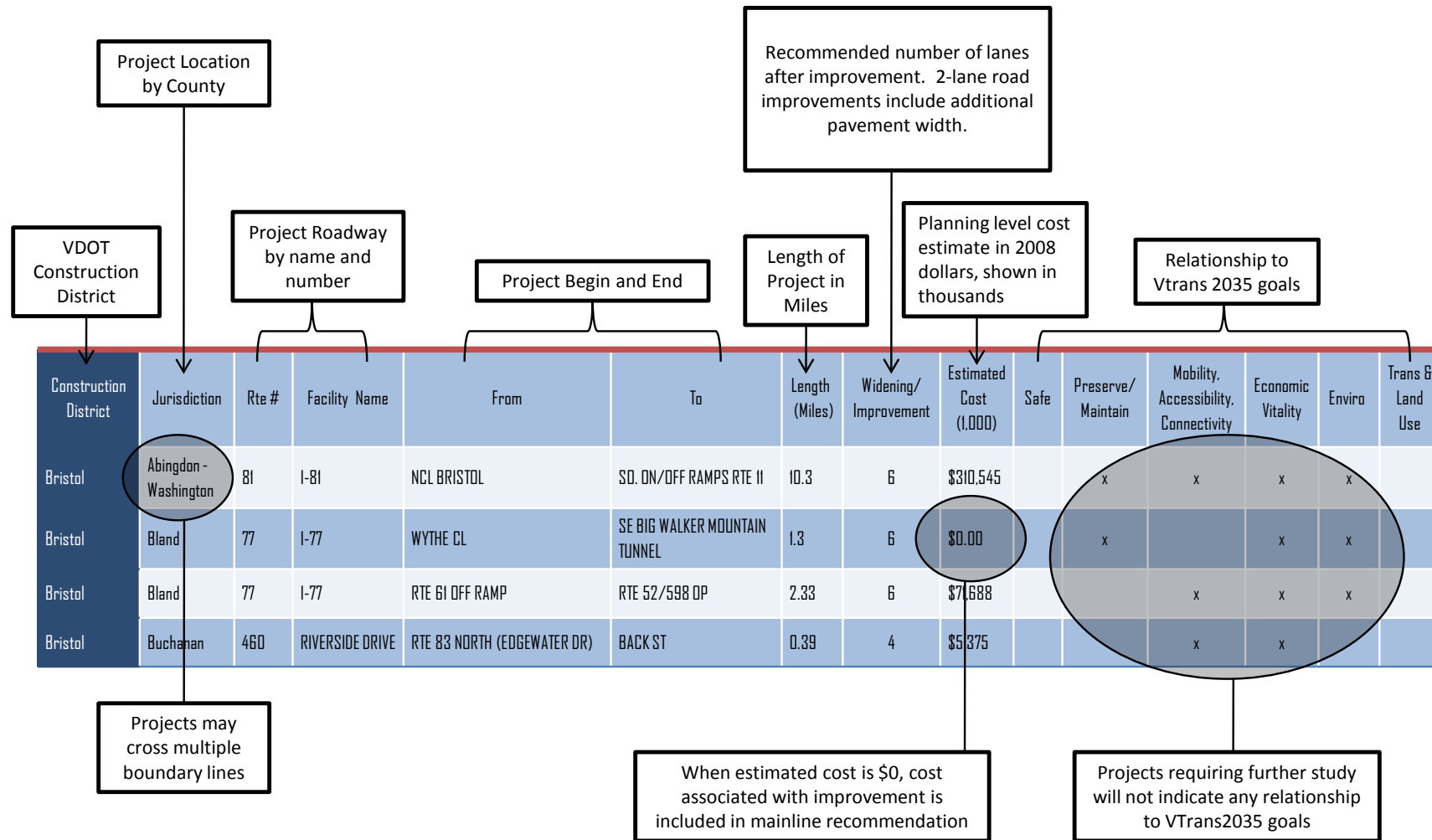
support the goals established in VTrans2035: Safety and Security; System Maintenance and Preservation; Mobility, Accessibility and Connectivity; Economic Vitality; Environmental Stewardship; and Coordination of Transportation and Land Use.²⁷ The recommendations have been related to these goals in the tables that follow. The recommendations are presented in the following categories:

- Recommendations to Existing Facilities – These recommendations represent improvements to the current roadway network. It is assumed any structures or interchanges that fall within the limits of the recommendation will be improved along with the roadway. It should also be noted that any recommendations identified as an improvement to 2 lanes denotes additional lane width to an existing 2-lane roadway.
- Recommendations to New Locations – These recommendations represent new facilities that would be added to the roadway network.
- Recommendations for Further Study – These are recommendations where a need has been identified, but alternatives are still being analyzed.
- Other Recommendations – These are recommendations that do not fall into the above categories. Examples include interchange and intersection improvements, standalone bridge replacements, re-striping and access management.
- ITS Recommendations – Intelligent Transportation System recommendations (as described in Chapter 4).
- Park and Ride Recommendations – These are recommendations for new Park and Ride lots or expansion to existing Park and Ride lots. Specifics for Park and Rides are not provided as each location will need to be studied to identify an appropriate location and level of demand.

²⁷ Not all VTrans2035 goals were tied to specific recommended improvements. For the VTrans2035 goals of Linking Land Use and Transportation, Program Delivery, Environmental Stewardship, VDOT addresses compliance at the program level as discussed in Chapter 4 of the VSTP.

Figure 43: Highway Recommendation Table Reference Guide

Highway Recommendation Table Reference Guide*



*It is recognized that with any highway project there is a potential for community concerns that will need to be addressed prior to projects advancing.

Table 34-1: Blue Ridge Region Recommendations to Existing Facilities

Construction District	VTrans2035 Goals Addressed													
	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Culpeper	Albermarle	20	STONY POINT ROAD	RTE 250	ELKS/FONTANA DR	0.45	4	\$5,500	X		x			
Culpeper	Albermarle	20	STONY POINT ROAD	ELKS/FONTANA DR	RTE 649	4.44	2	\$34,139	x		x			
Culpeper	Albermarle	29	MONACAN TRAIL	I-64	RTE 250 UNDERPASS	2.27	6	\$26,830			x	x	x	
Culpeper	Albermarle	29	MONACAN TRAIL	RTE 250 UNDERPASS	WCL CHARLOTTESVILLE	1.86	6	\$20,585			x	x	x	
Culpeper	Albermarle	29	SEMINOLE TRAIL	RTE 643	RTE 649	2.47	6+Access Management	\$58,856			x	x		
Culpeper	Albermarle	250	RICHMOND ROAD	ECL CHARLOTTESVILLE	RTE I-64	1.84	6	\$54,176	x		x	x		
Culpeper	Albermarle - Charlottesville	64	I-64	RTE 29	RTE 616	11.77	6	\$307,036		x	x	x		
Culpeper	Albermarle - Greene	29	SEMINOLE TRAIL	RTE 649	RTE 33	7.9	6+Access Management	\$119,864	x	x	x	x		
Culpeper	Culpeper	522	SPERRYVILLE PIKE	VIRGINIA AVE	WCL CULPEPER	1.03	3	\$13,053	x				x	
Culpeper	Culpeper	522	SPERRYVILLE PIKE	CULPEPER WCL	RTE 634	5.05	2	\$38,578			x		x	
Culpeper	Culpeper	522	SPERRYVILLE PIKE	RTE 634	RAPPAHANNOCK CL	3.22	2	\$27,947			x		x	
Culpeper	Fauquier	15	JAMES MADISON HIGHWAY	RTES 15/29 BUS	RTE 17	4.3	6	\$48,038	x	x		x	x	
Culpeper	Fauquier	15	JAMES MADISON HIGHWAY	RTE 17	RTES 15/17/29 BYPASS	4.71	6	\$50,805	x		x	x		
Culpeper	Fauquier	29	EASTERN BYPASS	RTES 15/17/29 BUS	NCL WARRENTON @ 17 BYP /15 BUS	3.28	6	\$53,010			x	x	x	
Culpeper	Fluvanna	15	JAMES MADISON HIGHWAY	RTE 695	RTE 652	2.02	2	\$15,235			x	x	x	

Table 34-2: Blue Ridge Region Recommendations to Existing Facilities

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
									Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Culpeper	Fluvanna	15	JAMES MADISON HIGHWAY	RTE 702	RTE 250	16.5	2	\$132,556			x	x		
Culpeper	Louisa	15	JAMES MADISON HIGHWAY	RTE I-64	0.95 MI SOUTH OF RTE 617 (SOMMERFIELD DRIVE)	1.57	4	\$34,353	x		x			
Culpeper	Louisa	15	JAMES MADISON HIGHWAY	0.5 MI SOUTH OF RTE 617	ORANGE CL	8.99	2	\$69,928			x			
Culpeper	Louisa	33	LOUISA RD - SOUTH SPOTSWOOD TRAIL	RTE 15	WCL LOUISA	12.12	2	\$92,324			x			
Culpeper	Louisa	33	WEST MAIN ST	WCL LOUISA	RTE T- 669	0.64	3	\$8,110			x		x	
Culpeper	Louisa	33	WEST MAIN ST	RTES 22/33	ECL LOUISA	0.97	3	\$9,603			x		x	
Culpeper	Louisa	33	JEFFERSON HIGHWAY	ECL LOUISA	RTE 655	15.54	2	\$118,955	x					
Culpeper	Louisa	208	ZACHARY TAYLOR HIGHWAY	RTE 522	SPOTSYLVANIA CL	3.62	4	\$27,575			x			
Culpeper	Louisa	522	SANDY HOOK RD	RTE 250	RTE I-64	0.52	4	\$5,918	x		x		x	
Culpeper	Louisa	522	PENDELTON RD	SCL MINERAL	RTES 22/208	0.66	3	\$7,841			x		x	
Culpeper	Orange	522	ZACHARY TAYLOR HIGHWAY	.47 MI NORTH SPOTSLVANIA CL	CULPEPER CL	15.24	2	\$122,129	x					
Culpeper	Orange - Albemarle	20	STONY POINT ROAD	RTE 649	RTE 33 WEST	9.96	2	\$76,327						
Culpeper	Orange - Greene	33	SPOTSWOOD TRAIL	ROUTE 29	RTE 15	12.57	2	\$138,145		x	x			

Table 34-3: Blue Ridge Region Recommendations to Existing Facilities

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
									Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Culpeper	Rappahannock	522	ZACHARY TAYLOR AVE - SPERRYVILLE PIKE	CULPEPER CL	RTE 1001	9.35	2	\$74,844	x					
Lynchburg	Amherst	29	LYNCHBURG EXPRESSWAY	RTE 163 (AMHERST ST)	RTE 163 NORTH AT LYTTLETON (1040)	0.52	4	\$12,000				x	x	
Lynchburg	Amherst	60	RICHMOND HIGHWAY	RTE 29 BYPASS	AMHERST ECL / RTE 606 WEST	0.93	2	\$6,492			x	x	x	
Lynchburg	Amherst	60	RICHMOND HIGHWAY	AMHERST ECL / RTE 606 WEST	RTE 600	3.29	2	\$49,837			x	x	x	
Lynchburg	Buckingham	15	JAMES MADISON HIGHWAY - OAK ST	RTE 60	RTE T-1010 EAST	2.11	4	\$21,244	x		x	x	x	
Lynchburg	Buckingham	15	JAMES MADISON HIGHWAY	NCL DILLWYN	RTE 617 SOUTH	3.82	2	\$27,559	x		x	x	x	
Lynchburg	Campbell	501	BROOKNEAL HIGHWAY - LUSARDI DR - LYNCHBURG AVE	HALIFAX CL	RTE 622	20.86	3	\$201,696	x		x	x		
Lynchburg	Campbell	501	CAMPBELL HIGHWAY	RTE 24 EAST	RTE 680 NORTH	2.22	4	\$32,492	x		x	X	x	
Lynchburg	Campbell – Lynchburg	460	LYNCHBURG HIGHWAY – RICHMOND HIGHWAY	WATERLICK RD	ROUTE 501 SOUTH	5.10	6	\$58,563	x		x	x		
Lynchburg	Cumberland	60	JAMES ANDERSON HIGHWAY	RTE 600 EAST	RTE 13	1	4	\$19,026	x		x	x		
Lynchburg	Danville	58	SOUTH BOSTON RD	RTE 29 NORTH	KENTUCK ROAD	0.9	6	\$19,575				x	x	

Table 34-4: Blue Ridge Region Recommendations to Existing Facilities

VTrans2035 Goals Addressed

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/ Improvement	Estimated Cost (1,000)	Safe	Preserve/ Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Lynchburg	Halifax	40	STAGE COACH RD	RTE 670	RTE 501	7.94	2	\$54,915				x		
Lynchburg	Halifax	40	L P BAILEY MEMORIAL HIGHWAY	RTE 501	CAMPBELL CL	0.97	3	\$8,366	x		x	x		
Lynchburg	Halifax	501	L P BAILEY MEMORIAL HIGHWAY	RTE 360 ALT EAST	RTE 40	20.55	2	\$148,365				x		
Lynchburg	Lynchburg	501	CANDLERS MOUNTAIN ROAD	RTE 460 SOUTH	LYNCHBURG EXPRESSWAY	0.99	6	\$23,068			x	x	x	
Lynchburg	Lynchburg	501	LYNCHBURG EXPRESSWAY	LAKESIDE DRIVE	BOONSBORO ROAD	3.4	4	\$36,157	x		x	x	x	
Lynchburg	Lynchburg	460	RICHMOND HIGHWAY	RTE 501 SOUTH	ECL LYNCHBURG	4.47	6	\$56,399	X		X	X		
Lynchburg	Nelson	151	ROCKFISH VALLEY HIGHWAY	RTE 6 SOUTH	ALBEMARLE CL	7.63	2	\$54,177	x		x		x	
Lynchburg	Pittsylvania	40	OLD FRANKLIN TURNPIKE	RTE 876E	RTE 29 BYPASS	23.17	2	\$243,888				x		
Lynchburg	Prince Edward	15	FARMVILLE RD	RTE 133	RTE 628	2.65	4	\$25,010	x		x	x	x	
Lynchburg - Culpeper - Staunton	Augusta - Albemarle - Nelson	64	I-64	ECL WAYNESBORO	RTE 250	9.95	6	\$223,748			x			
Lynchburg - Richmond	Prince Edward - Nottoway - Amelia	307	HOLLY FARM RD	RTE 460	RTE 360	9.32	3	\$83,942	x			x		

Table 35: Blue Ridge Region Recommendations to New Locations

									VTrans2035 Goals Addressed					
Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Lynchburg	Campbell	29	ROUTE 29 BYPASS SOUTH	US HWY 460	ROUTE 29	9.99	4	\$120,505	x		x	x		
Lynchburg	Campbell	29	ROUTE 29 ALTERNATE	ROUTE 29 (SOUTH OF YELLOW BRANCH)	2 MI SOUTH OF ROUTE 460	5.00	4	\$150,313	x		x	x		
Lynchburg	Campbell	29	ROUTE 29 ALTERNATE	2 MI SOUTH OF ROUTE 460	ROUTE 460	2.00	4	\$54,125	x		x	x		
Lynchburg	Lynchburg	501	LYNCHBURG EXPRESSWAY	EXISTING ROUTE 501 SOUTH OF 221	NORTHWEST EXPRESSWAY	0.51	4	\$37,383	x		x			

Table 36: Blue Ridge Region Recommendations to New Locations Identified for Further Study

									VTrans2035 Goals Addressed *					
Construction District	Jurisdiction	Rte #	Facility Name	From	To	Length (Miles)	Widening/Improvement	Estimated Cost (1,000)	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Culpeper	Albemarle	29	RTE 29 BYPASS	RTE 29	RTE 29 0.5 MN N. RIVANNA RIVER	6.4	4	\$234,600						
Culpeper	Fauquier	66	I-66	RTE 17/55 EAST	PRINCE WILLIAM CL	12.76	TBD	TBD						
Culpeper-Staunton	Warren - Fauquier	66	I-66	I-81 NB ON RAMP	RTE 17/55 EAST	23.83	TBD	TBD						
Lynchburg	Prince Edward	15		RTE 628	RTES 460/15 BUS EAST	Study as potential STARS project.	\$0							

*Recommendations have not been related to VTrans2035 goals as projects require further study

Table 37-1: Blue Ridge Region Other Recommendations

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
								Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Culpeper	Albemarle	20	STONY POINT ROAD			Pedestrian accommodations; restriping / pavement markings; and other low cost operational / safety improvements at Rte 20 /250 intersection.	\$57	x		x			
Culpeper	Albemarle	20	STONY POINT ROAD			Warning signs near Rte 610	\$6	x					
Culpeper	Albemarle	29	SEMINOLE TRAIL			Construct grade separated interchange at Route 29 / 631 (Rio Rd.) intersections, include bicycle/ pedestrian accommodations.	\$40,000	x		x			
Culpeper	Albemarle	64	I-64			Dual LTL from I-64 EB exit at Shadwell to WB Route 250 to improve operations	\$3,141	x		x			
Culpeper	Albemarle	64	I-64	RTE 637	RTE 29	Interchange reconstruction/redesign to improve operations	\$33,057	x		x			
Culpeper	Albemarle	64	I-64			Reconstruct 5th street exit to accommodate mainline widening and improved traffic flow.	\$4,500	x		x			
Culpeper	City of Charlottesville	29	EMMET STREET	RTE 250 BYPASS	NCL CHARLOTESVILLE	Add third southbound lane on Rte 29 and add an additional ramp lane at Best Buy	\$4,700	x		x			
Culpeper	City of Charlottesville	29	EMMET STREET			RTE 250/RTE 29 Interchange improvement. Add third southbound lane on 29 and additional ramp lane to southbound Rte 29 bypass. Consolidate signal and access along Rte 29 at this location.	\$30,000	x		x			
Culpeper	City of Charlottesville	250				Construct grade separated interchange at McIntire Rd per 2035 CLRP	\$30,000	x		x			
Culpeper	Culpeper	15	JAMES MADISON HWY			Grade separated interchange to replace current at-grade interchange at Rte 666. Safety issue.	\$36,000	x		x			
Culpeper	Fauquier	15	JAMES MADISON HIGHWAY			Provide grade separated interchange at intersection of 15/17/29 Bypass	\$40,000	x		x			

Table 37-2: Blue Ridge Region Other Recommendations

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
								Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Culpeper	Fauquier	29	LEE HIGHWAY			Construct grade separated interchange at Route 29/215 interchange	\$35,000	x		x			
Culpeper	Fluvanna	15	JAMES MADISON HWY			Intersection improvement at intersection of Route 15 and 6. Reconstruct intersection as one lane roundabout.	\$1,000	x					
Culpeper	Louisa	64	I-64			Improve interchange at Route 15. Ramp improvements needed to handle future traffic volumes expected for this high growth area.	\$5,000	x		x	x		
Lynchburg	Amherst	29	LYNCHBURG EXP.			Construct interchange at Route 163 to allow all movements. Lynchburg Vision CLRP recommendation.	\$12,000	x		x			
Lynchburg	Campbell	29	WARDS RD	ENGLISH TAVERN ROAD	LAWYERS ROAD	Add street names to mast arms, check clearance level for the traffic signal, move stop bar and install pork chop island at Wards Road / English Tavern Road.	\$20	x		x		x	x
Lynchburg	Campbell	29	WARDS RD	LAWYERS ROAD	AIRPORT ENTRANCE	Close median openings in various locations on Wards Road near Russel Woods Drive	\$50	x		x		x	x
Lynchburg	Charlotte	40	THOMAS JEFFERSON HWY			Provide additional turning radius for large trucks at Route 40 / 47 intersection. Recommendation from Commonwealth Regional Council.	\$500	x					
Lynchburg	City of Danville	29	DANVILLE EXPRESSWAY			Construct bridge structure and ramps for interchange at Elizabeth St.	\$4,820	x		x			
Lynchburg	City of Danville	29	DANVILLE EXPRESS.	RTE 58	NCL DANVILLE	Upgrade to interstate standards & number Interstate 785. Minor signage and spot improvement needed	\$924	x		x			
Lynchburg	City of Danville	58	SOUTH BOSTON RD/RIVERSIDE DR	RTE 29 NORTH	PIEDMONT DR	Implement access management along corridor as recommended by Danville 2030 CLRP (Vision).	\$9,000	x		x		x	x
Lynchburg	City of Lynchburg	460	RICHMOND HIGHWAY			Lengthen acceleration lane onto Rt 29 N. Route 460 from Route 501.	\$5,000	x		x			

Table 37-3: Blue Ridge Region Other Recommendations

Construction District	Jurisdiction	Rte #	Facility Name	From	To	Improvement Description	Estimated Cost (1,000)	VTrans2035 Goals Addressed					
								Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
Lynchburg	City of Lynchburg	501	LYNCHBURG EXPRESSWAY			Construct interchange at Route 221 (Lakeside Dr.) as noted in Lynchburg 2030 CLRP	\$42,000			x			
Lynchburg	Pittsylvania	29	DANVILLE EXPRESSWAY	NCL DANVILLE	ROUTE 863	Upgrade to interstate standards & number Interstate 785. Minor signage and spot improvements needed.	\$1,168	x		x			
Lynchburg	Pittsylvania	29		RTE 703	RTE 29 SOUTH BUSINESSES	Provide access management improvements in the vicinity of Tightsqueeze Rd are of Pittsylvania Co. Recommendations from Rt. 29 Access Management study.	\$5,000	x		x			
Lynchburg	Pittsylvania	58		ROUTE 708 EAST	RTE 58 BUSINESSES	Implement access management along corridor as recommended by Danville 2030 CLRP (Vision).	\$2,000	x		x		x	x
Lynchburg	Pittsylvania	58	SOUTH BOSTON RD	ECL DANVILLE	RTE 62	Implement access management along corridor as recommended by Danville 2030 CLRP (Vision).	\$5,000	x		x		x	x
Lynchburg	Pittsylvania	58	RIVERSIDE DR	RTE 58 BYPASS/WB RAMP	WCL DANVILLE	Implement access management along corridor as recommended by Danville 2030 CLRP (Vision).	\$2,000	x		x			x
Lynchburg	Prince Edward	307	HOLLY FARM RD			At intersection of Rtes 307 and 460. Recommended for STARS study.	\$0	x		x			

Table 38: Blue Ridge Region ITS Recommendations

(A description of ITS project types can be found on pp. 59-60)

VTrans2035 Goals Addressed

Route	Limits	Short-Term (0-7 years)	Mid-Term (8-15 years)	Long-Term (16-25 years)	Other	Safe	Preserve/Maintain	Mobility, Accessibility, Connectivity	Economic Vitality	Enviro	Trans & Land Use
I-66	Rt.15 to I-81		Traffic Detection & Monitoring	Intellidrive		x		x		x	
I-64	MP 87 to MP 136		Traveler Information	Intellidrive	Climbing lanes from MP 97 to MP 104	x		x		x	
I-64			ATM			x		x		x	
I-64			CVO			x		x		x	
I-64	Entire Length	Core Infrastructure	ICM	SLCS		x		x		x	
I-64			ATM	Intellidrive		x		x		x	
US 29	Pittsylvania	Emergency Operations and Traveler Information (Closed Circuit TV and Changeable Message Signs)				x		x		x	
US 29	Lynchburg - Campbell	Emergency Operations and Traveler Information (Closed Circuit TV and Changeable Message Signs)				x		x		x	
US 58	Pittsylvania	Emergency Operations and Traveler Information (Closed Circuit TV and Changeable Message Signs)				x		x		x	
US 460	Lynchburg - Campbell	Emergency Operations and Traveler Information (Closed Circuit TV and Changeable Message Signs)				x		x		x	
US 501	Lynchburg	Emergency Operations and Traveler Information (Closed Circuit TV and Changeable Message Signs)				x		x		x	