

RIGHT OF WAY:

Land Acquisition and Utilities

The safety improvements to the Route 460/Route 29 Corridor may require the acquisition of property and/or easements for the portion of the corridor from Route 29 Bypass (Monacan Parkway) to Route 501 (Campbell Avenue).

Dependent upon on the concept chosen, as many as 34 dwellings and 2 businesses may be required to be purchased for construction right-of-way. As the project further develops and is finalized, additional easements for maintenance, construction and utility relocations may be required. Property owners will be informed of the exact location of these easements during the right of way acquisition process prior to construction. The land acquisition program will be conducted in accordance with the Uniform Relocation and Real Estate Property Acquisition Act of 1970, as amended. This project is being developed in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations. No low income or minority populations have been identified in the study area and therefore, none will be disproportionately impacted by this project.

Information about property purchases is discussed in VDOT's brochure entitled, "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this brochure are available from a VDOT right of way agent.

If you require further information regarding property considerations, please contact:

Lynchburg District Right of Way Manager
Virginia Department of Transportation
P.O. Box 11649
Lynchburg, VA 24506
(434) 856-8235
Please call prior to visiting to ensure the availability of staff to assist you.

What's Next?

The public comment period will close in 10 days after this informational meeting on December 22, 2008. At that time, VDOT will review and evaluate any information received as a result of the meeting. Additional public meetings and a public hearing will be held as project designs move forward.

Comments received will be evaluated and a report along with refined concepts based on input received at this meeting will be developed.

Location & Design
Lynchburg District Office
P.O. Box 11649
4219 Campbell Ave.
Lynchburg, VA 24506
(434) 856-8176

ADDITIONAL INFORMATION

Project information shared here is available for review after the informational meeting at the following office:

Lynchburg District Office
4219 Campbell Ave. (Route 501)
Lynchburg, VA 24501
(434) 947-6559
TDD/TTY: 711

Written comments and other exhibits relative to the proposed concepts may be submitted in place of or in addition to statements made at the informational meeting. Such information must be postmarked or delivered to VDOT on or before December 22, 2008.

Please send written comments to:

Brian Casto, P.E.
Location & Design Manager
Lynchburg District
P.O. Box 11649
Lynchburg, VA 24506
(434) 856-8276



CITIZEN INFORMATION MEETING II

U.S. 460/29 Corridor CITY OF LYNCHBURG

Improving Safety through Access Management

www.VirginiaDOT.org
lynchburginfo@VDOT.Virginia.gov

Thursday, December 11, 2008/3:30 p.m. to 7:00 p.m.
VDOT Lynchburg District Auditorium Building
4303 Campbell Ave. (Route 501) Lynchburg, VA

Welcome to the second Citizen Information Meeting

and Workshop on the Route 460/29 Corridor in the City of Lynchburg. This meeting will focus primarily on the area of Route 460 / Route 29 between Route 501 (Campbell Avenue) and the Route 29 Bypass (Monacan Parkway).

VDOT would like to receive input from interested citizens on the concepts that have been developed since the first Citizen Information Meeting (CIM) held on July 29, 2008.

This meeting is being held to provide interested citizens an opportunity to informally review, discuss and provide input on several concepts to convert Route 460/29 to a limited access facility between Route 501 and the Route 29 Bypass that were developed from input received at the first CIM.

Due to current funding availability, the cost of completely reconstructing the corridor as studied in 2001 is not feasible.

Increased traffic volumes on this roadway have impacted safety. VDOT is investigating ways in which a project or series of projects may be completed in a phased approach as funding becomes available and would result in Route 460/29 being a limited access facility.

All comments received, both oral and written, will be reviewed by VDOT personnel. Questions and concerns raised as a result of this meeting will be considered by VDOT in the development of future improvement concepts for this roadway corridor. A comment sheet is included and your oral or written comments and input are encouraged.

PROJECT INFORMATION:

Route 460/29
Project # 6460-118-104, PE101
Project Limits:
From: Route 501 Campbell Avenue
To: Route 29 Bypass (Monacan Parkway)
Length: 1.67 Miles
City/County: City of Lynchburg
Federal Project #: STP-5118(178)

Representatives from the Virginia Department of Transportation (VDOT) and RK&K Engineers are present to discuss the project and answer your questions. It is the responsibility of VDOT to ensure that all members of the community are afforded the opportunity to participate in public discussions on transportation systems and projects affecting them.

VDOT ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. For further information contact:
VDOT
Lynchburg District Civil Rights Office
4219 Campbell Avenue (Route 501)
P.O. Box 11649
Lynchburg, VA 24501
(434) 856-8168
TDD/TTY: 711

Safety: Why a Limited Access Highway?

The Route 460 / Route 29 Corridor from Route 501 to the Route 29 Bypass is a critical link in the local transportation network. This four-lane roadway is the link between two limited access highways.

Limited access routes are those that restrict the number and location of intersecting streets or entrances. Limited access highways provide a high level of safety, especially when traffic volumes are high, and allow traffic to flow safely at higher speeds. These facilities nearly eliminate the types of incidents (rear-end and broadside) usually found near intersections and entrances. Interstates and freeways are examples of limited access facilities.

Safety: Corridor Traffic and Accident Data

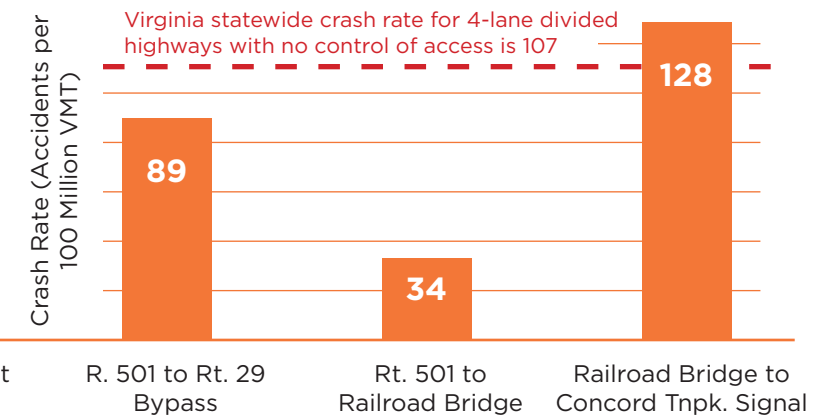
As expected, since the opening of the Route 29 Bypass, traffic on this section of Route 460 / Route 29 has increased substantially, with a significant percentage of the vehicles being large trucks. In addition, this roadway is utilized daily by many of the employees of some of the largest businesses in the Lynchburg area. Traffic growth in the corridor can be seen as follows:

YEAR	VEHICLES PER DAY
2005 (pre-Bypass)	24,000
2007	35,000
2025 (projected)	51,000 - 66,000

Traffic from numerous driveways, commercial entrances, crossovers and street intersections interrupts the current flow of traffic. These features, along with the increase in traffic volume, have been major factors in the increase in the number of incidents in this corridor:

Incidents From: Rte. 29-460/501 Interchange To: Rte. 29/460 Interchange	April 1, '04 to Oct. 6, '05 (18 Months Prior to Opening of Rte. 29 By-Pass)	Oct. 6, '05 to June 12, '07 (18 Months After Opening of Rte. 29 By-Pass)
Number of Incidents	5	35
Persons Killed	0	1
Persons Injured	2	22
Property Damage	\$16,700	\$295,975
Incidents by Type		
Rear-End Type	1	13
Fixed Object/Off Road Type	0	12
Angle Type	3	5
Sideswipe/Same Direction Type	1	3
Deer	0	2

Route 460 Crash Rates by Corridor Segment



In summary, the overall study corridor crash rate is slightly less (17%) than the Virginia statewide average for a similar type of roadway (four-lane divided highway with no control of access). However, in analyzing the eastern and western segments separately, it is found that the eastern segment has a crash rate that is 20% above the statewide average while the western segment has a crash rate 68% below the statewide average for similar roadway type. This difference can be attributed to the higher concentration of private driveways and entrances located east of the railroad bridge and additional turning traffic

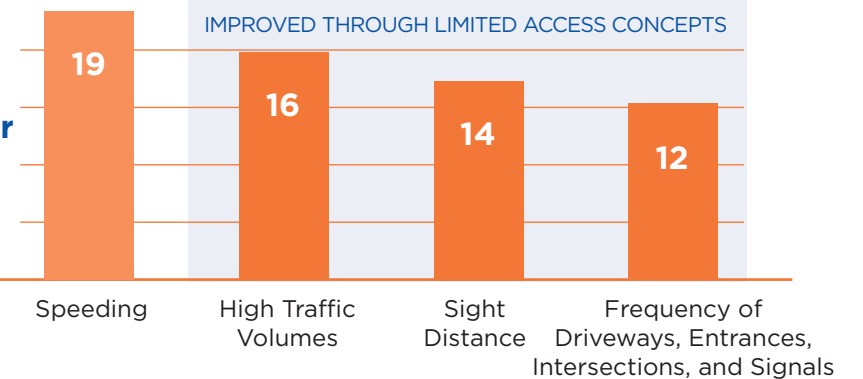
accessing Route 460/29 from side streets.

With increasing traffic volumes projected along the Route 460/29 corridor over the next 10 to 20 years, a high accident occurrence is likely to occur if no safety improvements are made. The Tyreeanna Road / Holcomb Path Road intersection is of critical concern since this particular intersection has the highest concentration of crashes along the entire corridor. The existing configuration is a narrow median crossover with insufficient turn lane distances and limited sight distances.

The following tables are based upon comments from the general public at the first Citizen Information Meeting held on July 29, 2008.

Factors Contributing to Safety Issues Along Rt. 460 Corridor

(Based on July 2008 Meeting Comments)



Most Beneficial Improvements to Implement Along Rt. 460

(Based on July 2008 Meeting Comments)

