Purpose of Corridor Assessment Study

Project Vision

To develop a joint state and local strategy to guide development and transportation decisions along Route 29 around and between the access points with Route 460 and Callahan Road in Campbell County

Project Goals

*Utilize the new FHWA PlanWorks tool to assist in the coordination and collaboration among Campbell County, VDOT and the CVMPO.

*Support economic development and vitality of study area

*Maximize transportation system efficiency and minimize public investment required to support local development goals

*Preserve and enhance public safety

Study funded through FHWA Strategic Highway Research Program Grant (1 of 6 DOT Agencies to receive funding, $241,000)
What is PlanWorks?

- An agency’s “roadmap” for planning and implementing projects. (The “roadmap” for corridor planning shows 9 steps, 5 of which are here.)

### Corridor Planning (Steps 1-5)

<table>
<thead>
<tr>
<th>COR-1</th>
<th>COR-2</th>
<th>COR-3</th>
<th>COR-4</th>
<th>COR-5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approve Scope of Corridor Planning Process</td>
<td>Approve Problem Statements and Opportunities</td>
<td>Approve Goals for the Corridor</td>
<td>Reach Consensus on Scope of Environmental Review and Analysis</td>
<td>Approve Evaluation Criteria, Methods and Measures</td>
</tr>
</tbody>
</table>
**What is PlanWorks?**

- A web-based decision support tool showing the key steps in planning for projects—enabling work with diverse stakeholders

**Corridor Planning (Steps 6-9)**

<table>
<thead>
<tr>
<th>COR-6</th>
<th>COR-7</th>
<th>COR-8</th>
<th>COR-9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approve Range of Solution Sets</td>
<td>Adopt Preferred Solution Set</td>
<td>Approve Evaluation Criteria, Methods and Measures for Prioritization of Projects</td>
<td>Adopt Priorities for Implementation</td>
</tr>
</tbody>
</table>
Study Area
Anticipated results / potential benefits:

Land Owners

+ Blueprint for developers, adherence to plan = quicker approval from VDOT/Local Government
+ Maintain size of market area (based on travel time to businesses)
+ Better allow land owners to maximize densities allowed in Comprehensive/Master Plans
+ Maintain a corridors’ economic development potential by having a cohesive plan

Regional and Local Travelers

+ Safer trips
+ Quicker trips
+ Easy access to destinations
Project Team

- VDOT Lynchburg District (Rick Youngblood)
  - VDOT Environmental
  - Greater Lynchburg Transit Company / Department of Rail and Public Transportation
  - Lynchburg Regional Airport / Department of Aviation

- Campbell County (Paul Harvey)

- Central Virginia MPO/Region 2000 (Bob White)
  - On call consultant (AECOM)

- University of Virginia Institute for Environmental Negotiation (Judie Talbot, Tanya Cobb)

- FHWA Virginia Division (Cheng Yan)

- VCTIR (Amy O'Leary, John Miller)
• Travel involves movement through a network of roads
• Each road serves a distinct function
Study Efforts

Route 29: The Most Studied Route in the Commonwealth!

- 1997: Phase 1 corridor study
- 2003: Phase 2 and 3 statewide study
- 2005: Development of a corridor overlay
- 2009: Statewide blueprint (CTB Addendum)
- 2010: Roadway safety audit

Campbell County
COMMON THEMES

From the Listening Tours and Leadership Planning Forums, a number of common themes emerged on potential strategies for dealing with concerns and taking proactive steps to address problems on the corridor.

These included:

Access Control:
For long-term planning, the minimum level of access control on the Route 29 corridor should be "managed" access (access only at designated secondary road intersections).

Implementation:
Steps should be taken to identify and implement alternative methods to manage access including:

- Purchase of development rights within the corridor
- Incentives for access to take place via secondary roads
- Purchase of limited access right of way
- Incentives to develop portions of grid system (parallel roads) in urbanizing portions of the corridor

Congestion Mitigation:
Corridor congestion should be mitigated through a variety of approaches (intersection improvements, signal coordination and re-timing, construction of interchanges) to reduce delays for both short- and long-distance trips.

Corridor Planning:
A corridor-wide master plan for transportation and corridor-adjacent land use through cooperative effort between VDOT, DRPT, and localities should be developed.

Land Use and Transportation:
Land use decisions should be better managed to minimize additional traffic congestion in the Route 29 corridor.

Corridor Stewardship:
VDOT’s role as the “owner/steward” of transportation resources in the corridor and its ability to maintain the value of the commonwealth’s transportation investments along the Route 29 corridor should be increased.

Multi-Modal:
Capacity of the rail system through the corridor should be increased to better support effective passenger rail service. Also, implementation of improvements in the transportation system should be timed in order to enhance the competitive advantage of rail, transit, and other modes.
ECONOMIC DEVELOPMENT GOALS & OBJECTIVES

GOAL 1: Support existing industry expansion, the retention of existing businesses, the location of new industry within the County, and entrepreneurial activity.

Objective 1: Promote a skilled and trained work force in Campbell County through educational and workforce development.

Objective 2: Promote retail, commercial, and industrial growth throughout the County.

Objective 3: Develop marketable industrial and commercial properties.

Objective 4: Support entrepreneurship and encourage economic gardening.

Objective 5: Expand broadband access.

GOAL 2: Promote policies and practices that will support local economic development.

Objective 1: Support the maintenance and improvement of efficient transportation systems.

Objective 2: Raise awareness of state and local funding decisions and impacts.

Objective 3: Continue to invest resources into long-term planning.

GOAL 3: Promote local and regional tourism.

Objective 1: Work with tourism stakeholder groups to identify tourism issues and initiatives.

Objective 2: Collaborate with other organizations in the state and region to increase awareness of County points of interest.

Objective 3: Provide support for tourism-related businesses.
4. Transportation/Airport Development

- Keep abreast of the latest plans of the state legislature regarding transportation funding.
- Track legislation dealing with road construction and maintenance funding formulas.
- Lobby local legislatures for favorable transportation legislation.
- Continue working with local officials on the creation of a regional airport governing authority.
- Be aware and track measures to shift transportation costs to local governments.
- Build regional coalitions to support transportation policies favorable to local government.
- Work with airport officials to promote additional carriers and/or destination cities, especially a "northern connection".
Future Priority Projects

Given the results shown in Figure 7.2, the CVMPO has identified the top ten projects from that list as the region’s future priority projects. These projects, which are shown again in Figure 7.3 below, provide improvements that are most consistent with the region’s transportation needs and priorities, and should be given priority access to future funding as it becomes available.

Following this page, the individual project score sheets for each of the ten projects are provided in order of final ranking. These score sheets present all of the information that was used to determine the project ratings. These sheets, along with the score sheets for every project reviewed during the planning effort, are also provided in Technical Appendix A.

Figure 7.3: Future Priority Projects

<table>
<thead>
<tr>
<th>ID #</th>
<th>Jurisdiction</th>
<th>Route #</th>
<th>Route Name</th>
<th>From</th>
<th>To</th>
<th>Project Description</th>
<th>Estimated Cost</th>
<th>Final Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>49</td>
<td>Bedford County</td>
<td>221</td>
<td>Forest Rd</td>
<td>Gristmill Dr (Rt 142)</td>
<td>Graves Mill Rd (Rt 176)</td>
<td>Access Management and Intersection Improvements</td>
<td>$1,140,000</td>
<td>1</td>
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<tr>
<td>70</td>
<td>Campbell County</td>
<td>460</td>
<td>Timberlake Rd</td>
<td>Waterloo Rd (Rt 622)</td>
<td>--</td>
<td>Median &amp; turn lane improvements, add lanes</td>
<td>$2,344,000</td>
<td>2</td>
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<tr>
<td>50</td>
<td>City of Lynchburg</td>
<td>501</td>
<td>Lynchburg Expressway</td>
<td>S of Rt 211</td>
<td>Northwest Expressway (Rt 581)</td>
<td>New 4 lane road (One way pairs)</td>
<td>$37,383,000</td>
<td>3</td>
</tr>
<tr>
<td>30</td>
<td>Amherst County</td>
<td>29</td>
<td>South Ambler Highway</td>
<td>Amherst St (Rt 163)</td>
<td>S Goodwin Rd (Rt 601)</td>
<td>Traffic Operations/ Signal Coordination</td>
<td>$1,625,300</td>
<td>4</td>
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<tr>
<td>68</td>
<td>Campbell County</td>
<td>29</td>
<td>Wards Rd</td>
<td>English Tavern Rd (Rt 730)</td>
<td>Terminal Dr</td>
<td>Access Management</td>
<td>$4,090,000</td>
<td>5</td>
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<tr>
<td>91</td>
<td>City of Lynchburg</td>
<td>501</td>
<td>Candler’s Mountain Rd</td>
<td>Richmond Highway (US 160)</td>
<td>Lynchburg Expressway (US 29)</td>
<td>Widen to 6 lanes</td>
<td>$23,068,000</td>
<td>6</td>
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<tr>
<td>83</td>
<td>City of Lynchburg</td>
<td>29</td>
<td>Lynchburg Expressway</td>
<td>O’Hara Rd</td>
<td>--</td>
<td>Improve interchange</td>
<td>$7,310,000</td>
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<tr>
<td>84</td>
<td>City of Lynchburg</td>
<td>29/501</td>
<td>Lynchburg Expressway</td>
<td>Candler’s Mountain Rd (Rt 501)</td>
<td>--</td>
<td>Improve interchange</td>
<td>$16,230,000</td>
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<tr>
<td>80</td>
<td>City of Lynchburg</td>
<td>29</td>
<td>Lynchburg Expressway</td>
<td>Miller St/Robbins Rd</td>
<td>--</td>
<td>Improve interchange</td>
<td>$200,000</td>
<td>9</td>
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<tr>
<td>67</td>
<td>Campbell County</td>
<td>29</td>
<td>Wards Rd</td>
<td>SoCalhoun Rd (Rt 685)</td>
<td>City of Lynchburg Corridor</td>
<td>Access mgmt, traffic ops, safety improvements</td>
<td>$10,000,000</td>
<td>10</td>
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</tbody>
</table>
Central Virginia Long Range Transportation Plan 2040 Update

Chapter 7

Priority Project Score Sheets - Project Rank #10

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Route Name</th>
<th>Route Number</th>
<th>From</th>
<th>To</th>
<th>Length (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Campbell County</td>
<td>Wards Rd</td>
<td>29</td>
<td>S of Calahan Rd ( Rt 685)</td>
<td>City of Lynchburg Corp Limits</td>
<td>4.7</td>
</tr>
</tbody>
</table>

Projected Improvements:
- Access ramps, traffic caps, safety improvements
- Year: 2030
- Cost: $70,000,000

Traffic Volume:
- 2040 Projected Traffic Flow: 389 vph
- THP: 360 vph

Capacity/Traffic Levels:
- Safety: Low
- Mobility: Medium
- Aesthetics: Medium

Project Benefit Score: 75.2
- Project Benefit-Cost Rating: High
- Project Readiness Rating: Medium

Benefit Score Calculation:
- Mobility and Accessibility: 62.0
- Safety: 100.0
- Economy: 56.3
- Community and Nature: 15.0
- Operational Efficiency: 24.7

Total Benefit Score: 72.2

Benefit-Cost Calculation:
- Benefit Score: 75.2
- Projected Cost: $70,000,000
- Benefit-Cost Ratio: 1.0

Readiness Calculation:
- Project Readiness Score: 2
- Project Readiness Rating: Medium
Local Examples

Wards Road
Local Examples

Airport Intersection and vicinity
Additional Information

VDOT, CVMPO and Campbell County Websites

http://www.virginiadot.org/projects/lynchburg/route_29__corridor.asp

http://www.virginiadot.org/projects/lynchburg/default.asp

http://www.virginiadot.org/info/access_management_regulations_and_standards.asp

http://www.localgovernmentcouncil.org/transportation-lgc/urban-planning-cvmpo.html

http://www.co.campbell.va.us/Pages/index.aspx