

Region 2000 Rural Long Range Transportation Plan 2040 Update



June 2017

Table of Contents

Chapter 1: Introduction	8
Overview of the Region	8
Summary of Transportation Network	9
Goals and Objectives	11
Chapter 2: Economic Framework	13
Comprehensive Economic Development Strategies (CEDs) Initiative	13
Chapter 3: Demographic and Land Use Trends	16
<i>Population Trends</i>	17
<i>Demographic Trends</i>	17
Chapter 4: Regional Transportation System	21
Roadway	21
Congestion	21
Safety	22
Non-motorized travel	22
Transit	23
Passenger Rail and Bus	23
Coordinated Human Services Mobility Plan	24
Aviation	24
Chapter 5: Transportation System Performance and Recommendations	25
Funding Sources and Mechanisms	28
SMARTSCALE	28
Highway Safety Improvements Program (HSIP)	28
Transportation Alternatives Program	29
VDOT Revenue Sharing Program	29
VDOT Road Maintenance	30
Development Proffer	30
RLRTP Recommendations	32
Amherst County	32
Appomattox County	38
Bedford County	45
Campbell County	80
Appendix A. SYIP FY17-21 Information	87
Amherst County:	87

Appomattox County:.....	90
Bedford County:.....	91
Campbell County	93
Appendix B. Inventory of Roads by County	94
Amherst County	94
Appomattox County	95
Bedford County	96
Campbell County.....	99
Appendix C. VDOT Park and Ride Strategies in the RL RTP2040 Planning Area.....	100
Appendix D. Inventory of Bridges and their Structural Status.....	111
Amherst County	111
Appomattox County	115
Bedford County	119
Campbell County.....	128
Appendix E. AADT Volumes for Primary Roads by County	131
Amherst County	131
Appomattox County	132
Bedford County	133
Campbell County.....	134
Appendix F. Bike Accommodation Recommendations from Region 2000 Bicycle Plan by County (RL RTP2040 Planning Area Only).....	135
Amherst County	135
Appomattox County	137
Bedford County	140
Campbell County.....	141
Appendix G. Functional Classifications of Roads in RL RTP Planning Area	143
Amherst County	143
Appomattox County	145
Bedford County	150
Campbell County.....	159
Appendix H. Crash inventory by County (2011-2015 Data).....	165

Figures and Tables

Figure 1. RL RTP Planning Area.....	8
Figure 2. Primary Routes in the Lynchburg Transportation District (Amherst County, Appomattox County, Campbell County highlighted). Source: VDOT.....	10
Figure 3. Primary Routes in the Salem Transportation District (Bedford County highlighted). Source: VDOT	11
Figure 4. PDC-MPO Weighting Typology Map. Source: SMARTSCALE Technical Guide (2016).....	13
Figure 5. Regional Commuting Patterns, Source: US Census Longitudinal Employer-Household Dynamics (LEHD). 2010-2015.....	14
Figure 6. Source: Existing transit services. DRPT, VSTP2035 Update	19
Figure 7. Existing transit services, Source: DRPT VSTP2035 Update	23
Figure 8. Rail in the RL RTP2040 Planning Area	24
Figure 9. SYIP 17-21 Projects in Amherst County.....	88
Figure 10. SYIP17-21 Projects in Appomattox	90
Figure 11. SYIP17-21 Projects in Bedford County	91
Figure 12. SYIP17-21 Projects in Campbell County	93
Figure 13. Amherst County 2014 AADT Volumes (VDOT)	131
Figure 14. Appomattox County 2014 AADT Volumes (VDOT)	132
Figure 15. Bedford County 2014 AADT Volumes (VDOT).....	133
Figure 16. Campbell County 2014 AADT Volumes (VDOT)	134
Table 1. SMARTSCALE Scoring Weights (Commonwealth Transportation Board).....	13
Table 2. Summary of needs from VTRANS2040 that fall in the RL RTP2040 Planning Area....	16
Table 3. Population Trends. Source: US Census Demographic Profile, and Weldon Cooper Center for Public Service	17
Table 4. Demographic Trends. Source: US Census American Community Survey Population Profile (2011-2015), and Weldon Cooper Center for Public Service.....	17
Table 5. Minority Population. Source: US Census American Community Survey Population Profile (2011-2015).....	18
Table 6. Elderly Population. Source: US Census American Community Survey Population Profile (2011-2015).....	18
Table 7. Poverty population. Source: US Census American Community Survey Population Profile (2011-2015).....	18
Table 8. Disability population. Source: US Census American Community Survey Population Profile (2011-2015).....	19
Table 9. Factor Weights by Category. Source: SMARTSCALE Technical Guide (2016)	21
Table 10. RL RTP Recommendations--Amherst County	34
Table 11. RL RTP Recommendations--Appomattox County.....	40
Table 12. RL RTP Recommendations--Bedford County.....	47
Table 13. RL RTP Recommendations--Campbell County	81
Table 14. SYIP17-21 Projects in Amherst County	88
Table 15. SYIP17-21 Projects in Appomattox	90
Table 16. SYIP17-21 Projects in Bedford County.....	91

Table 17. SYIP17-21 Projects in Campbell County	93
Table 18. Inventory of Roads by County (Amherst)	94
Table 19. Inventory of Roads by County (Appomattox)	95
Table 20. Inventory of Roads by County (Bedford)	96
Table 21. Inventory of Roads by County (Campbell).....	99
Table 22. Inventory of Bridges and their Structural Status (Amherst)	111
Table 23. Inventory of Bridges and their Structural Status (Appomattox).....	115
Table 24. Inventory of Bridges and their Structural Status (Bedford).....	119
Table 25. Inventory of Bridges and their Structural Status (Campbell)	128
Table 26. Bike Accommodation Recommendations from Region 2000 Bicycle Plan (Amherst)	135
Table 27. Bike Accommodation Recommendations from Region 2000 Bicycle Plan (Appomattox).....	137
Table 28. Bike Accommodation Recommendations from Region 2000 Bicycle Plan (Bedford)	140
Table 29. Bike Accommodation Recommendations from Region 2000 Bicycle Plan (Campbell)	141
Table 30. Functional classifications of roads in RL RTP2040 planning area. Source: VDOT ...	143
Table 31. Functional classifications of roads in RL RTP2040 planning area (Amherst). Source: VDOT	143
Table 32. Functional classifications of roads in RL RTP2040 planning area (Appomattox). Source: VDOT	145
Table 33. Functional classifications of roads in RL RTP2040 planning area (Bedford). Source: VDOT	150
Table 34. Functional classifications of roads in RL RTP2040 planning area (Campbell). Source: VDOT	159

REGION 2000 LOCAL GOVERNMENT COUNCIL

828 Main Street, 12th Floor

Lynchburg, VA 24504

Tel. 434-845-3491 • Fax. 434-845-3493

e-mail: pgabathuler@region2000.org www.localgovernmentcouncil.org

This page is intentionally left blank

Chapter 1: Introduction

The Virginia's Region 2000 Local Government Council Rural Long Range Transportation Plan (RLRTP hereafter) is part of a greater initiative to aid the statewide transportation funding process. The Virginia Department of Transportation (VDOT hereafter), 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. The results of this initiative—VDOT's Transportation and Mobility Planning Division's development of the VTRANS2040 Plan (made up of the VTRANS Multimodal Transportation Plan (VMTP hereafter) and the VTRANS Vision Plan) and the 2035 Surface Transportation Plan by the Transportation and Mobility Planning Division (TMPD hereafter)—serve as a screen for all transportation projects applying for consideration under the SMARTSCALE prioritization process. The Office of Intermodal Planning and Investment (OIPI hereafter) is leading 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 transportation needs of the Central Virginia Metropolitan Planning Organization's area are analyzed in its respective plan—the Central Virginia Long Range Transportation Plan 2040—which is also a component of the 2035 Surface Transportation Plan. The Central Virginia Metropolitan Planning Organization (CVMPO) conducts the transportation planning for the City of Lynchburg and the urbanized portions of Amherst, Bedford, and Campbell Counties.

This 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.

The SMARTSCALE funding mechanism is the driving force behind the prioritization of transportation needs in this plan. However, the methodology developed for the prioritization process will be useful in applying for other transportation funding streams—including the Highway Safety Improvements Program (HSIP), Transportation Alternatives Program (TAP), and Revenue Sharing Program.

Overview of the Region

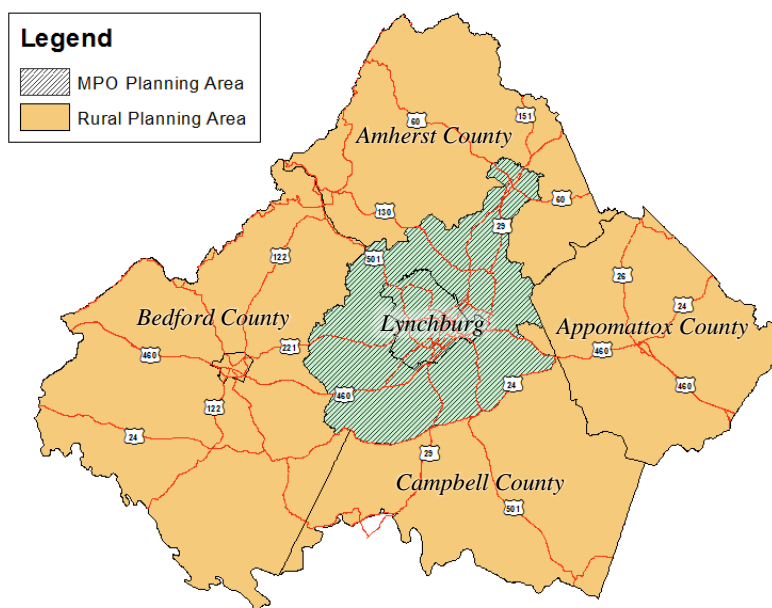


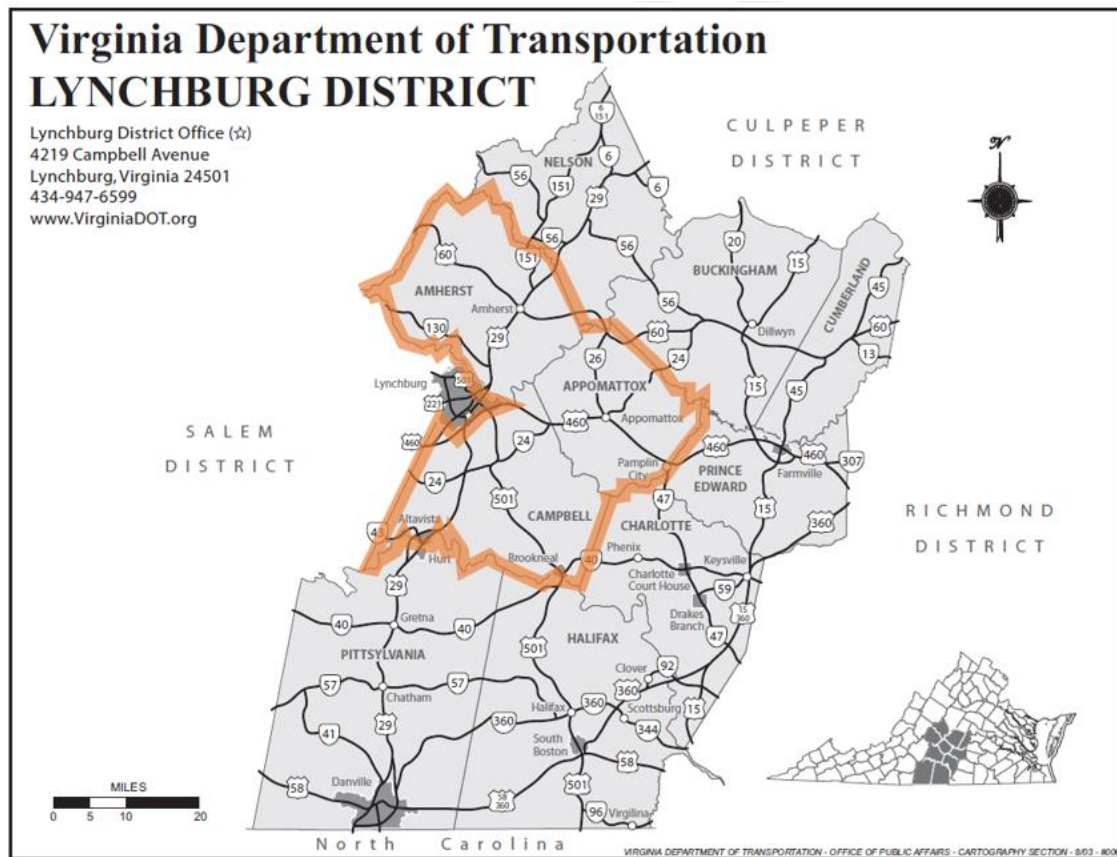
Figure 1. RLRTP Planning Area

The Region 2000 Local Government Council (Region 2000 LGC hereafter) serves the Counties of Amherst, Appomattox, Bedford, and Campbell, the City of Lynchburg, and the Towns of Altavista, Amherst, Appomattox, Bedford and Brookneal. Located in the center of Virginia, Region 2000 is an area of approximately 2,000 square miles, with a current estimated population of over 256,000 people (American Community Survey, 2015). The geography of the region varies from the ridge and valley system of the Blue Ridge Mountains in the western part of the region to more rolling hills in the eastern part of the region. The region is primarily rural, but the City of Lynchburg and the Salem-Roanoke metropolitan area to the west of the region have both experienced population growth and additional residential and commercial development which has spread into the adjacent counties.

Summary of Transportation Network

- The transportation network for the region is, in general, centered on the hub of Lynchburg. The primary north-south corridor in the region is US 29 along with the Route 221 and Route 501 corridors. The primary east-west corridor in the region is US 460 along with the US 60 east-west corridor. US 460 and US 29 are both included in the “National Highway System (NHS)” —a network of strategic highways that serve major strategic transport facilities. In addition, US 460 is included in the “Strategic Highway Network (STRAHNET)” —a network of roads of critical importance to the links between major military installations.
- Public transportation services are provided by the Greater Lynchburg Transit Company (GLTC), Prince Edward Rural Transit, the Central Virginia Alliance for Community Living, and the Altavista Community Transit System.
- There are currently 200 miles of existing and proposed bicycle and pedestrian facilities in the rural area of Region 2000.
- There is one commercial airport (Lynchburg Regional Airport) in the region and three general aviation airports (Falwell, New London, and Brookneal).
- Both CSX and Norfolk Southern own freight rail lines extending throughout the region.
- A range of travel demand management services is available through RIDE Solutions, which is based in Roanoke but also serves commuters in the New River Valley, Region 2000, and West Piedmont.
- There are three official VDOT maintained park and ride lots within the region: Timberlake, Concord, and Brookneal.
- One Amtrak station, in the City of Lynchburg, serves the Amtrak Crescent and the Northeast Regional routes.

Lynchburg District Office (☆)
4219 Campbell Avenue
Lynchburg, Virginia 24501
434-947-6599
www.VirginiaDOT.org



10

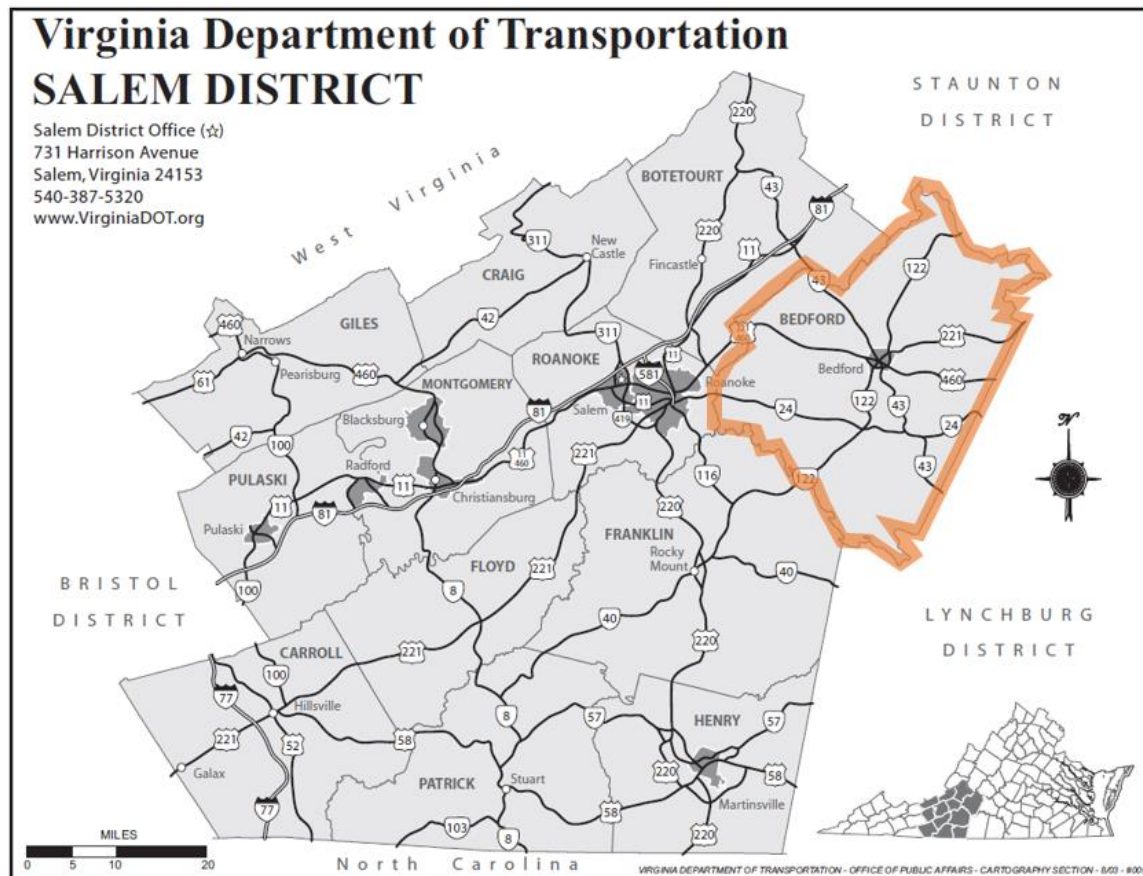


Figure 3. Primary Routes in the Salem Transportation District (Bedford County highlighted). Source: VDOT

Goals and Objectives

Needs for the RL RTP2040 were developed based on regional and statewide goals and objectives as well as input from locality planning officials. Goals and objectives were reviewed and established in conjunction with the following plans and studies:

- VTRANS 2035- Update
- VTRANS 2040 Multimodal Transportation Plan Needs Synthesis and Recommendations
- Lynchburg Connectivity Study
- VDOT State Bicycle Policy Plan
- Statewide Pedestrian Policy Plan (SPPP)
- VDOT's Rural Rustic Road (RRR) Program

A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The RL RTP2040 was developed with this primary goal in mind, along with other goals including consideration for environmental issues and local travel desires. Planning officials from each rural jurisdiction reviewed the original goals and formulated the following goals to guide the RL RTP2040:

- **Goal 1:** Safety: Promote transportation safety and security.
- **Goal 2:** Economics: Improve economic vitality of the region and open additional access to development opportunities.
- **Goal 3:** Communication: Create and maintain a cross-jurisdictional network.
- **Goal 4:** Recreation: Promote and enhance a regional multiuse network.
- **Goal 5:** Multi-modal: Improve multi-modal opportunities through-out the region.
- **Goal 6:** Environmental: Improve the quality of life, minimize potential impacts of transportation.
- **Goal 7:** Maintenance: Preserve and improve the existing transportation system.

Chapter 2: Economic Framework

Comprehensive Economic Development Strategies (CEDS) Initiative

One important new development in the RL RTP2040 planning process has been the integration of the transportation planning process with regional economic development initiatives and planning priorities. Safety and economic development are the two factors weighted the highest when scoring projects through the SMARTSCALE process at 30% and 35%, respectively. Region 2000 agencies and stakeholders have been focusing increasing efforts on fostering a regional economic vision and taking steps to enhance the region's economy in the past several years. The RL RTP2040 present an opportunity to align rural transportation planning efforts with regional economic plans and priorities. The Lynchburg Regional Business Alliance is the primary consortium of economic interests in the Region 2000 planning area and is guided by the Comprehensive Economic Development Strategy (CEDS) document.

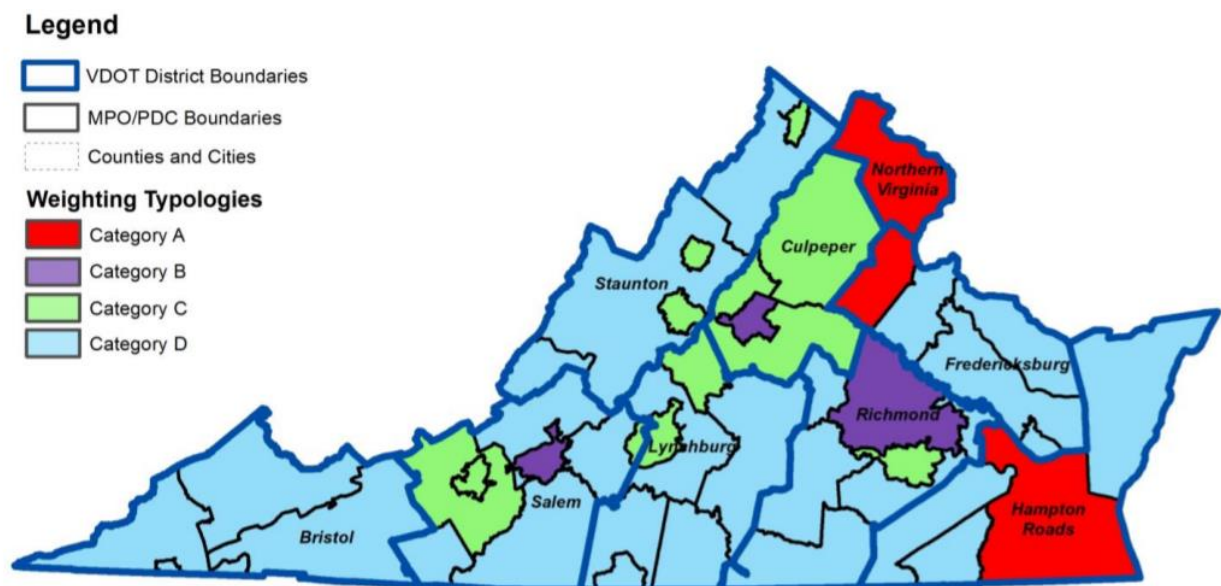


Figure 4. PDC-MPO Weighting Typology Map. Source: SMARTSCALE Technical Guide (2016)

Table 1. SMARTSCALE Scoring Weights (Commonwealth Transportation Board)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45% ^b	5%	15%	5%	10%	20% ^a
Category B	15%	20%	25%	20%	10%	10% ^a
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

^a For metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor based on the quantifiable and achievable goals in VTrans. TPB, HRTPO, RRTPO, FAMPO and RVTPPO all meet this definition.

^b For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.

Supported by the US Economic Development Administration (EDA), the inclusion of a project in the CEDS is a prerequisite to apply for federal project and program funding for economic development. The document outlines a number of goals and objectives for fueling regional economic development. One of the major goals outlined in the CEDS is specific to transportation planning, and aims to “promote and enhance inter-regional transportation systems.”

Given the importance of economic development scores in the SMARTSCALE and other transportation funding streams, a number of aspects of the RL RTP2040 have aimed to incorporate economic development linkages into the transportation planning framework. Regional focus on economic development, greater competition for limited funding, and a need to strategically focus investments have all been motivating factors in aligning this RL RTP with regional economic development goals.

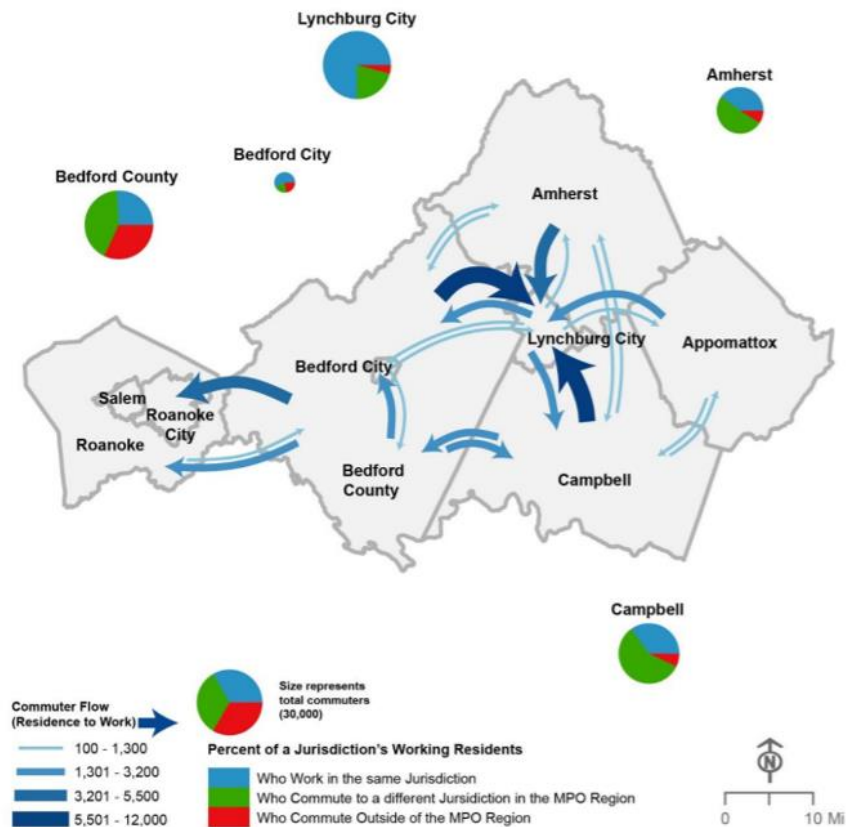


Figure 5. Regional Commuting Patterns, Source: US Census Longitudinal Employer-Household Dynamics (LEHD). 2010-2015

The success of the CEDS planning process for Region 2000 as a whole has also highlighted an opportunity for officials in the rural planning area to engage with economic stakeholders and capitalize on mutually beneficial funding opportunities. Some key themes have evolved from the Lynchburg Regional Business Alliance’s ongoing CEDS discussion regarding the importance of a safe, efficient transportation network to economic development in the region:

- The way we define our region for transportation may not necessarily be the way that the marketplace defines our region and we may need to think at a larger scale—beyond the planning boundary—in order to maximize our economic potential for different industries.
- A strong regional airport is key to attracting companies.

- Quality of life—in terms of walkability, access to transit, and uncongested commuter routes—are all important factors for attracting industry. Companies all have their own corporate culture and quality of life factors that are reflective of corporate values and are important factors in locational decisions.
- Strong access to North Carolina and ports on the eastern seaboard is of critical importance to gain traction in today's economy.
- Liberty University is a major growth driver in the region. Access needs of the campus should be considered in all future transportation infrastructure discussions.
- Congestion on Route 29 through Charlottesville is a persistent issue that has yet to be solved. This congestion negatively impacts the need to pursue a southeastern bypass for Route 29 through Campbell County.

The discussions and input from the economic development stakeholders outlined in the CEDS document strongly influenced the review of transportation improvement recommendations in the RL RTP2040. In particular, 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 5: Transportation System Performance and Recommendations. In summary, the purpose of incorporating regional economic development priorities in the RL RTP2040 project scoring matrix is to ensure that transportation projects that best position the region for economic success are prioritized for funding.

Chapter 3: Demographic and Land Use Trends

Rural counties throughout the Commonwealth and in Region 2000 are working either to seek new economic growth and diversification or to balance growth, while striving to preserve the rural character of the landscape. Most of the land in these counties is in agricultural or forested use, with more intensive land use in the towns and village centers, typically at the intersection of two roadways. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and in Region 2000, based particularly on proximity to urban areas. Many of the rural counties are trying to direct any new growth towards existing towns, village centers, or service districts in order to provide services and to continue to address the needs of residents as well as maintain a rural agricultural setting. As the population fluctuates, either through in- or out-migration or shifting within the region, the needs of the communities - including education, health care, social services, employment, and transportation - shift and fluctuate as well. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a major employer, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.

Several factors have affected land use in Region 2000: population growth within the region itself, particularly along the two state-wide Corridors of Statewide Significance addressed in the VTRANS2040 document: Seminole Corridor (US 29) and the Heartland Corridor (US 460). Population has increased within each of the counties in the region, and the mix of land uses has changed both in response to growth and as part of efforts to direct and manage growth. This trend is expected to continue, which will affect future travel demand on the regional roadway network.

Table 2. Summary of needs from VTRANS2040 that fall in the RL RTP 2040 Planning Area

Summary of Needs from VTRANS2040 that fall in the RL RTP Planning Area				
Segment	Jurisdiction	Need Category	Summary of need	RL RTP Project ID's that correspond to need and segment
E2- H	Bedford	Safety	Safety concerns related to severe S-curve design on US 460, sight of isolated but very severe crashes	Bedford-4
E2- J	Bedford	Mode Choice	No parallel highway facilities for US 460	Bedford- 1, 4, 5, 7, 8, 9, 13, 16, 18, 20, 25, 27
E3- M	Appomattox	Safety	US 460-Business between Cherry St. and Rocks Church Rd. in Appomattox: 15 severe crashes	Appomattox- 4

Population Trends

Table 3. Population Trends. Source: US Census Demographic Profile, and Weldon Cooper Center for Public Service

Jurisdiction	Census ACS 2016 Population	Weldon Cooper 2040 Projection	% Change
Amherst County	32,140	30,982	-3.6%
Appomattox County	15,388	17,716	15.1%
Bedford County	77,465	91,925	18.7%
Campbell County	55,562	62,335	12.2%

Region 2000 has experienced steady growth in population over time. All of the jurisdictions—except for Amherst County—are anticipated to grow according to the projections provided by the Weldon Cooper Center. Bedford is projected to grow at the highest rate: 18.7% for the horizon year of this plan. Appomattox and Campbell are also projected to grow by 15.1% and 12.2%, respectively.

Population trends have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of Region 2000, increasing pressure on the network has already resulted in changes such as additional capacity demands on the roadways and additional demand for public transportation and travel demand management services. The region has experienced growth in through traffic, particularly along US 29 after this roadway became a four-lane facility. Development pressures from urban growth have also contributed to reductions in mobility—particularly in the Bedford County rural planning area. Finally, access from more rural areas of the region into Lynchburg and Roanoke for commercial and economic purposes has been affected by increased population and development.

Demographic Trends

Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census.

Table 4. Demographic Trends. Source: US Census American Community Survey Population Profile (2011-2015), and Weldon Cooper Center for Public Service

Jurisdiction	Census ACS 2015 Population	Weldon Cooper 2040 Projection	% Change
Amherst County	32,140	30,982	-3.6%
Appomattox County	15,388	17,716	15.1%
Bedford County	77,465	91,925	18.7%
Campbell County	55,562	62,335	12.2%

- In the 2015 American Community Survey administered by the US Census, none of the Region 2000 rural localities had a minority population percentage higher than that of the state average of 31 percent.

Table 5. Minority Population. Source: US Census American Community Survey Population Profile (2011-2015)

Jurisdiction	Census ACS 2015 Population	Minority Population	% Minority
Amherst County	32,140	5,913	18.4%
Appomattox County	15,388	3,085	20.0%
Bedford County	77,465	5,444	7.0%
Campbell County	55,562	7,690	13.8%
Virginia	8,256,630	5,695,147	31.0%

- In the 2015 American Community Survey administered by the US Census, all Region 2000 rural localities had elderly population segments greater than the state average of 13.3 percent.

Table 6. Elderly Population. Source: US Census American Community Survey Population Profile (2011-2015)

Jurisdiction	Census ACS 2015 Population	Elderly Population	% Elderly
Amherst County	32,140	5,857	18.2%
Appomattox County	15,388	2,830	18.4%
Bedford County	77,465	14,258	18.4%
Campbell County	55,562	9,709	17.5%
Virginia	8,256,630	1,101,661	13.3%

- In the 2015 American Community Survey administered by the US Census, all Region 2000 rural localities except Bedford County had population segments in poverty greater than the state average of 11.2 percent.

Table 7. Poverty population. Source: US Census American Community Survey Population Profile (2011-2015)

Jurisdiction	Census ACS 2015 Population	Population in Poverty	% in Poverty
Amherst County	32,140	4,086	12.7%
Appomattox County	15,388	2,668	17.3%
Bedford County	77,465	7,372	9.5%
Campbell County	55,562	7,309	13.2%
Virginia	8,256,630	921,822	11.2%

- In the 2015 American Community Survey administered by the US Census, all Region 2000 rural localities had population segments with a disability greater than the state average of 10.9 percent.

Table 8. Disability population. Source: US Census American Community Survey Population Profile (2011-2015)

Jurisdiction	Census ACS 2015 Population	Population with Disability	% with Disability
Amherst County	32,140	4,582	14.3%
Appomattox County	15,388	2,568	16.7%
Bedford County	77,465	10,666	13.8%
Campbell County	55,562	8,090	14.6%
Virginia	8,256,630	897,300	10.9%

Any segment of the population without a vehicle available, which can include elderly, people with disabilities, and low-income groups, is more dependent on demand-responsive transit in a rural area than in an urban area. This is due to the smaller network of fixed transit routes in rural areas when compared to urban areas. The Region 2000 LGC, in conjunction with the Virginia Department of Rail and Public Transportation's (DRPT) statewide effort, recently completed a Coordinated Human Service Mobility (CHSM) Plan that assessed the mobility needs of these target populations. Certain needs are being identified throughout the state, such as limited demand-responsive transit service, limited fixed-route service, and determination of a single point of contact for providers. These needs were also identified in the Region 2000 planning area, along with funding constraints.

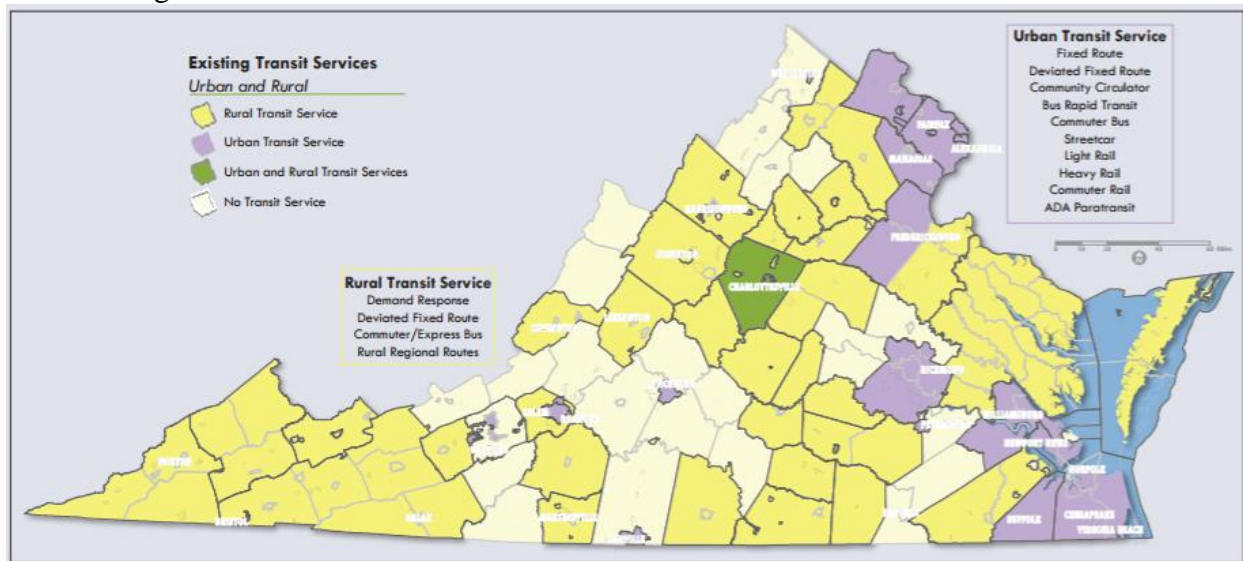


Figure 6. Source: Existing transit services. DRPT, VSTP2035 Update

Public transportation includes public transit, both fixed-route and demand-responsive, volunteer transportation, and private providers. The Greater Lynchburg Transit Company (GLTC) is the primary fixed -route transit and paratransit agency in Region 2000. Its routes do not currently extend into the RL RTP2040 planning area. Prince Edward Rural Transit operates a fixed route twice a week to Appomattox County. A small fixed route transit service also exists within the Town of Altavista.

There are several private and public agencies which offer demand-responsive service throughout the rural planning area. The Central Virginia Alliance for Community Living (CVACL) operates paratransit services throughout Region 2000 serving those 60 and over and some persons with disabilities in order to provide transportation to medical appointments, pharmacies, and grocery stores. Bedford Ride operates in Bedford County with CVACL support providing non-emergency medical transportation for persons with disabilities, the elderly, and low-income populations. The Alliance for Families and Children based in Lynchburg provides transportation to day care and employment for the low-income population and operates Vehicles for Change, a used vehicle ownership program for low-income families.

Chapter 4: Regional Transportation System

Roadway

For roadways, the focus of the RL RTP2040 are the corridors of statewide significance outlined in the VTRANS2040 document—US 460 (Heartland Corridor) and US 29 (Seminole Corridor)—as well as other primary routes and major secondary routes in the region. US primary routes through the study area include US 29, Route 221, Route 460, Route 24, Route 130, Route 43, Route 26, Route 40, Route 47, and Route 151 and Route 60. The thoroughfare system also includes numerous Virginia secondary routes.

Given the constraints in the current transportation funding outlook, the focus of future road improvement planning will be shifted away from new construction and towards transportation system management (TSM) and a multimodal approach that optimizes capacity, safety, and multimodal opportunities within the existing system.

Congestion

Given the rural nature of the planning area of the RL RTP2040, it should be of no surprise that little congestion exists on roads in the rural areas. Hence, a transportation improvement recommendation is only given 10% importance in the SMARTSCALE scoring process for the Region 2000 rural planning area.

Table 9. Factor Weights by Category. Source: SMARTSCALE Technical Guide (2016)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45% ^b	5%	15%	5%	10%	20% ^a
Category B	15%	20%	25%	20%	10%	10% ^a
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

^a For metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor based on the quantifiable and achievable goals in VTrans. TPB, HRTPO, RRTPO, FAMPO and RVTPO all meet this definition.

^b For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.

The Region 2000 Transportation Technical Committee—which advises on urban and rural transportation planning initiatives—expressed interest in revisiting a region-wide motorist congestion survey which was completed in early 2017. The goal of this effort was to use the results of the survey data in conjunction with the VDOT transportation project prioritization matrix, the Transportation Improvement Program planning activities, and future iterations to the RL RTP2040 to better understand transportation needs in Region 2000. Conducting the congestion survey on a regular basis allows transportation planners and local officials to measure the effects of transportation improvements on the region’s transportation system. The survey response window (January-February, 2017) garnered 191 responses—none of which recorded a congestion issue within the rural planning area addressed in the RL RTP2040.

Identifying congestion points in the future will remain a priority for the Region 2000 Transportation Technical Committee and pertinent findings will be reported in future iterations of the RL RTP.

Safety

Crash data from 2011-2015 was reviewed in order to identify places in the RL RTP planning area that may be in need of safety improvements. The map below of Amherst County gives an example of the data analyzed for the RL RTP update. Each star represents the location of a crash that resulted in a fatality or severe injury during the time period of 2011-2015. A full inventory of crashes can be found in appendix H.

Although it is not possible to eliminate the possibility of all crashes, this data allows regional planning officials to determine if a suggested transportation improvement recommendation is experiencing a pattern of severe crashes that may be the result of a deficiency of the road itself. Common improvements might include—but are not limited to—better regulation of driveway access, installation of traffic control devices, or the addition of separated turn lanes.

The data suggests that the majority of severe and fatal crashes within the RL RTP planning area is on major highways and thoroughfares listed in the first paragraph of this section.

Non-motorized travel

Biking and walking are efficient, low-impact modes of travel that reduce vehicle miles traveled, help reduce air pollution, and can improve community health. The ability to safely bike and walk can increase levels of accessibility and mobility for everyone, but is especially important for the elderly, youth, physically disabled, low-income earners and others who are unable to drive. Well-designed, strategically located bicycle and pedestrian facilities also provide increased and safer access to transit for more people.

The Region 2000 Local Government Council created a bicycle plan in 2011 to guide the development of bicycle accommodations that encourage and facilitate the utilization of bicycles as a healthy and viable transportation mode to access community resources throughout the planning area. This plan provides an overview of the different bicycle accommodation types, summarizes strategies that can be used to accommodate bicycle facilities, presents a snapshot of the current conditions and opportunities for cyclists, provides an inventory of community resources and assets, and details a vision connection plan and implementation strategy to assist in creating an alternative transportation network. The table below provides a snapshot of recommendations for Appomattox County.

Each transportation improvement recommended in the RL RTP2040 was reviewed to determine if a previous transportation planning study had included it for bicycle or pedestrian accommodations. The Region 2000 LGC Bicycle Plan as well as the Region 2000 LGC Greenways, Blueways, and Trail Plan were reviewed as part of this effort. Transportation recommendations scored higher if a road segment or intersection had a recommended bicycle or pedestrian improvement associated with it. A full inventory of roads in the RL RTP2040 planning area that have associated bicycle accommodation recommendations can be viewed in appendix F.

Bicycle and pedestrian facilities also serve as important tools for economic development. Multi-use trails and greenways are valuable community amenities that promote recreation, physical activity, and improved public health. Many studies have shown increases in the values of properties surrounding these trails.

Transit

Public transit serves an important role in efforts to meet the transportation needs of the residents in Region 2000. Many individuals can be considered transit dependent because they are unable to drive or are unable to purchase a personal vehicle. This problem is exacerbated by living in a rural area where access to services is hindered by immobility. Unfortunately, there is very little public transit service available in the planning area of the RL RTP2040. Sparsely populated areas, long distance trips, and limited funding are tremendous hurdles for rural transit providers to overcome in order to serve dependent populations in those areas. There are several demand response models of transit to mention. The Central Virginia Alliance for Community Living (CVACL) operates throughout Region2000 serving those 60 and over and some persons with disabilities in order to provide transportation to medical appointments, pharmacies, and grocery stores. Bedford Ride operates in Bedford County with CVACL support providing non-emergency medical transportation for persons with disabilities, the elderly, and low-income populations. The Alliance for Families and Children based in Lynchburg provides transportation to day care and employment for the low-income population and operates Vehicles for Change, a used vehicle ownership program for low-income families. A small fixed route transit service also exists within the Town of Altavista.

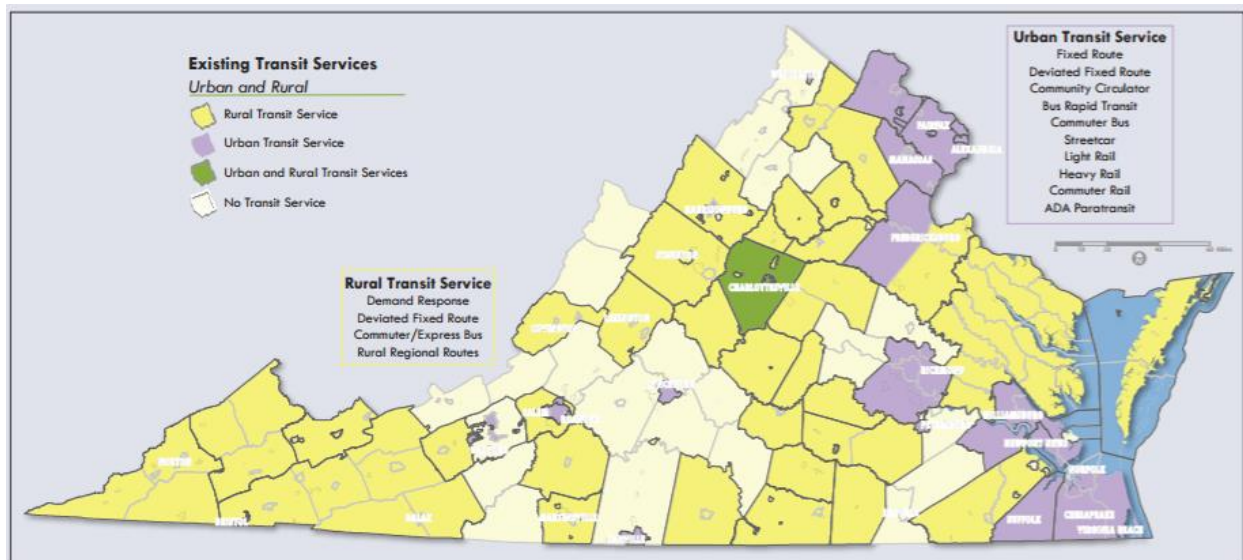


Figure 7. Existing transit services, Source: DRPT VSTP2035 Update

Passenger Rail and Bus

The RL RTP2040 planning area is served by both long distance passenger trains and intercity buses. The Lynchburg-Kemper Street Station—centrally located in Region 2000 although not in the rural planning area—serves as a multimodal hub for passenger rail, intercity and local bus service. The station is currently served by four Amtrak trains daily. Additional train service to Roanoke is expected to begin in 2017. Greyhound Bus lines also use the Kemper Street Station to provide inter-city bus service throughout the US.

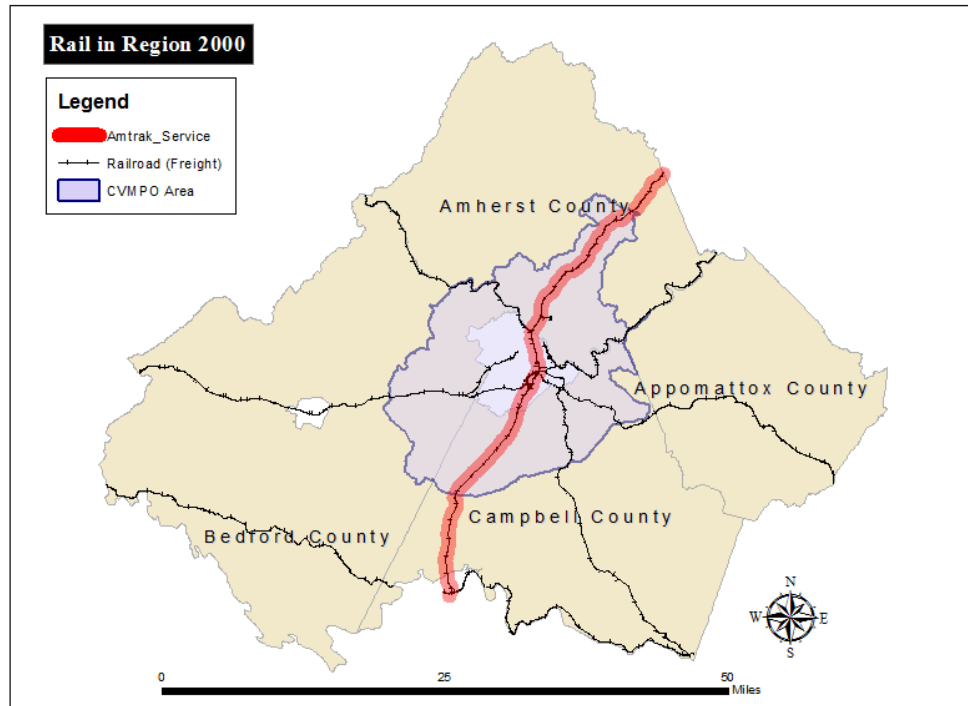


Figure 8. Rail in the RL RTP2040 Planning Area

Coordinated Human Services Mobility Plan

The Coordinated Human Services Mobility Plan (CHSMP) (2013) was prepared in response to federal requirements for coordinated planning efforts. The plan establishes the construct for a unified comprehensive strategy for transportation service delivery in Region 2000. The focus of the plan is to identify unmet transportation needs of seniors, persons with disabilities, and low income individuals. The CHSMP plan details the coordinated transportation planning process for the Region 2000 LGC with the following four required elements:

- An assessment of available services that identifies current providers (public, private, and non-profit)
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes.
- Strategies, activities, and/or projects to address the identified gaps and achieve efficiencies in service delivery.
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

Aviation

Air transportation is an important element of the regional transportation system. It is critical to the regional and statewide economy. Tourists, business professionals, air cargo shippers, and many other people depend on the speed offered by air travel for their business and personal activities. The region's air travel is served by one commercial airport and three general aviation airports. Regional passenger air service is provided at the Lynchburg Regional Airport. The Lynchburg Regional Airport plays a key role in the region's growth, serving as a convenient global gateway for the area's international corporations, manufacturing plants, research and development firms, colleges, and universities.

Chapter 5: Transportation System Performance and Recommendations

The transportation recommendations from the RL RTP2035 were reviewed and updated by Region 2000 LGC staff along with local and state planning officials. The transportation recommendations were prioritized based on the following measures:

1. **Level of service:** Projects on road segments with higher levels of service received a higher score.
 - Level of service analyses were performed on all functionally classified roadways in Region 2000 to assess current and projected year 2040 operations. In addition, analyses were conducted for intersections identified by the Region 2000 LGC and local governments as priority study locations. The recommendations to address the deficient locations are identified as congestion or safety, by jurisdiction. Short-term, mid-term, and long-term recommendations were combined in the tables and maps. Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasted deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.
 - (1) *Free Flow Traffic*. Individual users are practically unaffected by the presence of other vehicles on a road section. The choice of speed and the maneuverability are free. The level of comfort is excellent, as the driver needs minimal attention. The volume to capacity ratio is usually below 0.2.
 - (2) *Steady Traffic*. The presence of other vehicles on the section begins to affect the behavior of individual drivers. The choice of the speed is free, but the maneuverability has somewhat decreased. The comfort is excellent, as the driver simply needs to keep an eye on nearby vehicles.
 - (3) *Steady Traffic but Limited*. The presence of other vehicles affects drivers. The choice of the speed is affected and maneuvering requires vigilance. The level of comfort decreases quickly at this level, because the driver has a growing impression of being caught between other vehicles.
 - (4) *Steady Traffic at High Density*. The speed and the maneuverability are severely reduced. Low level of comfort for the driver, as he or she must constantly avoid collisions with other vehicles. A slight increase of the traffic risks causing some operational problems and saturating the network.
 - (5) *Traffic at Saturation*. Low but uniform speed. Maneuverability is possible only under constraint for another vehicle. The user is frustrated.
 - (6) *Congestion*. Unstable speed with the formation of waiting lines at several points. Cycles of stop and departure with no apparent logic because created by the behavior of drivers. High level of vigilance is required for the user with practically no comfort. At this level the volume to capacity ratio exceeds 1, implying that the road segment is used above design capacity.

2. **Volume to Capacity (V/C) Ratio:** Projects on road segments with lower V/C ratios received a higher score.
 - **V/C Ratio** is a measure that reflects mobility and quality of travel of a facility or a section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). For example, a V/C of 1.00 indicates the roadway facility is operating at its capacity. It is a common performance measure for MPOs and is widely used in CMS and transportation studies.
3. **AADT: Average Annual Daily Traffic:** Projects on road segments with higher AADT rates receive higher scores.
 - The Virginia Department of Transportation (VDOT) conducts a program where traffic data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road and daily vehicle miles traveled for specific groups of facilities and vehicle types are calculated. All of the traffic data publications that VDOT currently produces are available to the public on this web site.
4. **Flow Rate:** Projects on road segments with lower flow rates receive higher scores.
 - Determining the flow rate for a basic freeway section involves two steps: 1) Adjusting a count or estimate of the hourly volume of vehicles to account for the effects of prevailing traffic conditions. This module addresses step one. 2) Adjusting the free-flow speed for the prevailing design conditions of that section.
 - The hourly volume (in vehicles per hour) is changed to an equivalent passenger-car flow rate by allowing for the effects of heavy vehicles (buses, trucks and recreational vehicles) on traffic flow, the variation of traffic flow during the hour, and the characteristics of the driver population. The passenger-car equivalent flow rate is then reported on a per lane basis. Passenger-car equivalents in passenger car per hour per lane (pcphpl) are determined using the following equation:
 - Values for the driver population factor, f_p , range from 0.85 to 1.0. In general, the value of 1.0 is used to reflect commuter traffic. Use of a lower value reflects more recreational traffic. The peak hour and heavy-vehicle adjustment factors are described in their respective modules. The demonstration for this module uses values derived from the peak-hour and heavy-vehicle adjustment factor modules.
5. **Fatal + Injury Crashes per mile:** Projects on road segments with higher incidents of crashes involving a fatality or serious injury received higher scores.
 - The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

6. Heavy Trucks: Projects on road segments with higher percentages of heavy trucks received higher scores.

7. Economic Factor: Projects on road segments with higher economic development potential received higher scores.

- The economic development potential for each project site was determined by considering the following data.
 - 2010 Total employment numbers were derived from the 2010 Census Data.
 - 2040 Total employment projections were derived from the Virginia Employment Commission.
 - Meetings with local officials, future land use maps, local newspaper articles on new growth, and local knowledge of new developments were used to designate high economic development potential areas.
 - Aerial maps of the parcels were reviewed to determine the potential for new businesses based on the areas around the road segments.

8. System Management and Preservation:

- *Geometric Conditions:* Roadways and intersections with geometric deficiencies such as substandard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic.
- *Bridge Condition:* Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. These appear in a separate table by jurisdiction.
- *Bike and pedestrian accommodation:* Each road segment or intersection was reviewed to determine if a previous transportation planning study had included it for bicycle or pedestrian accommodations. The Region 2000 LGC Bicycle Plan as well as the Region 2000 LGC Greenways, Blueways, and Trail Plan were reviewed as part of this effort. Transportation recommendations scored higher if a road segment or intersection had a recommended bicycle or pedestrian improvement associated with it.

9. Community and Environmental Preservation

- Each road segment or intersection was reviewed to determine if the impact of the recommended transportation improvement would affect the following categories of land or natural features:
 - Wetlands
 - Streams
 - Agricultural or Forestry Land
 - Cultural or Historical Resources
 - Conservation Lands
 - Virginia Outdoors Foundation Land

- Threatened and Endangered Species Habitat
 - Each road segment or intersection was reviewed to determine the level of impact the recommended transportation improvement would have with the resulting right of way.

Funding Sources and Mechanisms

SMARTSCALE

Purpose: SMART SCALE is a 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 oversight of 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 potholes, debris removal, snow and ice removal, emergency response, incident management, mowing, and equipment management.

Development Proffer

Purpose: Developer contributions, known as proffers, provide one source of funding for capital facilities. 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.

This portion of the chapter shows the recommended transportation improvements in table and map format. The improvements are prioritized according to the factors listed above. The detailed scoring matrix is available in the appendix.

RLRTP Recommendations

Amherst County

Table 10. RL RTP Recommendations--Amherst County

Rank	Roadway (Amherst)	From	To	Deficiencies	Recommendations
1	US 29	at VA 151		Safety: High speeds through the intersection. Commercial entrance on east side is too wide and not clearly defined. Crashes at this location exceed the planning threshold (nine crashes over three-year period). Congestion: Vehicles from both the eastbound and westbound approaches have difficulty finding sufficient gaps in mainline traffic flow.	Short-Term: Safety: Consider reducing speed limit through intersection. Mid-Term: Safety: Conduct access management to better define entrance on eastside. Congestion: Consider signalization based on further signal warrant analysis. Long-Term: Congestion: Construct quadrant interchange based on "Route 29 corridor study"
2	US 29	Northern Boundary of MPO	Nelson County Line	Safety/Congestion: Deficiency was identified by the Route 29 Corridor Study (2009).	Long-Term: Congestion: Upgrade to four lane parkway with interchanges.
3	US 60 (Richmond Highway)	Eastern Town Limit Amherst	VA 600	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
4	US 60	VA 600	Amherst East County Line	Safety: Deficiency was identified by the Route 60 Corridor Study (1999). Congestion: Deficiency was identified by the US Route 60 Corridor Study (1999).	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 US 29 bypass.

Rank	Roadway (Amherst)	From	To	Deficiencies	Recommendations
5	VA 655	Fall Rock Creek Bridge	VA 643	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
6	VA 600	US 60	VA 601	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
7	VA 662	at VA 151		Safety: Edge of pavement along VA 151 has steep downward grade. Vertical and horizontal overlap restricts sight distance in both directions on VA 151. VA 662 ties into VA 151 at a sharp angle, which causes westbound right turners to cross centerline.	Long-Term: Safety: Reconstruct intersection to improve angle with which VA 662 ties into VA 151 and to improve overall roadway geometrics and sight distance.
8	VA 617	US 60	VA 616 North	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
9	VA 643 (Wagon Trail Road)	VA 636 North	VA 655	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
10	VA 604	VA 659 North	US 60	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
11	VA 643	VA 655	Amherst Western City Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
12	VA 610	VA 635 North	VA 625	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Rank	Roadway (Amherst)	From	To	Deficiencies	Recommendations
13	US 60	at VA 686		Safety: Sight distance for westbound VA 686 is limited. Vehicles have difficulty seeing oncoming US 60 traffic	Short-Term: Safety: Consider installing warning signs on both US 60 approaches advising drivers to watch for entering vehicles. Long-Term: Safety: Realign intersection with roadway on opposite side of US 60 from off-set Tintersection into a standard 4-legged intersection, improve sight distance, and add appropriate turn bays. Will likely require coordination with Forest Service, as they are the owners of the other minor roadway at this location.
14	VA 670 (Isaak Walton Road/Partridge Creek Road)	VA 670 South	VA 604	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
15	VA 622	VA 648	VA 624 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
16	VA 635 (Buffalo Springs Turnpike)	VA 636 North	US 60 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
17	VA 739	VA 608	VA 708	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
18	VA 708	VA 739 South	VA 610	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Rank	Roadway (Amherst)	From	To	Deficiencies	Recommendations
19	VA 631	US 60	VA 617 West	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
20	VA 627	VA 625 South	VA 778	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
21	VA 617	VA 631 West	VA 627	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
22	VA 625	VA 830	VA 627 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Appomattox County

Table 11. RL RTP Recommendations--Appomattox County

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
1	US 460 Business (TOWN)	VA 131 West	VA 131 East	Congestion: Segment will operate at LOS D in 2035.	Long-Term: Congestion: Widen roadway and add turn lanes near intersections.
2	US 460	at VA 689 (Johnson School Road)		Safety: Low median northbound not visible. High speeds observed through the intersection. Sight distance may be limited for northbound left turns due to vertical curve alignment westbound. Private entrance in southwest corner is within functional area of the intersection	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.
3	US 460	at VA 609 (Stage Rd.)	N/A	Safety: Stop bar missing on both northbound and southbound approaches. Congestion: Vehicles from both the northbound and southbound approaches have difficulty	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 direction.

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
				finding gaps in mainline traffic flow.	
4	US 460	at VA 630 (Old Evergreen Rd.)		Safety: Stop bar missing on VA 630.	Short-Term: Safety: Install missing stop bar on VA630. Mid-Term: Safety: Install left turn lane and convert right turn taper to full turn lane in eastbound direction.
5	US 460	Campbell County Line	Appomattox Eastern Town Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
6	US 460 Business (TOWN)	at VA 131 (North Court Street)		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period).	Long-Term: Safety: Implement Enhance Advance Warning Notification at intersection to improve intersection safety.
7	VA 628 (Piney Ridge Road)	VA 629 North	US 460	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
8	VA 633 (Spruce Drive)	US 460	VA 627	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
9	VA 627 (River Ridge Road)	VA 633	VA 601 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
10	VA 630 (Old Evergreen Road)	VA 629	VA 636	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
11	VA 626 (Holiday Lake Road)	VA 24	VA 640	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
12	VA 692 (State Park Road)	VA 640	dead end	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
13	VA 604 (Promise Land Road)	VA 646	VA 650	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
14	VA 640 (Woolridge Road)	VA 626	VA 692	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
15	VA 629 (Little Cub Road)	VA 628	VA 630	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
16	US 460 Business (TOWN)	at VA 131 (Old Courthouse Road) / VA 631 (Oakleigh Avenue)		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period).	Long-Term: Safety: Implement Enhance Advance Warning Notification at intersection to improve intersection safety.
17	US 460 Business TOWN)	at VA 727 (North Church Street)		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period).	Long-Term: Safety: Implement Enhance Advance Warning Notification at intersection to improve intersection safety.
18	VA 631 (Oakleigh Avenue) (TOWN)	Appomattox Eastern Town Limit	US 460	Safety: Geometric Deficiency	Long-Term: Safety: Urban- 2 Lane
19	VA 689 (Salem Road)	US 460 West	VA 647	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
20	US 60	Bridge Structure #1950 (Nelson East County Line)	Buckingham West County Line	Safety: Deficiency was identified by the Route 60 Corridor Study (1999). Congestion: Deficiency was identified by the US Route 60 Corridor Study (1999).	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 bridge structure #1950 and #1007.
21	VA 691 (Pumping Station Road)	VA 647	VA 643	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
22	VA 608 (Stonewall Road)	VA 609	VA 721	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
23	T-691 (Pumpin Station Road)	T-1008	VA 131	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
24	VA 679 (Double Bridges Road)	VA 648 West	VA 604	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
25	VA 635 (Redfields Road)	VA 681	VA 1002	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
26	VA 609 (Stage Road)	VA 608	Campbell County Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
27	VA 613 (Spring Grove Road)	VA 660	US 460	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
28	VA 611 (Paradise Road)	VA 721	VA 667 North	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
29	VA 608 (Stonewall Road)	VA 721	VA 616	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
30	VA 667 (Falling Creek Road)	VA 611 East	VA 605	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Rank	Roadway (Appomattox)	From	To	Deficiencies	Recommendations
31	VA 616 (Wildway Road/Old Grist Mill Road)	VA 24	VA 663	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
32	VA 659 (Phelps Branch Road)	VA 613	VA 26	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
33	VA 721 (Vineyard Road)	VA 608	VA 611	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
34	VA 683 (Lime Plant Road)	VA 690	VA 605	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
35	VA 605 (Dreaming Creek Road)	VA 667	VA 683	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
36	VA 631 (Trents Mill Road)	VA 627	Appomattox Eastern Town Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
37	VA 615 (Liberty Chapel Road)	VA 616 South	VA 654 North	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
38	VA 630 (Cedar Tree Road)	VA 635	VA 630	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
39	VA 611 (Lime Plant Road)	VA 26	VA 663	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
40	VA 663 (Oak Ridge Road)	VA 611	VA 616	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet

Bedford County

Table 12. RL RTP Recommendations--Bedford County

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
1	US 460	VA 697 (Camp Jaycee Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	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.
2	US 460	at Wal-Mart Entrance		Safety: Entrance that is located on the westbound lanes of US 460 between the Wal-Mart traffic signal and the US 460 Business ramp poses safety problems due to its close proximity to the US 460 Business ramp and its inadequate entrance throat length	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

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				(approximately 120 feet) that results in queue spillovers onto US 460. Congestion: This segment was identified by the US 460 corridor study as a high retail activity area.	Phillips Park Drive to the east and construct new crossover to improve access management. New signal may be required based on warrant analysis.
3	US 460 Bypass	at US 460 Business (East Main Street)		Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements at this existing interchange	Long-Term: Congestion: Interchange improvements to resolve long-term safety and traffic flow issues. Specific improvements to be determined
4	US 460	VA 698 (Villamont Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Mid-Term: Safety: Install turn lanes.
5	US 460	VA 690 (Nester Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Mid-Term: Safety: Install turn lanes.
6	US 460	at VA 803 (Timber Ridge Road) and VA 715 (Krantzs Corner Road)		Safety: VA 803 (Timber Ridge Road) has a T-intersection configuration. Deficiency was identified by the US 460 Corridor Study (2006).	Mid-Term: Safety: Consolidate VA 803 (Timber Ridge Road) and VA 715 (Krantzs Corner Road) to form fourleg intersection. Close crossover at existing Timber Ridge Road.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
7	VA 680 (Patterson Mill Rd)	at US 460		<p>Safety: High speeds observed through the intersection. Stop bar missing on southbound VA 680. Guardrail in northeast corner is damaged. Wheatland Road street name sign blocks VA 680 sign. Eastbound left turn lane is too short. Vehicles on VA 680 cannot find sufficient gaps and are forced to make a two-step left-turn maneuver. Too many entrances/exits within functional area of intersection. Sight distance north of US 460 approaching the railroad overpass is limited in both directions due to horizontal curve alignment.</p> <p>Congestion: Vehicles on side street experience high delay due to insufficient gaps in mainline traffic flow</p>	<p>Short-Term: Safety: Extend 50 mph zone west of 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.</p>

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
8	US 460	at VA 689 (Johnson School Rd)		Safety: Low median northbound not visible. High speeds observed through the intersection. Sight distance may be limited for northbound left turns due to vertical curve alignment westbound. Private entrance in southwest corner is within functional area of the intersection.	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.
9	US 460	Botetourt County Line	Western City Limit Bedford	Safety: Corridor-wide: Several side streets have "dog-legged" or T-shaped intersection configuration. Many segments of US 460 have no shoulder. Too many closely-spaced access points and median openings. Due to increased future demand on US 460 and many of its side streets, some of the existing safety concerns identified in the US 460 West Study (2005) are expected to be further exacerbated. Congestion: Horizon year 2025 traffic forecasts suggest the inability	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

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				of many intersections in the study corridor to safely and effectively accommodate future	

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
10	US 460	East Corporate Limits of the City of Bedford	VA 811 (New London Rd./Thomas as Jefferson Rd.	<p>Safety: Corridor-wide: Several side streets have "dog-legged" or T-intersection configuration and along many segments of US 460, no shoulder is provided. Too many closely-spaced access points and median openings. Congestion: Horizon year 2025 traffic forecasts suggest the inability of many intersections in the study corridor to safely and effectively accommodate future travel demands. Motorists entering US 460 from 7 of the 10 unsignalized intersections that were analyzed would experience travel delays in excess of what VDOT considers acceptable by the year 2025 (VDOT considers level of service C or better acceptable). In addition to general future traffic growth, planned developments along the corridor will</p>	<p>Short-Term: Safety: Implement access management to maintain minimum required distances for crossover spacing. Corridor-wide the following cross-overs should be closed:</p> <ul style="list-style-type: none"> • crossover just west of Oak Hill Lane • crossover just east of Little Otter River • crossover 0.2 miles and 0.5 miles east of Timber Ridge Road • crossover 0.15 miles west of Route 1290 • crossover 0.4 miles east of Bells Mill Road • crossover 0.2 miles east of Blackwater Road • crossover 0.6 miles east of Blackwater Road • crossover 0.45 miles west of New London Road • crossover 0.25 miles west of New London Road • crossover just west of Twin Lake Drive • crossover at Oak Hill Lane • crossover east of eastern entrance of Flagstone Loop • crossover 0.3 miles west of Triggs Road • crossover 0.2 miles west of Heightview

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				further overburden US 460 as vehicle demand increases, particularly near dense retail areas.	Drive •crossover at Ranch Lane •crossover 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 corridorwide. 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 Corner Road. Improve crossover and intersection at Triggs Road.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
11	US 460 Bypass	at VA 122 / VA 122 Business (Burks Hill Road/Crenshaw Street)		Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements at this existing interchange	Mid-Term: Congestion: Interchange improvements including: widen both westbound and eastbound exit ramps to 2 lanes; and widen pavement on Crenshaw Street from westbound ramp to school/D- Day Memorial entrance to 4 lanes (provides for northbound left turn lane at school/Memorial entrance, southbound right turn lane at westbound Route 460 ramp, plus one northbound through lane and one southbound through lane). Improvements also include installation of interconnected traffic signals, if warranted, at eastbound ramps, westbound ramps, and school/Memorial entrance. (

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
12	US 460	at VA 708 (Pisgah Road) and Heightview Drive		Safety: VA 708 (Pisgah Road) has a T-intersection configuration. Deficiency was identified by the US 460 Corridor Study (2006).	Mid-Term: Safety: Consolidate VA 708 (Pisgah Road) and Heightview Drive to form four-leg intersection by constructing new road between US 460 and Egypt Road; this roadway would extend Heightview Drive to the south. Close crossover at Pisgah Road.
13	US 460	at VA 607 (Mountain View Church Road/ Montvale Street)		Safety: HRR study identified location as with maintenance and crash related deficiencies. The US 460 identified other safety issues	Short-Term: Safety: Improve Route 607 northbound right- turn radius to prevent right- turning heavy vehicles from entering the inside lane on US 460. Relocate Route 607 northbound Stop (R1-1) sign closer to intersection (approximately 20 to 25 feet); to be completed after northbound right- turn radius is improved. Provide pavement markings for the US 460 eastbound right-turn lane. Construct left turn lanes in median. Volumes meet Warrant 2 and 3, conduct full Signal Warrant Study.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
14	VA 43 / VA 221 / VA 122 BUS (North Bridge Street/ Bedford Avenue)	at Jackson Street		Safety: Intersection has poor vertical geometry for both roadways approaches to the intersection, leading to safety issues	Mid-Term: Safety: Reconstruct intersection to improve safety. Improvements include: realignment and correction of vertical geometry for Bedford Avenue approach and correction of vertical geometry for Jackson Street approach.
15	US 460	VA 684 (Rocky Ford Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005)	Long-Term: Safety: Relocate Rocky Ford Road to connect opposite Thaxton School Road
16	US 460	VA 1140 (Turnpike Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Long-Term: Safety: Upgrade intersection by adding turn lanes on Turnpike Road and extend turn lanes on US 460. Construct new road parallel to US 460 and extending east from Turnpike Road.
17	US 460	VA 751 (Circle K Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005)	Long-Term: Safety: Reconstruct eastbound lanes of US 460 and also to reconfigure intersection

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
18	US 460	VA 831 (Thaxton School Road)		Congestion: Deficiency was identified by the US 460 West Corridor Study (2005).	Long-Term: Congestion: Extend Thaxton School Road to come in across from Magnolia Drive and in conjunction reconstruct the Thaxton School Road/ US 460 intersection with turn lanes.
19	US 460	VA 706 (Bells Mill Road)		Safety: Deficiency was identified by the US 460 Corridor Study.	Construct new connection from Bells Mill Road to US 460 including new bridge over Big Otter River. Close existing crossover at Bells Mill Road.
20	US 460	Boxley Material Entrance		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Long-Term: Safety: Add westbound acceleration lane.
21	VA 122 (Moneta Road)	Franklin County Line	VA 801	Safety: SMS: Need for improvement was identified by SMS database; Smith Mountain Lake Study: Lack of access management Congestion: SMS: Need for improvement was identified by SMS database; Smith Mountain Lake Study: Study identified current	Mid-Term: Safety: Smith Mountain Lake Study: As areas continue to develop, apply access management techniques Congestion: Smith Mountain Lake Study: Widen roadway to four lanes with pedestrian/bike facilities, provide turn lanes as

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				facilities will not accommodate future growth, lack of pedestrian/bike facilities	appropriate Long-Term: Safety: Rural - 4 Lane With Median Congestion: SMS: Rural - 4 Lane With Median
22	VA 24	at VA 619 (Jordantown Rd) /VA 757 (Goodview Rd)		Safety: Too many access points per mile of roadway along VA 24. Inadequate geometric alignment along segments of VA 24. Vehicles collide with wildlife. Congestion: Corridor currently operates over capacity due to substantial growth over the past 10 to 15 years. Future traffic growth is expected to further overburden VA 24.	Short-Term: Safety: Add warning signs along corridor for animal crossings. Mid-Term: Safety: Implement access management where appropriate, consolidate private and commercial driveways and entrance/exits. Access management will be performed in concert with any proposed widening for the corridor. Long-Term: Safety: Realign segments of VA 24 to improve geometric conditions. Congestion: Widen VA 24 to a fourlane divided roadway between just west of VA 619/ 757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). The widening will occur on existing alignment, except along two segments:

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					from VA 619/757 to just east of VA 635 and from east of Nemmo Road to approximately 0.7 miles east of Dickerson Mill Road (Route 746).
23	VA 122 (Moneta Road)	Over Stony Ford Creek		Safety: Bridge needs to be replaced.	Short-Term: Safety: Replace bridge.
24	US 460	at VA 668W (Goode Road) and VA 668E (Blackwater Road)		Safety: VA 668W and VA 668E both have T-intersection configurations. Deficiency was identified by the US 460 Corridor Study (2006).	Mid-Term: Safety: Consolidate VA 668W and VA 668E to form four-leg intersection. New connection would provide extension of Goode Road to New London Industrial Park; close crossover at Goode Road. Construct curb and/or landscaping in order to provide two well-defined entrances into the property in the southwest quadrant VA 668E (Blackwell Road).

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
25	US 460	VA 741 (Beale Trail Road)		Safety: Deficiency was identified by the US 460 West Corridor Study (2005).	Mid-Term: Safety: Install turn lanes on southbound Beale Trail Drive. Consider installing traffic signal.
26	US 460 (Blue Ridge Avenue)	at Old Turnpike Drive and Woodhaven Drive		Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements at this existing interchange	Mid-Term: Congestion: Improvements to median crossing and approaches, including Route 460 east of this intersection. Improvements include: shift median crossing to improve crossover alignment, add right and left turn lanes on Route 460 (Blue Ridge Avenue), widen westbound Route 460 from 1 to 2 lanes from the off-ramp to eastbound Route 460 Business to the on-ramp from westbound Route 460 Business.
27	US 460 Bridges over Goose Creek			Safety: Bridges need to be replaced.	Short-Term: Safety: Replace bridges.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
28	US 221	at VA 671		<p>Safety: Maintenance required as intersection lacks visibility. Sight distance limited in both directions on east leg at VA 671. Numerous private entrances/exits within functional area of the intersection along west leg.</p> <p>Congestion: Vehicles on the approaches of VA 671 experience high delay due to the high traffic volume on VA 221. (</p>	<p>Short-Term: Safety: HRRR Study: Remove Route 671 northbound Cross Road (W2-1) sign and replace with a Stop Ahead (W3-1) sign. Remove Route 671 southbound Cross Road (W2-1) sign. Install Cross Road (W2- 1) signs with Advisory Speed (W13-1) plaques (specific speed to be determined by state forces) on both approaches of US 221. Mid-Term: Safety: HRRR study: Install actuated light-emitting diodes (LED) flashing lights on Watch For Entering Vehicles (Non-standard MUTCD) signs on the eastbound and westbound approaches of US 221 with inductive loop detectors on both the northbound and southbound approaches of Route 671. DSL study: Provide eastbound left turn lane. Consider access management. Congestion: DSL study: Add left-turn</p>

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					lanes on both north and south approaches. Long-Term: Congestion: DSL study: Reconstruct VA 221 to four lanes. Change the lane configuration to through-left and through-right near intersections.
29	VA 122	at VA 801 (Twin Bridges Area)		Safety: High speeds observed through the intersection. North leg of VA 122 has horizontal and vertical curve overlap. Eastbound VA 801 vehicles turning right to SB VA 122 cross centerline (Route 122 Study, 2003). Crashes at this location exceed the planning threshold (nine crashes over threeyear period). Congestion: VA 122 experiences high traffic volumes in both directions, as documented in the Route 122 Study (2003).	Short-Term: Safety: Consider reducing speed limit through intersection and installing warning signs along VA 122 to alert drivers of entering vehicles (2003 Study cited 2 right angle crashes). Mid-Term: Safety: Consider installing turn lanes along VA 122 (2003 study cited 4 rear end crashes). Improve turn radius for eastbound right turns. Long-Term: Safety: Realign VA 122 to improve horizontal curvature. Congestion: Redesign and widen VA 122 to four

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					lanes with appropriate turn lanes to accommodate existing and future capacity deficiencies. Widening should be considered in conjunction with intermediate and long term safety recommendations.
30	VA 122 (Moneta Road)	Over Goose Creek		Safety: Bridge needs to be replaced.	Short-Term: Safety: Replace bridge.
31	VA 24	VA 619 (Jordantown Rd) /VA 757 (Goodview Rd)	VA 801	Safety: Too many access points per mile of roadway along VA 24. Inadequate geometric alignment along segments of VA 24. Vehicles collide with wildlife. Congestion: Corridor currently operates over capacity due to substantial growth over the past 10 to 15 years. Future traffic growth is expected to further overburden VA 24	Short-Term: Safety: Add warning signs along corridor for animal crossings. Mid-Term: Safety: Implement access management where appropriate, consolidate private and commercial driveways and entrance/exits. Access management will be performed in concert with any proposed widening for the corridor. Long-Term: Safety: Realign segments of VA 24 to improve geometric conditions. Congestion: Widen VA 24 to a fourlane divided roadway between just west of VA 619/ 757

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					(Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). The widening will occur on existing alignment, except along two segments: from VA 619/757 to just east of VA 635 and from east of Nemmo Road to approximately 0.7 miles east of Dickerson Mill Road (Route 746).
32	VA 803 (Timber Ridge Road)	US 460	VA 715	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
33	US 221	VA 670	VA 671	Safety: Sight distance limited in both directions on east leg at VA 671. Too many private entrances/exits within functional area of the intersection along west leg. Congestion: Segment will operate at LOS D in 2035.	Mid-Term: Safety: Convert right turn taper to full right turn lane along the westbound approach at VA 670. Install eastbound left turn lane at VA 670 and VA 671. Consider access management. Congestion: Add left-turn lanes on both north and south approaches (VA 671). Long-Term: Congestion: Widen VA 221 to four lanes with median.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					Change the lane configuration to through-left and through-right lanes near intersection.
34	VA 122 (Independence Blvd)	East Main Street	Orange Street	Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements	Mid-Term: Congestion: Widen roadway to 4 lanes to U4 Standards
35	VA 43 (South Street)	East Main Street	South Corporate Limits	Congestion: "Bedford 2020 Transportation Plan" identified need for improvements	Long-Term: Congestion: Upgrade roadway to urban two lane standards
36	Baldwin Street	Salem Turnpike	Macon Street	Congestion: "Bedford 2020 Transportation Plan" identified need for improvements	Mid-Term: Congestion: Upgrade roadway to U2 Standards
37	VA 221	VA 678	Northern City Limit Bedford	Congestion: Segment will operate at LOS D in 2035.	Long-Term: Congestion: Rural - 4 Lane With Median
38	VA 122 (Moneta Road)	at VA 721 (wells Rd) / VA 910 (Oakwood Knolls)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide right and left turn lanes on VA 122 approaches.
39	VA 122 (Moneta Road)	at VA 746 (Dikerson Mill Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide northbound left turn lane on VA 122. Provide eastbound right turn lane on VA 746

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
40	VA 122	at VA 655 (Diamond Hill Rd.)		Safety: VA 655 intersects VA 122 at a less than desirable angle. The local jurisdiction has determined that VA 655 is overburdened and unsafe. Congestion: VA 122 experiences high traffic volumes in both directions, as documented in the Route 122 Study (2003). Heavy congestion is experienced between VA 655 north and VA 655 south.	Long-Term: Safety: Continue to monitor for improvements as intersection will be relocated/realigned to Hendricks Shore Road. Congestion: Redesign and widen VA 122 to four lanes with appropriate turn lanes to accommodate existing and future capacity deficiencies.
41	VA 122 (Independence Blvd)	at Orange Street		Congestion: "Bedford 2020 Transportation Plan" identified need for signalization of the intersection	Mid-Term: Congestion: Install signal at intersection as warranted
42	VA 24	VA 755 W (Morgans Mill Road)/ VA 755 E (Nemmo Road)		Safety: Sight distance is limited along west leg at VA 755 (Morgan Hill Road) due to geometric conditions. Congestion: Traffic demand at intersection exceeds capacity. VA 755 E and VA 755 W form a doglegged configuration.	Mid-Term: Congestion: Reconstruct and consolidate both VA 755 approaches. Long-Term: Safety: Proposed widening (see long term congestion recommendation) should consider geometric improvements to address sight distance concerns. Congestion: From just east of VA 635

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					to east of Nemmo Road (VA 755), VA 24 is recommended to be widened along its existing alignment. Widening through both VA 755 intersections will occur in conjunction with the overall widening recommended for the corridor between VA 619/886 and VA 801.
43	VA 122 (Moneta Road)	at VA 654 (Morgans church Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide southbound left turn lane and northbound right turn lane on VA 122 approaches. Provide exclusive right turn lane on VA 654.
44	VA 122	at Rt. 821 (Waterwheel Drive)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide right and left turn lanes on VA 122 approaches, Provide left turn lanes on Rt 821 approach Long-Term: Congestion: Monitor intersection for need of traffic signal
45	VA 24	at VA 747 (Joppa Mill Road)		Safety: Intersection experiences relatively high number of rear-end and angles crashes.	Mid-Term: Safety: Install turn lanes where appropriate to reduce rear-end crashes. Long-Term: Congestion:

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					Construct VA 24 to a four-lane divided roadway between just west of VA 619/757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). Include bicycle and pedestrian features.
46	VA 122	at VA 644		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period)	Long-Term: Safety: Deficiency with low priority: Continue to monitor for potential improvements.
47	VA 122 (Moneta Road)	VA 801	Southern City Limit Bedford	Safety: SMS: Need for improvement was identified by SMS database; Smith Mountain Lake Study: Lack of access management Congestion: SMS: Need for improvement was identified by SMS database; Smith Mountain Lake Study: Study identified current facilities will not accommodate future growth, lack of pedestrian/bike facilities	Mid-Term: Safety: Smith Mountain Lake Study: As areas continue to develop, apply access management techniques Congestion: Smith Mountain Lake Study: Improve roadway as two-lane facility with 12 foot lanes and 4 foot shoulders, latter to better serve bicycle travel. Provide turn lanes as appropriate Long-Term: Safety: Rural - 2 Lane 24 Feet Congestion: SMS: Rural - 2 Lane 24 feet ; Smith Mountain Lake Study: Add parallel roadways, improve VA 122 to a four-lane facility

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
48	VA 122 (Independence Blvd)	Dawn Drive	Forest Road	Congestion: "Bedford 2020 Transportation Plan" identified need for capacity improvements	Mid-Term: Congestion: Widen roadway to 4 lanes to U4 Standards
49	VA 122	at VA 903 (S Old Moneta Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide left turn lanes on VA 122 approaches. Provide westbound left turn lane on VA 903 approach. Long-Term: Safety: Continue to monitor for improvements. Congestion: Consider eliminating passing zones in vicinity of VA 903 to accommodate existing and future capacity deficiencies.
50	South Bridge St.	Washington St	East Main St.	Congestion: Segment will operate at LOS E in 2035.	Long-Term: Congestion: Upgrade roadway to urban two lane standards
51	VA 24	at VA 653		Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period).	Long-Term: Safety: Reconstruct intersection based on the 2006 Route 24 Study. (Align Sandy Level Road (Route 616) with Masons Lane (Route 653) by constructing new roadway and closing existing intersections.)

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
52	VA 24	at VA 608 (Emmaus Church Road)		Safety: Intersection experiences relatively high number of rear-end and angles crashes. Congestion: Traffic demand at intersection exceeds capacity. Intersection has T-shaped geometry.	Mid-Term: Safety: Install turn lanes where appropriate to reduce rear-end crashes. Congestion: Consider access management to consolidate with an adjacent intersection or eliminate alignment and redirect traffic to adjacent VA 749 (Meadow Spur Road). New reconfigured intersection will improve sight distance, which may reduce angled crashes. Long-Term: Congestion: Construct VA 24 to a four-lane divided roadway between just west of VA 619/757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). Include bicycle and pedestrian features. In the vicinity of these intersections, VA 24 will be widened along its existing alignment.

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
53	VA 24	VA 801 (Flint Hill Road/ Stony Fork Road)		Safety: Both approaches of VA 801 create a dog- legged intersection configuration. Congestion: Traffic demand at intersection exceeds capacity.	Long-Term: Safety: Align Stony Fork Road (Route 801 South) with Flint Hill Road (Route 801 North) by constructing new roadway and closing existing Route 801 south intersection. Congestion: Construct VA 24 to a four-lane divided roadway between just west of VA 619/ 757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). Include bicycle and pedestrian features. In the vicinity of these intersections, VA 24 will be widened along its existing alignment.
54	VA 24	at VA 746 (Dickerson Mill Road)		Safety: Intersection experiences relatively high number of rear-end and angled crashes. Congestion: Insufficient through and turn capacity along VA 24.	Mid-Term: Safety: Install turn lanes where appropriate to reduce rear-end crashes. Long- Term: Congestion: Construct VA 24 to a four-lane divided roadway between just west of VA 619/ 757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork Road). Include

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					bicycle and pedestrian features.
55	VA 757 (Goodview Rd)	VA 24 (Stewartsville Rd)	VA 653 East (Goodview Town Road)	Safety: Roadway has substandard lane widths and shoulders, access spacings do not meet guidelines	Long-Term: Safety: Reconstruct to two lane facility with 12 foot lanes and 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Access points should meet VDOT's access management guidelines
56	VA 122 (Moneta Road)	at VA 24 (Stewartsville Rd)		Safety: Intersection signalized in 2004 due to high crash rate.	Long-Term: Safety: Traffic signal was recently installed, continue to monitor for need of additional improvements.
57	VA 634	existing 4 lane section near Vinton / Roanoke Valley MPO Limit	Bedford/Franklin County Line	Safety: Roadway has substandard lane widths and shoulders, access spacings do not meet guidelines	Long-Term: Safety: Upgrade roadway to 12 foot lanes with 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Access points should meet VDOT's access management guidelines

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
58	VA 653 (Goodview Rd)	VA 655 East	VA 757 East	Safety: Roadway has substandard lane widths and shoulders, access spacings do not meet guidelines	Long-Term: Safety: Reconstruct to two lane facility with 12 foot lanes and 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Accesses points should meet VDOT's access management guidelines
59	VA 24	VA 748 (Lipscomb Road)/ Staunton River High School Entrance		Congestion: Intersection experiences congestion, primarily due to school traffic. Intersection has T-shaped geometry.	Mid-Term: Congestion: Implement access management to consolidate with school entrance to improve operations. Continue to monitor for need of traffic signal at the Staunton River High School Entrance.
60	VA 24	VA 616 (Sandy Level Road)		Safety: Sight distance is limited and there is no safe passing zone. Congestion: Traffic demand at intersection exceeds capacity. Intersection has T-shaped geometry and is located close to VA 653.	Mid-Term: Congestion: Implement access management to consolidate with adjacent VA 653 to create fourleg intersection. Long-Term: Congestion: Construct VA 24 to a four-lane divided roadway between just west of VA 619/ 757 (Jordantown and Goodview Roads) and VA 801 East (Stony Fork

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
					Road). Include bicycle and pedestrian features
61	VA 122 (Moneta Road)	at VA 806 (Rucker Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow	Mid-Term: Congestion: Provide exclusive westbound turn lane at VA 806.
62	VA 4 (Otey Street)	Washington Street	Ridge Street	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
63	VA 122 (Moneta Road)	at VA 747 (Joppa Mill Rd)		Congestion: Unsignalized intersection and lack of turn lanes for key movements are expected to cause congestion as region continues to grow	Mid-Term: Congestion: Signalize intersection and Provide right and left turn lanes on VA 122 approaches. Provide exclusive eastbound left turn lane on VA 747
64	McGhee Street overpass	at railroad		Safety: "Bedford 2020 Transportation Plan" identified need for new overpass	Mid-Term: Safety: Construct new overpass at railroad
65	VA 122 (Moneta Road)	at VA 735 (Rockcliff Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide exclusive left turn lane on southbound VA 122 and exclusive right turn lane on VA 735.
66	VA 24 (Wyatts Way)	VA 43 East	Campbell County Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
67	VA 122	at Hales Ford Bridge		Congestion: Study identified that bridge will not accommodate long term growth	Short-Term: Congestion: Preserve right-of-way for future widening of bridge and approaches Long-Term: Congestion: widen bridge to 4 lanes
68	VA 122 (Moneta Road)	at VA 736 (Mob Creek Rd & Homeplace Rd)		Congestion: Study identified that lack of turn lanes would result in congestion as region continues to grow.	Mid-Term: Congestion: Provide right and left turn lanes on VA 122 approaches.
69	VA 43 (Virginia Byway)	VA 24 West	Southern City Limit Bedford	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
70	VA 635 (Lovers Lane)	VA 619 East	VA 24 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
71	VA 24	at West of intersection with VA 122	VA 801	Safety: Vehicles collide with wildlife.	Short-Term: Safety: Add warning signs along corridor for animal crossings.
72	VA 709 (New London Road)	VA 24	VA 811	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
73	VA 707 (Lone Oak Crossing)	VA 43	VA 24	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
74	VA 628 (Bishop Creek Road/Mentow Road)	Campbell County Line	VA 626	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
75	VA 655 (Diamond Rd)	VA 122	VA 655	Safety: VA 655 intersects VA 122 at a less than desirable angle. The local jurisdiction has determined that VA 655 is overburdened and unsafe. Congestion: VA 122 experiences high traffic volumes in both directions, as documented in the Route 122 Study (2003). Heavy congestion is experienced between VA 655 north and VA 655 south.	Long-Term: Safety: Continue to monitor for improvements as intersection will be relocated/realigned to Hendricks Shore Road. Congestion: Redesign and widen VA 122 to four lanes with appropriate turn lanes to accommodate existing and future capacity deficiencies.
76	VA 619 (Turner Branch Road)	VA 634	VA 757	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
77	VA 735 (Rock Cliff Road)	VA 24	VA 122	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
78	VA 655 (Rock Spring Rd)	VA 653 East	VA 616 South	Safety: Roadway has substandard lane widths and shoulders, access spacings do not meet guidelines	Long-Term: Safety: Reconstruct to two lane facility with 12 foot lanes and 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Accesses points should meet VDOT's access management guidelines
79	VA 668 (Goode Road)	VA 703	VA 221	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
80	Montena Village Railroad Crossing	North Old Montena Rd / South Old Montena Rd		Congestion: Lack of local roads for north / south travel in Montena Village creates congestion on VA 122	Long-Term: Congestion: Reopen crossing from North Old Montena Rd to South Old Montena Rd with appropriate access management.
81	VA 619 (Jordantown Road)	VA 699	VA 726	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
82	VA 616 (Horseshoe Bend Road)	VA 655 South	VA 757 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
83	VA 654 (Radford Church Road)	VA 655 West	VA 608	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
84	VA 671 (Timber Ridge Road)	VA 221	VA 715	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
85	VA 634	at Hardy Ford Bridge		Safety: Bridge needs to be replaced.	Short-Term: Safety: Replace bridge
86	VA 644 (Centreville Road)	VA 122	VA 671	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
87	VA 746 (Dickerson Mill Road)	VA 24	VA 680	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
88	US 501 (Lee Jackson Highway)	VA 657	Amherst County Line	Safety/Congestion: Need for improvement was identified by SMS database	Long-Term: Safety/Congestion: Rural - 2 Lane 24 Feet
89	VA 24	VA 807 (Harvey Creek Road/ Scenic View Road)		Safety: Intersection experiences relatively high number of fixed object crashes. Both approaches of VA 807 create a dog-legged	Short-Term: Safety: Enforce or reduce speed limit in the vicinity of the intersection. Long-Term: Safety: Shift and realign intersection of Route 24 with

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
				intersection configuration.	Harveys Creek Road and Scenic View Road (Route 807) to improve long-term safety.
90	VA 726 (Quarterwood Road)	VA 619	US 460	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
91	VA 43 (Bedford Highway)	Campbell County Line	VA 728	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
92	VA 715 (Timber Ridge Road)	VA 803	VA 671	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
93	VA 668 (Goode Road)	US 460 West	VA 703	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
94	VA 695 (Goose Creek Valley Road)	US 460	Botetourt County Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
95	VA 680 (Sheep Creek Road)	VA 682	VA 684	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
96	VA 644 (Old Cifax Road/Coffee Road)	VA 638	VA 657	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
97	VA 638 (Sedalia School Road/Charlottesville Road)	VA 122	VA 644	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
98	VA 714 (Falling Creek Road)	VA 784	VA 24	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
99	VA 718 (Bell Town Road)	Eastern City Limit Bedford	VA 890	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
100	VA 643 (Jopling Road)	VA 640 East	VA 122 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
101	VA 643 (Otterville Road)	VA 122 North	Lynchburg MPO Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet

Rank	Roadway (Bedford)	From	To	Deficiencies	Recommendations
102	VA 616 (Sandy Level Road)	VA 757 West	VA 24	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet

Campbell County

Table 13. RL RTP Recommendations--Campbell County

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
1	US 29	at VA 699 (Gladys Road)		Safety: Heavy vehicles along westbound VA 699 have difficulty finding sufficient gaps to make complete left turns without blocking US 29 northbound left turn lane. Congestion: Vehicles from westbound approach experience high delays.	Mid-Term: Safety: Consider signalization to provide sufficient gaps in US 29 traffic to better accommodate left turns from VA 699. Signalization will depend on the results of a full signal warrant analysis. Congestion: Consider signalization based on preliminary warrant analysis. Installation of the signal would depend on full warrant analysis. Long-Term: Safety: Consider rerouting truck/heavy vehicle traffic away from VA 699.
2	US 29	at VA 24		Safety: Insufficient clearance intervals. Speed limit differential.	Safety: Modify clearance intervals for all approaches. Reduce speed limit northbound US 29 from 60 MPH to 45 MPH.
3	US 460	at VA 24 / VA 608		Safety: Insufficient signage, there is no "Do Not Enter" sign in median east of intersection on US 460. Unnecessary signage and vehicle delineation.	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.
4	VA 711 (Clarion Road)	Northern City Limit Altavista	VA 712 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
5	US 29 Business (Main Street)	7th Street	Bedford Avenue	Safety: Study identified that the corridor does not have sufficient access management	Short-Term: Safety: Modify and consolidate entrances along corridor to improve safety and access along corridor
6	US 501	at VA 633 (Epsons Road)		Safety: No storage available to accommodate southbound right turners when stopped for passing train. Horizontal curve alignment restricts sight distance along US 501.	Mid-Term: Safety: Install southbound right turn lane. Long-Term: Safety: Flatten horizontal curve alignment to improve sight distance.
7	VA 24	at VA 656 (Plum Branch Road)		Safety: Westbound left turn stopping sight distance is limited due to vertical and horizontal curve alignment.	Long-Term: Safety: Consider installing turn lanes on all approaches. (The appropriate turn treatment will be determined based on turning movement counts).
8	US 29	Pittsylvania County Line	James River	Safety: Multiple median openings closely spaced along the corridor. Congestion: US 29 experiences capacity constraints related to the number of access points and heavy volume. Increased growth on travel demand is expected to further overburden the corridor.	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

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
					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.
9	US 29 Business	7th Street	Northern City Limit Altavista	Congestion: Segment will operate at LOS D in 2035.	Long-Term: Congestion: Urban - 4 Lane
10	US 501 (Lusardi Drive/Lynchburg Avenue)	Halifax County Line	Northern City Limit Brookneal	Safety/Congestion: Need for improvement was identified by SMS database.	Long-Term: Safety/Congestion: Rural - 3 Lane
11	Lynch Mill Road	at US 29 Business (Main Street)		Congestion: Lynch Mill Road lacks a dedicated right turn bay	Mid-Term: Congestion: Add right turn bay on Lynch Mill Road
12	VA 712 (Mount Herman Road)	VA 43 East	VA 714	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
13	VA 40	US 501	Brookneal Eastern Town Limit	Congestion: Segment will operate at LOS E in 2035.	Long-Term: Congestion: Urban -3 lane
14	VA 24	at VA 646		Safety: No Intersection Ahead Warning Signs on VA 24. (Short-Term: Safety: Install intersection ahead signs on VA 24.
15	VA 714 (Lynch Mill Road)	Northern City Limit Altavista	VA 626	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
16	Pittsylvania Avenue	US 29 Business (Main Street)	South Corporate Limits	Safety: Corridor has safety issues due to existing cross-section and intersection approach to Main Street	Short-Term: Safety: Widen Pittsylvania Avenue to 4 lanes.
17	US 501 (Brookneal Highway)	VA 24 West	VA 622	Safety/Congestion: Need for improvement was identified by SMS database.	Long-Term: Safety/Congestion: Urban - 3 Lane
18	US 29 Bus	at VA 688 (Pittsylvania Avenue)		Safety: Numerous entrances/exits within functional area of the intersection. Intersection turn radius does not accommodate truck traffic, can lead to safety issues. Intersection had 27 crashes for 2003-2005 period	Short-Term: Safety: Improve turn radius to accommodate truck traffic and modify lane use at intersection (no specific lane use identified yet). Long-Term: Safety: Consider access management to consolidate entrances on northeast and southeast corners and in conjunction, consider redeveloping vacant lots.
19	US 29 Business (Main Street)	South Corporate Limits	North End of Bridge	Congestion: Study identified need for additional lanes over the river	Short-Term: Congestion: Construct new two-lane bridge over river with a multi-use trail
20	US 501 (Lynchburg Avenue/Brookneal Highway)	Northern City Limit Brookneal	VA 24 West	Safety/Congestion: Need for improvement was identified by SMS database.	Long-Term: Safety/Congestion: Rural - 3 Lane
21	Lynch Mill Road	at Clarion Road		Congestion: Lack of turn lanes on all approaches and the skewed intersection affects traffic flow	Mid-Term: Congestion: Realign intersection with roadway widening to accommodate appropriate turn lanes on all approaches

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
22	VA 761 (Long Island Road)	VA 705	US 501	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
23	VA 711	VA 682 South	VA 714	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
24	Lynch Mill Road	at Altavista Elementary School (multiple entrances)		Congestion: Study identified that Lynch Mill Road has a lack of right and left turn lanes into the school	Short-Term: Congestion: Add left turn bays in the southbound direction and right turn bays in the northbound direction of Lynch Mill Road at school entrances
25	VA 696 (Hells Bend Road)	VA 700	VA 699	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
26	VA 628 (Bishop Creek Road)	VA 682	VA 43	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
27	VA 615 (Red House Road)	VA 24	VA 834	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
28	VA 606 (Spring Mill Road)	VA 604	VA 606 North	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
29	VA 643 (Lewis Ford Road/Carver Lane)	US 501	VA 615	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
30	VA 615 (Red House Road)	VA 834	Charlotte County Line	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet
31	VA 600 (Sugar Hill Road)	VA 601	Charlotte County Line	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
32	VA 600	VA 40/Brookneal Town Limit	VA 40 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
33	VA 635 (Flynn Street)	VA 761 North	US 501	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
34	VA 612 (Epons Road)	VA 614 East	US 501	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 22 Feet

Rank	Roadway (Campbell)	Segment From	Segment To	Deficiencies	Recommendations
35	VA 696 (Marysville Road)	VA 701 North	US 29 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
36	VA 646 (Morris Church Road)	VA 615	VA 604	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
37	VA 43 (Bedford Highway)	VA 628	VA 682	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
38	T-1102 (Cook Avenue)	T-1111	T-1133	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
39	VA 609 (Stage Road)	Cabin Field Road	Appomattox County Line	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 24 Feet
40	VA 652 (Pigeon Run Road)	US 501	VA 648	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
41	VA 601 (Juniper Cliff Road)	Brookneal Northern Town Limit	VA 605 West	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
42	VA 601 (Juniper Cliff Road)	US 501	Brookneal Northern Town Limit	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
43	VA 648 (Suck Creek Road)	VA 652	VA 615 South	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
44	VA 633 (Epons Road)	VA 761 South	VA 614 East	Safety: Geometric Deficiency	Long-Term: Safety: Rural - 2 Lane 20 Feet
45	VA 24	VA 808	US 29	Safety: Combination of vertical and horizontal curves throughout the corridor	Long-Term: Safety: Reconstruct corridor to current design standards.

Appendix A. SYIP FY17-21 Information

Amherst County:

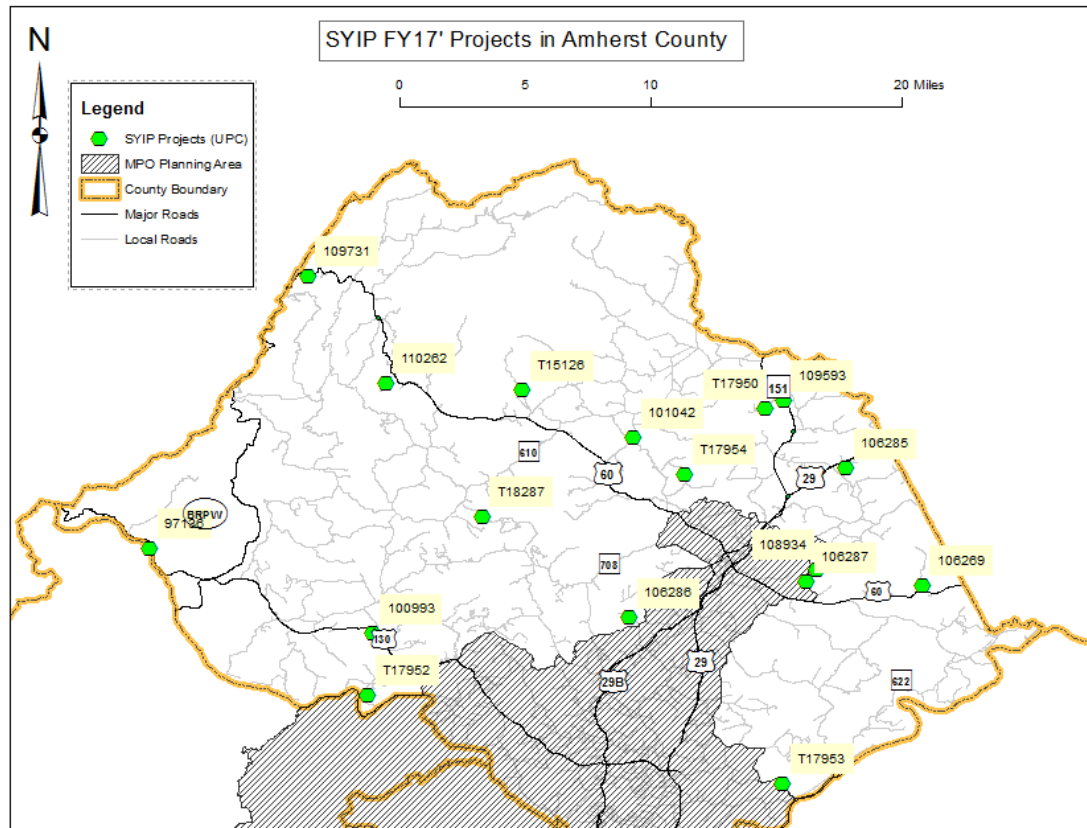


Figure 9. SYIP 17-21 Projects in Amherst County

Table 14. SYIP17-21 Projects in Amherst County

Jurisdiction	UPC #	Project Description (Amherst County)
AMHERST	109731	PM3A17 AMHERST COUNTY - RTE 60 - HSIP GUARDRAIL
AMHERST	109593	RTE 151 - SHOULDER WIDENING / RUMBLE STRIPS / GR UPGRADES
AMHERST	108934	RTE 759 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
AMHERST	110262	RTE 686 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
AMHERST	106269	RTE 824 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
AMHERST	106287	RTE 712 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
AMHERST	106285	RTE 609 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
AMHERST	106286	RTE 628 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
AMHERST	T18287	RTE 636 - RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
AMHERST	T17954	RTE 692 - RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
AMHERST	T17953	RTE 648 - RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
AMHERST	T17952	RTE 691- RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
AMHERST	T17950	RTE 751 - RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
AMHERST	T15126	RTE 632 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
AMHERST	97136	RTE 501 - REPLACE BRIDGE & APPROACHES OVER JAMES RIVER
AMHERST	100993	RTE 130-BRIDGE & APPROACHES OVER PEDLAR RIVER (FED ID 1379)

Jurisdiction	UPC #	Project Description (Amherst County)
AMHERST	101042	#SGR RTE 778 - BRIDGE & APPR. OVER BUFFALO RIVER FED. ID (15

Appomattox County:

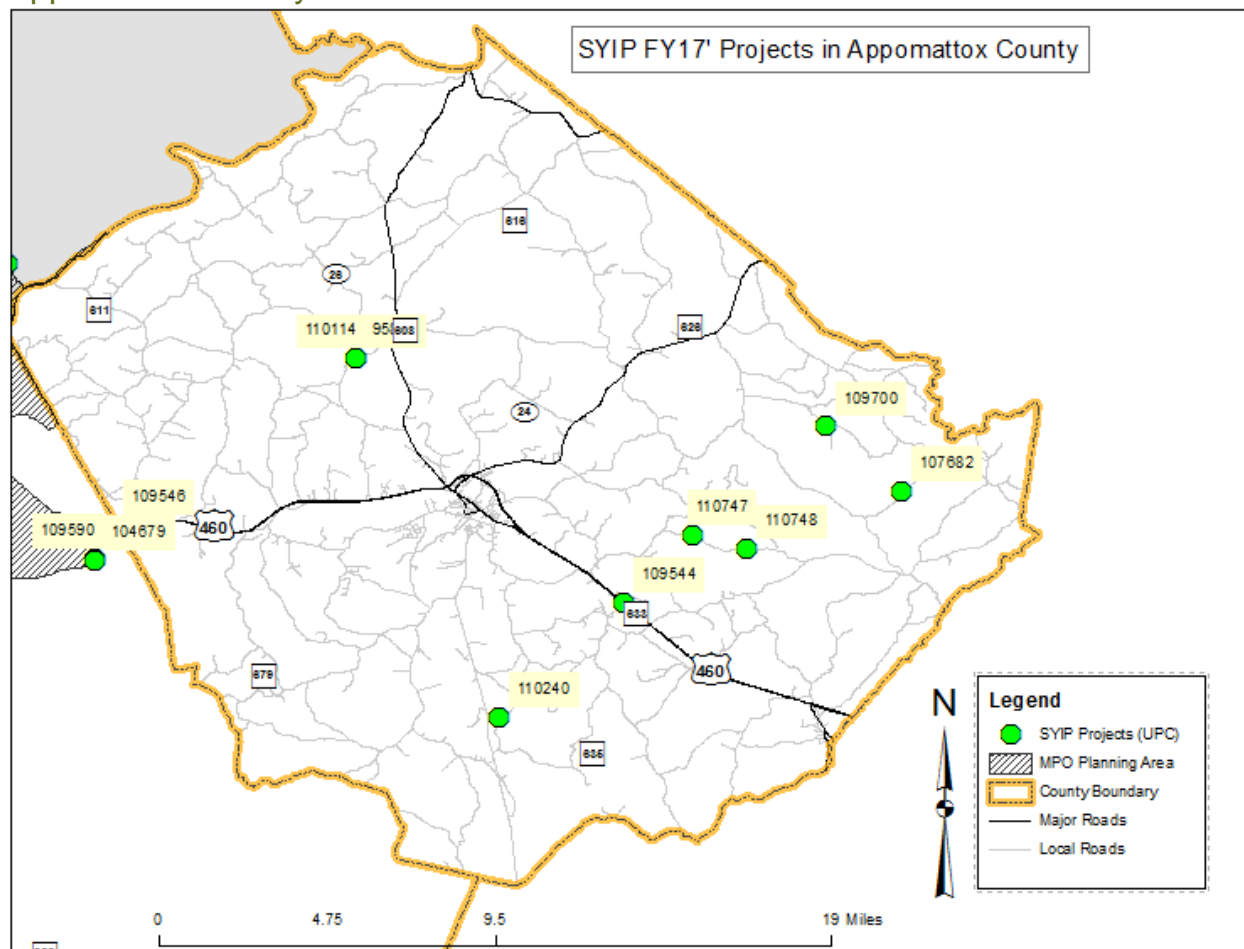


Figure 10. SYIP17-21 Projects in Appomattox

Table 15. SYIP17-21 Projects in Appomattox

Jurisdiction	UPC #	Project Description (Appomattox County)
APPOMATTOX	110747	RTE 639 - RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
APPOMATTOX	110114	RTE 660 -SUPERSTR REPLACEMENT OVER NORTH CREEK(FED ID 01649)
APPOMATTOX	109700	RTE 693 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
APPOMATTOX	109544	#HB2.FY17 RTE 460 - LEFT & RIGHT TURN LANES AT RTE 630
APPOMATTOX	109546	#HB2.FY17 RTE 460 - LEFT & RIGHT TURN LANES AT RTE 609
APPOMATTOX	107682	RTE 617 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
APPOMATTOX	110748	RTE 639 - RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
APPOMATTOX	110240	RTE 644 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)
APPOMATTOX	95869	RTE 660 -SUPERSTR REPLACEMENT OVER NORTH CREEK(FED ID 01649)

Bedford County:

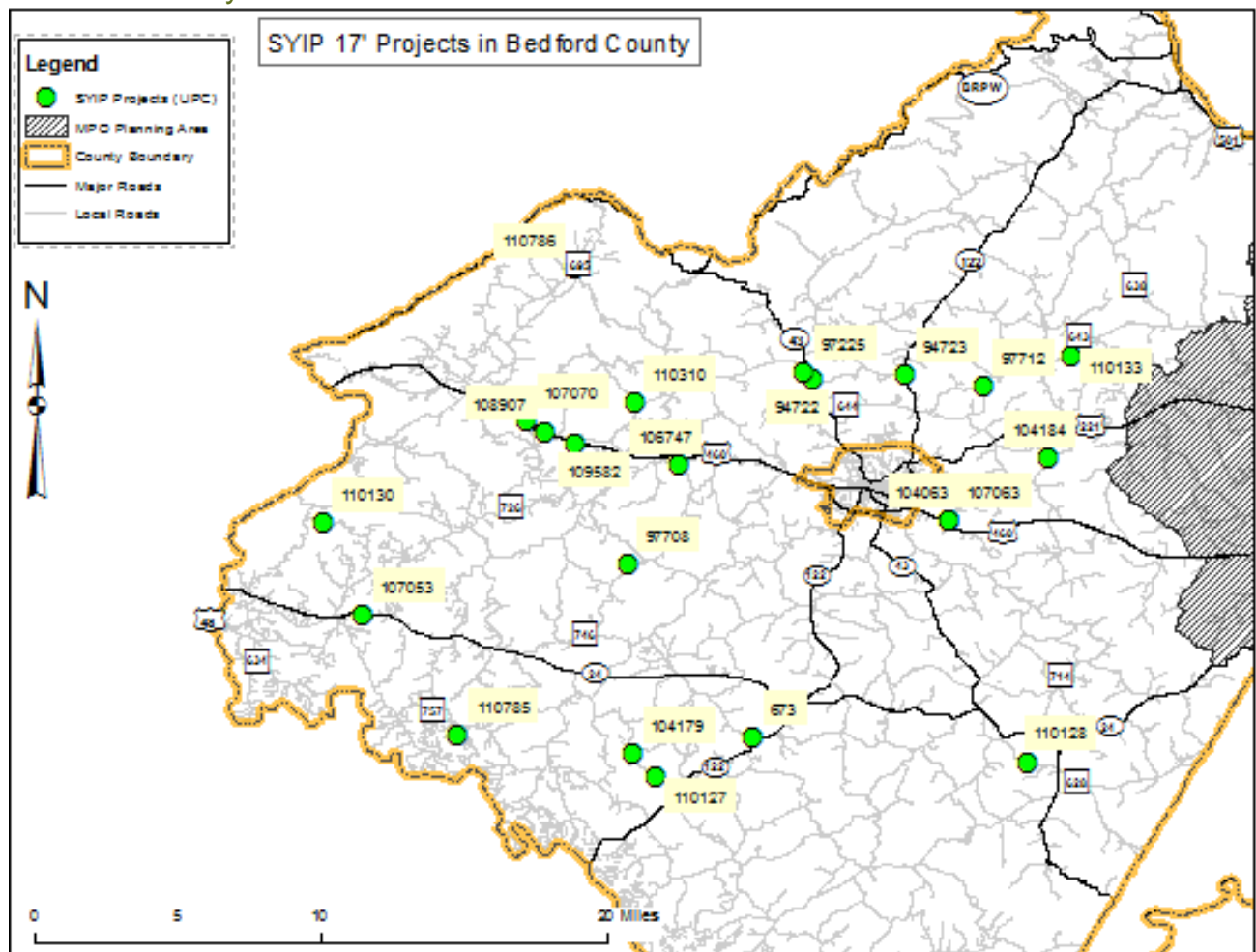


Figure 11. SYIP17-21 Projects in Bedford County

Table 16. SYIP17-21 Projects in Bedford County

Jurisdiction	UPC #	Project Description (Bedford County)
BEDFORD	110127	RT 608 - ALTICE RD - RURAL RUSTIC
BEDFORD	110128	RTE 628 MENTOW DR RURAL RUSTIC
BEDFORD	110130	RTE 635 JETER'S CHAPEL RD - RURAL RUSTIC FY14 SSYP
BEDFORD	109582	Route 460 Safety Improvements
BEDFORD	108907	#HB2.FY17 US 460 S Curves
BEDFORD	107070	Replace Curve Warning Signs with Flashing Signs
BEDFORD	107053	Rt. 24 Bedford County - Safety Improvements
BEDFORD	110310	RTE 692 COOL SPRINGS RD - RURAL RUSTIC FY14
BEDFORD	106747	RTE 684 - RURAL RUSTIC RESURFACING ROCKY FORD ROAD
BEDFORD	110785	RTE 636 CARROLL RD - RURAL RUSTIC
BEDFORD	110786	RTE 680 SMYRNA HILL RD - RURAL RUSTIC

Jurisdiction	UPC #	Project Description (Bedford County)
BEDFORD	673	RTE. 122 OVER GOOSE CREEK (STR. 02604) - BRIDGE REPLACEMENT
BEDFORD	110133	RT 644 OLD CIFAX RD - RURAL RUSTIC
BEDFORD	94722	#SGR RTE. 43 OVER BIG OTTER RIVER (STR. 02594) - BRIDGE REPL
BEDFORD	94723	RTE. 122 OVER BIG OTTER RIVER (STR. 02602) - BRIDGE REPLAC.
BEDFORD	97708	RTE 684 OVER GOOSE CREEK (STR 2808) - BRIDGE REPL
BEDFORD	97712	RTE 644 OVER BIG OTTER RIVER (STR 2753 -)BRIDGE REPL. -
BEDFORD	97225	RTE 43 OVER STONEY CREEK (STR. 02595) - BRIDGE REPLACEMENT
BEDFORD	104179	RTE. 608 OVER NSRR (STR 2685) - BRIDGE REPLACEMENT
BEDFORD	104184	RTE. 715 OVER NSRR (STR 2843) - BRIDGE REPLACEMENT

Campbell County

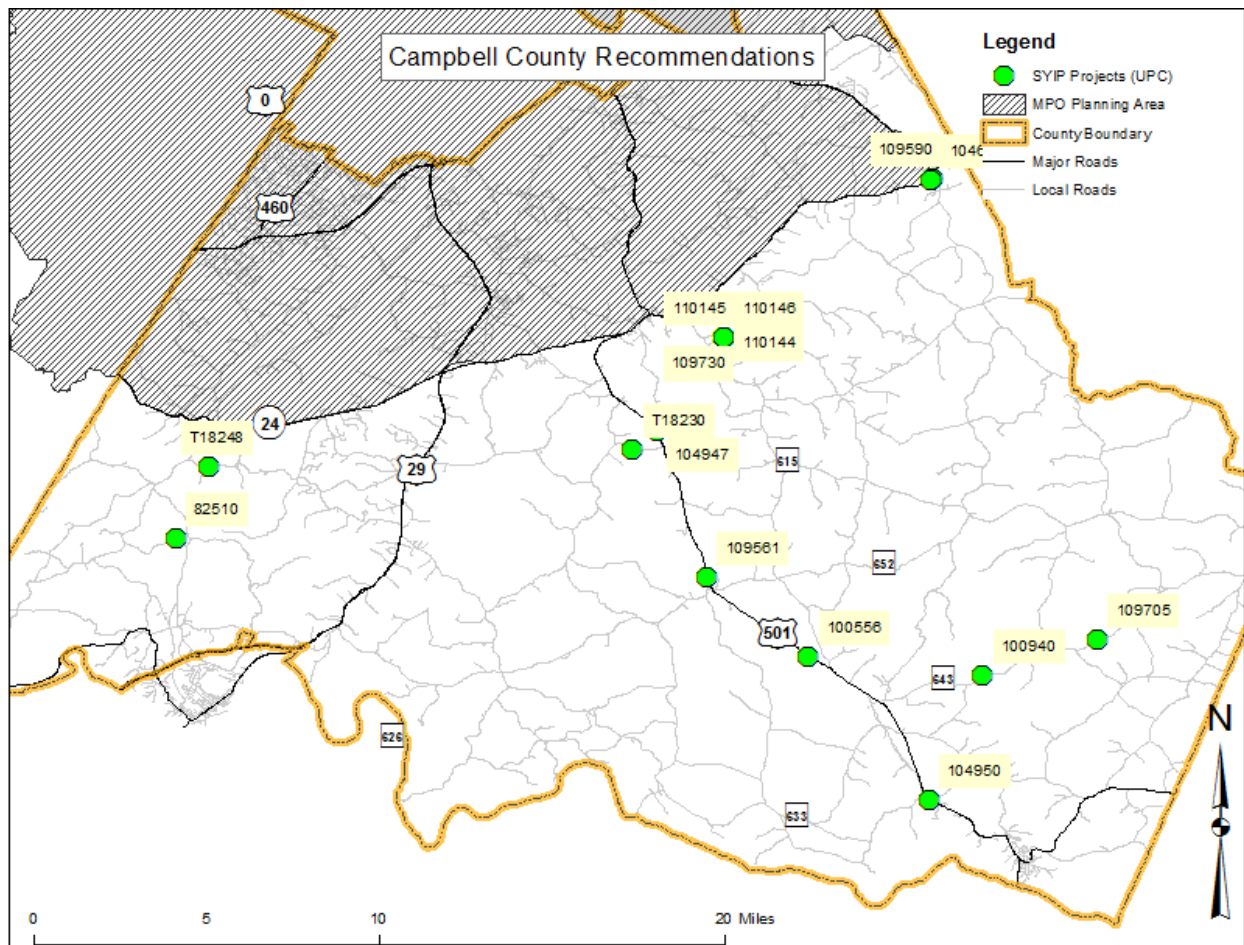


Figure 12. SYIP17-21 Projects in Campbell County

Table 17. SYIP17-21 Projects in Campbell County

Jurisdiction	UPC #	Project Description (Campbell County)
CAMPBELL	109705	RTE 645 - RURAL RUSTIC (SURFACE TREAT NON - HARDSURFACE)
CAMPBELL	109590	RTE 24 - CONSTRUCT SIDEWALK
CAMPBELL	109561	#SGR PM3X17 CAMPBELL COUNTY PLANT MIX (SGR)
CAMPBELL	104947	#HB2.FY17 RTE 501- SHOULDER WIDENING - RTE 607 TO RTE 655
CAMPBELL	104950	#HB2.FY17 RTE 501-CONSTRUCT LEFT/RIGHT TURN LANES AT RTE 633
CAMPBELL	T18248	RTE 882 - RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
CAMPBELL	T18230	RTE 607 - RURAL RUSTIC(SURFACE TREAT NON-HARDSURFACE)
CAMPBELL	104679	RTE 24 - CONSTRUCT ROUNDABOUT AT RTE 646
CAMPBELL	82510	#SGR RTE 711 - BRIDGE & APPROACHES OVER NS RAILWAY (Fed ID 4
CAMPBELL	100940	RTE 643 - APPROACHES & BRIDGE OVER FALLING RIVER
CAMPBELL	100556	RTE 501 - CONSTRUCT PASSING LANE (CAMPBELL COUNTY)

Appendix B. Inventory of Roads by County

Amherst County

Table 18. Inventory of Roads by County (Amherst)

Route	Segment From	Segment To	2014 AADT	2040 AADT	2014 LOS	2040 LOS	Length (Mi.)
US 60	PENDLETON DR; RTE 712	RTE 600	5,794	8,220	C	D	0.43
US 60	RTE 778	RTE 617	2,548	2,633	C	C	1.20
US 60	RTE 600	NELSON CL	1,955	2,147	C	C	1.56
US 60	RTE 635 EAST	RTE 631	1,498	1,548	C	C	1.12
US 60	RTE 610	RTE 778	1,498	1,548	C	C	0.81
US 60	RTE 631	RTE 610	1,498	1,548	C	C	0.41
US 60	RTE 634	RTE 635 EAST	900	930	C	C	2.25
US 60	ROCKBRIDGE CL	RTE 634	900	930	C	C	1.67
US 501	BEDFORD CO. LINE	RTE 130 / RTE 501	1,363	1,497	C	C	0.05
US 29	RTE 608	RTE 151	15,476	19,126	A	A	0.49
US 29	RTE 151	RTE 610	11,807	14,090	A	A	0.71
US 29	RTE 610	NELSON CL	11,807	14,090	A	A	0.87
SR 48	BEDFORD CL	RTE 130	524	590	A	A	0.85
SR 48	RTE 130	ROCKBRIDGE CL	277	310	A	A	5.92
SR 151	RTE 610	NELSON CL	2,328	3,000	B	B	1.77
SR 151	RTE 29	RTE 610	2,328	3,500	B	C	0.64
SR 130	RTE 635	RTE 650 (SAB)	3,158	3,807	C	C	0.78
SR 130	RTE 727 WEST	RTE 635	1,432	1,727	B	B	2.15
SR 130	ROCKBRIDGE CL	RTE 130 / RTE 501	1,704	2,100	A	A	2.00
SR 130	RTE 501	RTE 727 WEST	1,432	2,000	B	B	1.49

Appomattox County

Table 19. Inventory of Roads by County (Appomattox)

Route	Segment From	Segment To	2014 AADT	2040 AADT	2014 LOS	2040 LOS	Length (Mi.)
US 60	NELSON CL	RTE 26	754	850	C	C	0.02
US 60	RTE 26	BUCKINGHAM CL	754	850	C	C	1.57
US 460	CAMPBELL CL	RTE 647 WEST	17,415	23,430	A	B	1.51
US 460	RTE 613	RTE 460 BUS WEST	16,556	20,600	A	A	0.62
US 460	RTE 647 WEST	RTE 613	16,556	20,600	A	A	0.77
US 460	RTE 460 BUS EAST	RTE 630	10,172	13,004	A	A	1.12
US 460	RTE 460 BUS WEST	RTE 131	9,641	13,503	A	A	0.25
US 460	RTE 131	RTE 460 BUS EAST	9,420	9,989	A	A	0.94
US 460	RTE 628	RTE 460 BUS WEST	8,477	10,385	A	A	0.23
US 460	RTE 633	RTE 628	8,477	10,366	A	A	1.46
US 460	RTE 630	RTE 633	8,477	10,366	A	A	0.33
US 460	RTE 460 BUS WEST	PRINCE EDWARD CL	6,560	7,269	A	A	0.38
SR 47	CHARLOTTE CL	PAMPLIN CITY SCL	2,131	2,730	B	B	0.22
SR 47	PAMPLIN CITY SCL	RTE 460 BUS	2,131	3,000	B	C	0.19
SR 26	RTE 460 BYPASS	RTE 608	2,540	4,000	C	C	1.90
SR 26	RTE 611	RTE 60	1,468	2,007	B	B	1.67
SR 26	RTE 608	RTE 611	1,468	3,000	B	B	1.32
SR 24	RTE 656 NORTH	RTE 616	3,435	4,000	C	C	0.71
SR 24	RTE 131	RTE 656 NORTH	3,435	5,500	C	C	1.27
SR 24	RTE 616	RTE 654	1,946	2,400	B	B	0.27
SR 24	RTE 654	RTE 626	1,946	2,400	B	B	0.81
SR 24	RTE 626	BUCKINGHAM CL	1,946	2,400	B	B	0.82
SR 131	RTE T-691	RTE T-1008	6,617	8,800	C	D	0.17
SR 131	RTE T-1008	RTE 460 BUS EAST	6,617	8,800	B	B	0.06
SR 131	RTE T- 727 NORTH	RTE T-727 SOUTH	4,928	8,800	A	B	0.03
SR 131	RTE 460 BUS WEST	RTE 24	3,454	6,000	A	A	0.20
SR 131	RTE T-727 SOUTH	RTE T-691	1,235	1,365	B	B	0.06
SR 131	RTE 460 BUS EAST	RTE T-727 NORTH	568	628	A	A	0.08

Bedford County

Table 20. Inventory of Roads by County (Bedford)

Route	Bedford County Segment From	Segment To	2014 AADT	2040 AADT	2014 LOS	2040 LOS	Length (Mi.)
US 501	RTE 672	RTE 905	2,306	2,524	B	C	0.11
US 501	RTE 905	RTE 612	2,306	2,524	C	C	0.58
US 501	RTE 612	RTE 122	2,306	2,524	E	E	0.68
US 501	RTE 657	RTE 672	2,306	2,524	C	C	0.60
US 501	RTE 122	BLUE RIDGE PARKWAY	1,699	1,861	E	E	0.50
US 501	BLUE RIDGE PARKWAY	AMHERST CL	1,699	1,861	C	D	1.17
US 460	STEPPING STONE RD	RTE 695	18,586	23,774	A	B	1.42
US 460	1.23MI E OF RTE 831 E.	WCL BEDFORD	17,171	21,365	A	A	0.38
US 460	RTE 831 EAST	1.23 MI E OF RTE 831 E.	17,171	21,440	A	A	0.46
US 460	RTE 803	RTE 668 WEST	16,701	20,086	A	B	1.53
US 460	TOWNGATE RD	RTE 803	16,306	19,328	A	A	1.28
US 460	RTE 777	TOWNGATE RD	16,306	19,328	A	A	0.05
US 460	ECL BEDFORD	RTE 777	16,306	19,328	A	A	0.33
US 460	RTE 831 W	RTE 831 EAST	15,956	19,853	A	A	0.40
US 460	RTE 726	RTE 689	15,956	19,853	A	A	1.35
US 460	RTE 695	RTE 726	15,956	19,853	A	A	1.00
US 460	RTE 689	RTE 831 W	15,956	19,853	A	A	0.21
US 460	BOTETOURT CL	STEPPING STONE RD	18,586	23,774	A	B	0.10
US 460	RT 122(BURKS HILL RD)	OFF RMP TO SR 122	20,745	24,020	A	A	0.66
US 460	WCL BEDFORD	RTE 460 BYPASS	20,079	22,196	B	B	0.44
US 460	EAST MAIN STREET	ECL BEDFORD	18,854	20,830	A	A	0.04
US 460	OFF RMP TO SR 122	EAST MAIN STREET	18,854	21,072	A	A	0.11
US 460	RT460 BUS(BLUE RIDGE AVE)	RT 122(BURKS HILL RD)	15,792	17,495	A	A	0.41
US 460	RTE 460 BYPASS	OAKCREST STREET	6,464	7,139	A	A	0.16
US 460	OAKCREST STREET	4TH STREET	6,464	7,139	C	C	0.24
US 460	CRENSHAW STREET	NORTH BRIDGE STREET	6,058	6,657	B	B	0.07
US 460	4TH STREET	CRENSHAW STREET	4,807	5,286	C	C	0.04
US 221	RTE 671	RTE 668	7,225	12,000	D	D	1.49
US 221	NCL BEDFORD	RTE 671	5,753	10,000	C	D	0.85
US 221	WALNUT STREET	FOREST ROAD	9,276	16,500	D	D	0.22
US 221	BEDFORD AVENUE	PEAKS STREET	7,748	11,491	B	B	0.06
US 221	PEAKS STREET	OAKWOOD STREET	7,175	11,000	C	D	0.13
US 221	OAKWOOD STREET	WALNUT STREET	7,175	14,000	A	A	0.12
US 221	LONGWOOD AVENUE	ECL BEDFORD	6,463	8,300	C	C	0.23
US 221	EAST MAIN STREET	BEDFORD AVENUE	5,712	6,312	B	B	0.05
SR 48	RTE 43	BOTOTOURT CL	835	923	A	A	0.73

Route	Bedford County Segment From	Segment To	2014 AADT	2040 AADT	2014 LOS	2040 LOS	Length (Mi.)
SR 48	BOTETOURT CL	RTE 43	525	580	A	A	0.32
SR 48	RTE 501	AMHERST CL	524	579	A	A	0.15
SR 48	BOTETOURT CL	RTE 501	292	323	A	A	6.07
SR 43	RTE 707	RTE 24 EAST	2,625	4,000	B	C	0.25
SR 43	RTE 628	RTE 707	2,625	4,000	B	C	0.33
SR 43	RTE 626	RTE 628	2,625	3,200	B	C	0.37
SR 43	RTE 682 NORTH	RTE 643 EAST	2,200	2,800	B	B	0.20
SR 43	NCL BEDFORD	RTE 644	2,200	3,200	B	B	0.51
SR 43	RTE 644	RTE 682 NORTH	2,200	2,571	B	B	0.73
SR 43	DEER LANE	SCL BEDFORD	1,737	2,000	B	B	0.08
SR 43	RTE 723 NORTH	DEER LANE	1,737	2,100	B	B	1.21
SR 43	RTE 24 WEST	RTE 723 NORTH	1,737	2,100	B	B	1.88
SR 43	RTE 643 EAST	BLUE RIDGE PARKWAY	892	1,300	A	B	1.90
SR 43	ROUTE 695	BLUE RIDGE OFF RAMP	340	376	A	A	0.02
SR 43	RTE 728	RTE 626	286	316	A	A	0.97
SR 43	CAMPBELL CL	RTE 728	286	316	A	A	0.99
SR 43	NORTH BRIDGE STREET	WHITFIELD DRIVE	3,043	5,000	C	C	0.24
SR 43	WHITFIELD DRIVE	NCL BEDFORD	2,558	4,200	B	C	0.37
SR 43	RIDGE ST	TALBOTT STREET	1,589	2,044	B	B	0.07
SR 43	SCL BEDFORD	RIDGE ST	1,589	2,044	B	B	0.29
SR 43	WASHINGTON STREET	MAIN STREET	911	1,000	B	B	0.03
SR 43	TALBOTT STREET	WASHINGTON STREET	911	1,007	B	B	0.05
SR 24	RTE 886 EAST	RTES 757/619	14,808	16,363	B	B	0.09
SR 24	RTES 757/619	RTE 791	14,808	22,000	B	C	0.11
SR 24	RTE 791	RTE 635 EAST	14,808	16,363	E	E	0.69
SR 24	RTE 635 EAST	RTE 755 SOUTH	8,757	10,620	D	E	0.55
SR 24	RTE 755 SOUTH	RTE 616 EAST	8,198	9,757	E	E	0.70
SR 24	RTE 616 EAST	RTE 746	8,198	14,400	D	E	0.12
SR 24	RTE 746	RTE 608	4,917	7,900	C	D	0.57
SR 24	RTE 608	RTE 801	4,917	7,800	C	D	1.16
SR 24	RTE 43 WEST	RTE 43 EAST	2,677	3,800	B	C	0.99
SR 24	RTE 707	RTE 709	2,432	3,800	B	C	1.75
SR 24	RTE 43 EAST	RTE 707	2,432	3,000	B	C	0.39
SR 24	0.34 M W. OF RTE 122	RTE 122	2,401	2,930	B	B	0.13
SR 24	RTE 801	0.34 M W. OF RTE 122	2,401	4,000	B	C	1.29
SR 24	RTE 122	0.34 ME OF RTE 122	2,254	2,724	B	B	0.13
SR 24	0.34 ME OF RTE 122	RTE 735	2,254	2,666	B	B	0.37
SR 24	RTE 735	RTE 43 WEST	2,254	3,400	B	B	1.60
SR 24	RTE 635 WEST	RTE 886 WEST	14,808	28,000	A	B	0.18
SR 24	ROANOKE CL	RTE 635 WEST	14,808	26,000	A	B	0.40

Route	Bedford County Segment From	Segment To	2014 AADT	2040 AADT	2014 LOS	2040 LOS	Length (Mi.)
SR 24	RTE 886 WEST	RTE 886 EAST	14,808	28,000	A	C	0.65
SR 122	RTE 655 SOUTH	ROUTE 903	7,841	10,772	E	E	0.42
SR 122	FRANKLIN CL	RTE 655 SOUTH	7,841	10,772	E	E	0.87
SR 122	ROUTE 903	ROUTE 608	7,841	10,772	D	D	0.17
SR 122	GREENFIELD RD; RTE 878	DICKERSON MILL RD; RTE 746	7,210	9,442	D	D	0.07
SR 122	RTE 746	SCL BEDFORD	7,210	9,906	E	E	0.05
SR 122	RTE 747	GREENFIELD RD; RTE 878	7,210	9,442	D	D	1.11
SR 122	RTE 805	RTE 801	6,585	9,048	C	D	0.63
SR 122	ROUTE 608	RTE 805	6,585	9,048	C	D	0.45
SR 122	RTE 867	RTE 735	5,494	7,195	C	D	0.40
SR 122	RTE 24	RTE 867	5,494	7,195	E	E	0.07
SR 122	RTE 735	RTE 747	5,494	7,195	C	D	1.09
SR 122	RTE 801	0.34 MS OF RTE 24	5,204	6,815	D	D	0.68
SR 122	0.34 MS OF RTE 24	RTE 24	5,204	6,815	E	E	0.13
SR 122	RTE 643 SOUTH	RTE 638	2,814	4,700	B	C	1.86
SR 122	RTE 644	RTE 643 SOUTH	2,814	5,263	B	C	1.63
SR 122	NCL BEDFORD	LITTLE OTTER RIVER	2,814	5,400	B	C	0.13
SR 122	LITTLE OTTER RIVER	RTE 644	2,814	3,767	B	B	0.35
SR 122	RTE 602 SOUTH	RTE 501	1,758	3,100	B	C	1.28
SR 122	RTE 638	RTE 602 SOUTH	1,758	3,100	B	C	1.18
SR 122	WEST MAIN STREET	ORANGE STREET	10,937	14,169	D	D	0.36
SR 122	ORANGE STREET	DAWN DRIVE	10,495	16,364	C	D	0.11
SR 122	SCL BEDFORD	RTE 460 BYPASS	9,476	13,183	A	A	0.20
SR 122	DAWN DRIVE	LONGWOOD AVENUE	9,300	13,792	A	A	0.19
SR 122	INDEPENDENCE BOULEVARD	NCL BEDFORD	4,938	6,400	C	D	0.25

Campbell County

Table 21. Inventory of Roads by County (Campbell)

Route	Segment From	Segment To	2014 AADT	2040 AADT	2014 LOS	2040 LOS	Length (Mi.)
US 501	RTE 40 NORTH	NCL BROOKNEAL	6,757	9,313	E	E	0.58
US 501	NCL BROOKNEAL	RTE 917 SOUTH	6,757	9,313	C	D	0.90
US 501	RTE 607 SOUTH	RTE 24 WEST	6,501	8,539	D	D	1.66
US 501	RTE 652	RTE 607 SOUTH	6,501	8,539	D	D	1.55
US 501	RTE 917 NORTH	RTE 652	5,649	6,819	D	D	1.84
US 501	HALIFAX CL	RTE 40 NORTH	5,127	5,629	C	C	0.25
US 501	RTE 917 SOUTH	RTE 605	4,580	5,029	C	C	0.45
US 501	RTE 605	RTE 917 NORTH	4,580	5,029	C	C	0.52
US 460	RTE 24	APPOMATTOX CL	17,415	19,981	A	A	0.04
US 29	RTE 699	RTE 696 SOUTH	18,475	20,266	A	A	1.18
US 29	RTE 29 ON RAMP	RTE 699	18,475	19,560	A	A	0.42
US 29	RTE 686	RTE 24	18,342	20,121	A	A	1.06
US 29	RTE 696 SOUTH	RTE 686	18,342	20,121	A	A	0.86
US 29	RTE 29 BUS	RTE 29 ON RAMP	12,723	19,160	A	A	0.14
US 29	RTE 626	RTE 29 BUS	12,723	13,696	A	A	1.11
US 29	RTE 43	RTE 626	12,723	13,696	A	A	0.19
US 29	PITTSYLVANIA CL	RTE 43	12,350	13,294	A	A	0.24
SR 43	NCL ALTAVISTA	RTE 29 BYPASS	3,021	3,338	C	C	0.06
SR 43	RTE 712	RTE 628	3,021	3,771	C	C	0.21
SR 43	RTE 29 BYPASS	RTE 712	3,021	3,338	C	C	0.41
SR 43	RTE 628	RTE 682	837	900	A	A	1.78
SR 43	RTE 682	BEDFORD CL	281	311	A	A	0.48
SR 43	7TH STREET	MAIN STREET	5,213	6,800	A	B	0.01
SR 43	MYRTLE LANE	7TH STREET	5,213	6,800	B	B	0.18
SR 43	BROAD STREET	MYRTLE LANE	5,126	6,100	B	B	0.19
SR 43	WCL ALTAVISTA	BROAD STREET	4,300	5,500	C	C	0.22
SR 40	RTE 501	RTE T-1111	2,348	2,900	E	E	0.06
SR 40	ECL BROOKNEAL	RTE 605	2,348	2,900	C	C	0.75
SR 40	RTE T-1111	ECL BROOKNEAL	2,348	2,900	E	E	0.27
SR 40	RTE 600 NORTH	CHARLOTTE CL	1,676	2,200	C	C	0.41
SR 40	RTE 605	RTE 600 NORTH	1,676	2,200	C	C	0.41

Appendix C. VDOT Park and Ride Strategies in the RL RTP2040 Planning Area

Appendix D. Inventory of Bridges and their Structural Status

Amherst County

Table 22. Inventory of Bridges and their Structural Status (Amherst)

Route Number (Amherst County)	Road Name	Features	Rating	Year Built
US-29N	NBL Route 29	Buffalo River	Good Bridge	2014
US-60E	Richmond Hwy.	Rocky Creek	Good Bridge	1931
US-60E	Lexington Turnpike	Buffalo River	Good Bridge	1996
US-60E	Lexington Turnpike	Buffalo River	Good Bridge	2014
US-60E	Lexington Tpke.	Pedlar River	Good Bridge	1932
US-29N	Route 29 NBL	Myra Creek	Good Bridge	1947
US-501N	Elon Road	Rocky Row Run	Good Bridge	1928
US-501N	Elon Road	Cashaw Creek	Fair Bridge	1928
VA-130E	Elon Road	Salt Creek	Good Bridge	1932
VA-130E	Elon Road	Clark Creek	Fair Bridge	1943
VA-151N	Patrick Henry Hwy.	Tributary Naked Creek	Good Bridge	1932
US-29S	SBL Route 29	Tye River	Good Bridge	1972
VA-151N	Patrick Henry Hwy.	Piney River	Good Bridge	1970
VA-48N	Blue Ridge Parkway	Va Rt. 130 & Otter Creek	Unclassified Bridge	1958
VA-48N	BLUE RIDGE PARKWAY	U.S. RTE. 60	Unclassified Bridge	1959
VA-48N	BLUE RIDGE PARKWAY	VA. RTE. 607	Unclassified Bridge	1958
SC-745E (Amherst County)	Alhambra Road	Tributary Piney River	Good Bridge	1932
SC-607N (Amherst County)	Beverly Town Road	Love Lady Creek	Good Bridge	1995
SC-610E (Amherst County)	New Glasgow Road	NS Railway	Good Bridge	1980
SC-610E (Amherst County)	Turkey Mtn Rd	Mill Creek	Fair Bridge	1950
SC-610E (Amherst County)	Puppy Creek Road	Buffalo River	Good Bridge	1932
SC-610E (Amherst County)	Puppy Creek Road	Horseleys Creek	Good Bridge	1932
SC-610E (Amherst County)	Dancing Creek Road	Pedlar River	Fair Bridge	1973
SC-622E (Amherst County)	Stapleton Road	Christian Mill Creek	Poor Bridge	1953
SC-624E (Amherst County)	Earley Farm Road	Partridge Creek	Poor Bridge	1932
SC-624E (Amherst County)	Earley Farm Road	Partridge Creek	Fair Bridge	1930
SC-627E (Amherst County)	Dug Hill Road	Mill Creek	Good Bridge	1932
SC-629E (Amherst County)	Little Piney Road	Little Piney River	Fair Bridge	1932
SC-635N (Amherst County)	North Fork Road	North Fk Buffalo River	Good Bridge	1991
SC-635N (Amherst County)	North Fork Road	North Fk Buffalo River	Good Bridge	1991
SC-640E (Amherst County)	Love Lady Creek Rd	Pedlar River	Good Bridge	1969
SC-642E (Amherst County)	Meadow Hollow Road	Horsley Creek	Fair Bridge	1935
SC-643E (Amherst County)	Wagon Trail Road	Horsleys Creek	Good Bridge	2015
SC-644E (Amherst County)	Ramsey Road	Pedlar River	Fair Bridge	1932

Route Number (Amherst County)	Road Name	Features	Rating	Year Built
SC-650E (Amherst County)	East Perch Road	Pedlar River	Good Bridge	1971
SC-666N (Amherst County)	Woodson Road	Little Piney River	Good Bridge	1933
SC-634N (Amherst County)	Coffey Town Road	Tributary Statons Creek	Good Bridge	1932
SC-686N (Amherst County)	Mount Horeb Road	S. Fork Buffalo River	Fair Bridge	1955
SC-723N (Amherst County)	Dillard Hill Road	Little Piney River	Good Bridge	1932
SC-605N (Amherst County)	Pedlar River Road	Statons Creek	Fair Bridge	1937
SC-635N (Amherst County)	Buffalo Springs Tu	Pedlar River	Fair Bridge	1937
SC-739E (Amherst County)	Boxwood Farm Road	Turner Creek	Good Bridge	1970
SC-607N (Amherst County)	Robinson Gap Road	Enchanted Creek	Good Bridge	1995
SC-607N (Amherst County)	Beverly Town Road	Browns Creek	Good Bridge	1995
SC-778N (Amherst County)	Lowesville Road	Indian Creek	Fair Bridge	1939
SC-778N (Amherst County)	Lowesville Road	Mill Creek	Fair Bridge	1939
SC-778N (Amherst County)	Lowesville Road	Buffalo River	Poor Bridge	1938
SC-659E (Amherst County)	Buffalo Ridge Road	Rocky Creek	Good Bridge	1932
SC-635N (Amherst County)	North Fork Road	N Fork Buffalo River	Good Bridge	1991
SC-600E (Amherst County)	Riverville Road	Tributary James River	Good Bridge	1932
SC-600E (Amherst County)	Riverville Road	Tributary James River	Good Bridge	1960
SC-605N (Amherst County)	Pedlar River Road	Pedlar River	Good Bridge	1932
SC-608E (Amherst County)	Campbells Mill Rd.	Branch of Buffalo River	Good Bridge	1932
SC-610E (Amherst County)	Sandidges Road	Stonewall Creek	Fair Bridge	1932
SC-610E (Amherst County)	Sandidges Road	Tributary Buffalo River	Good Bridge	1932
SC-610E (Amherst County)	Sandidges Road	Thrashers Creek	Fair Bridge	1932
SC-610E (Amherst County)	Puppy Creek Road	Branch Puppy Creek	Fair Bridge	1932
SC-610E (Amherst County)	Puppy Creek Rd	Puppy Creek	Good Bridge	1932
SC-610E (Amherst County)	Puppy Creek Road	Tributary Pryor Creek	Good Bridge	1932
SC-610E (Amherst County)	Dancing Creek Rd.	Dancing Creek	Good Bridge	1932
SC-610E (Amherst County)	Pera Road	Dancing Creek	Good Bridge	1994
SC-621E (Amherst County)	Indian Creek Road	Indian Creek	Good Bridge	1932
SC-635N (Amherst County)	Buffalo Springs Rd	Pedlar River	Fair Bridge	1959
SC-636N (Amherst County)	High Peak Road	Tributary Forest Creek	Good Bridge	1932
SC-636N (Amherst County)	High Peak Road	Tributary Forest Creek	Good Bridge	1932
SC-635N (Amherst County)	Kersey Road	Br. S Fork Horsley Creek	Good Bridge	1932
SC-637N (Amherst County)	Sugar Hill Tunnel	Horsley Creek	Good Bridge	1932
SC-641N (Amherst County)	Dancing Creek Road	Dancing Creek	Good Bridge	2013
SC-643E (Amherst County)	Matohe Road	Childress Creek	Good Bridge	1932
SC-643E (Amherst County)	Wagon Trail Road	Mill Creek	Good Bridge	1932
SC-787N (Amherst County)	Crab Creek Road	Branch Salt Creek	Fair Bridge	1932
SC-653N (Amherst County)	Ambrose Rucker Rd.	Tributary Muddy Creek	Fair Bridge	1932
SC-722N (Amherst County)	Panther Mtn. Rd.	Franklin Creek	Good Bridge	1934
SC-746N (Amherst County)	Page Mountain Way	Indian Creek	Good Bridge	1960
SC-769N (Amherst County)	Bucks Hollow Rd.	S. Fork Buffalo River	Fair Bridge	1956

Route Number (Amherst County)	Road Name	Features	Rating	Year Built
SC-784N (Amherst County)	Canody's Store Rd.	Tributary Maple Run	Good Bridge	1932
SC-622E (Amherst County)	Galts Mill Road	Partridge Creek	Good Bridge	1961
SC-749N (Amherst County)	Hideway Farm Road	South Fork Buffalo River	Good Bridge	1998
SC-643E (Amherst County)	Wagon Trail Road	Harris Creek	Good Bridge	1932
SC-617N (Amherst County)	Thrashers Creek Rd	S. Fork Thrashers Creek	Good Bridge	1932
SC-835E (Amherst County)	Dannys Drive	South Fork Horsley Creek	Good Bridge	1932
SC-622N (Nelson County)	Allens Creek Road	Allens Creek	Fair Bridge	1942
SC-698E (Nelson County)	B & W Lane	Piney River	Good Bridge	1973
SC-666E (Nelson County)	Woodson Road	Piney River	Good Bridge	1932
SC-827N (Nelson County)	Perkins Mill Road	Piney River	Good Bridge	1925
SC-778N (Amherst County)	Lowesville Road	Piney River	Good Bridge	1931
SC-827N (Nelson County)	Perkins Mill Road	Piney River	Good Bridge	2004
US-60E	Lexington Tpke.	Stream	Good Culvert	1996
VA-130E	Elon Road	Otter Creek	Good Culvert	1983
US-29S	Route 29 SBL	Crawford Creek	Good Culvert	1972
US-60E	Richmond Hwy.	Trib. Buffalo River	Good Culvert	1993
US-60E	Lexington Turnpike	Tributary Cox Branch	Good Culvert	1932
US-60E	Lexington Turnpike	Tributary Cox Branch	Fair Culvert	1932
US-60E	Lexington Turnpike	Branch Beaver Creek	Fair Culvert	1932
US-60E	Lexington Turnpike	Beaver Creek	Good Culvert	1932
US-60E	Lexington Tnpk.	Trib. Buffalo River	Good Culvert	1932
US-60E	Lexington Tnpk.	Franklin Creek	Good Culvert	1932
US-60E	Lexington Turnpike	Franklin Creek	Good Culvert	1977
US-60E	Lexington Tnpk.	Tributary Buffalo River	Fair Culvert	1932
US-60E	Lexington Turnpike	Trib. Buffalo River	Fair Culvert	1932
US-60E	Lexington Turnpike	Trib. Buffalo River	Good Culvert	1932
US-60E	Lexington Turnpike	S. Fork Buffalo River	Good Culvert	1932
US-60E	Lexington Turnpike	S. Fork Buffalo River	Fair Culvert	1932
US-60E	Lexington Turnpike	S. Fork Buffalo River	Good Culvert	1932
US-60E	Lexington Turnpike	South Fork Buffalo River	Fair Culvert	1932
US-60E	Lexington Turnpike	Trib. Browns Mt. Creek	Good Culvert	1932
US-60E	Lexington Turnpike	Trib. Brown's Mt. Creek	Good Culvert	1932
US-60E	Lexington Turnpike	Trib. Pedlar River	Fair Culvert	1932
VA-130E	Elon Road	Trib. Pedlar River	Fair Culvert	1947
VA-130E	Elon Road	Maple Creek	Fair Culvert	1947
VA-130E	Elon Road	Terrapin Creek	Fair Culvert	1948
VA-130E	Elon Road	Trib. James River	Good Culvert	1948
VA-151N	Patrick Henry Hwy	Maple Run	Fair Culvert	1957
VA-151N	Patrick Henry Hwy.	Maple Run	Good Culvert	1957
VA-151N	Patrick Henry Hwy.	Naked Creek	Good Culvert	1969
SC-601E (Amherst County)	Galilee Road	Allens Creek	Good Culvert	1999

Route Number (Amherst County)	Road Name	Features	Rating	Year Built
SC-610E (Amherst County)	Dancing Creek Road	Trib. Little Dancing Ck.	Good Culvert	1932
SC-610E (Amherst County)	Dancing Creek Rd	Little Dancing Creek	Good Culvert	1970
SC-647E (Amherst County)	Maple Creek Rd	Maple Creek	Fair Culvert	1932
SC-617N (Amherst County)	Mt. Pleasant Road	Thrashers Creek	Good Culvert	1999
US-60E	Buffalo Springs Rd	Buffalo River	Good Culvert	1974
SC-635N (Amherst County)	North Fork Road	S Fork Buffalo River	Good Culvert	1974
SC-643E (Amherst County)	High Peak Road	Harris Creek	Poor Culvert	1995
SC-778N (Amherst County)	Lowesville Road	Maple Run	Good Culvert	1932
SC-655N (Amherst County)	Father Judge Road	Falling Rock Creek	Good Culvert	1932
SC-643E (Amherst County)	Kenmore Road	Trib. Falling Rock Creek	Poor Culvert	1992
SC-686N (Amherst County)	Mount Horeb Road	S. Fork Buffalo River	Good Culvert	1976
SC-605N (Amherst County)	Pedlar River Road	Davis Mill Creek	Fair Culvert	1982
SC-602E (Amherst County)	Park Lane	Trib. Buffalo River	Good Culvert	1997
SC-608E (Amherst County)	Toytown Road	Turner Creek	Fair Culvert	1976
SC-615N (Amherst County)	Peter's Hollow Rd	Childress Creek	Fair Culvert	1995
SC-778N (Amherst County)	Poor House Farm Rd	Beaver Creek	Good Culvert	1973
SC-610E (Amherst County)	Fancy Hill Road	Stonehouse Creek	Fair Culvert	1987
SC-617N (Amherst County)	Mt. Pleasant Rd.	S. Fork Thrashers Creek	Good Culvert	1970
SC-617N (Amherst County)	Mt. Pleasant Road	Stream	Fair Culvert	1973
SC-635N (Amherst County)	Buffalo Springs Rd	Trib. Pedlar River	Good Culvert	1998
SC-636N (Amherst County)	Wares Gap Road	Pryor Creek	Good Culvert	2006
SC-643E (Amherst County)	Wagon Trail Road	Branch Mill Creek	Good Culvert	1996
SC-649N (Amherst County)	Maple Creek Rd	Maple Creek	Good Culvert	1994
SC-651N (Amherst County)	Lewis Keith Road	Trib. Pedlar River	Good Culvert	1932
SC-662E (Amherst County)	Geddes Mountain Rd	Naked Creek	Good Culvert	1989
SC-622E (Amherst County)	Stapleton Road	Walkers Ford Creek	Good Culvert	1953
SC-778N (Amherst County)	Lowesville Road	Trib. Beaver Creek	Good Culvert	1950
SC-610E (Amherst County)	Fletchers Level	Crawford Creek	Good Culvert	1932
SC-635N (Amherst County)	Buffalo Springs Tp	Trib. Horsley Creek	Fair Culvert	1932
SC-635N (Amherst County)	Buffalo Springs Tp	Horsleys Creek	Good Culvert	1932
SC-662E (Amherst County)	Mountain Road	Tributary Tye River	Good Culvert	1972

Appomattox County

Table 23. Inventory of Bridges and their Structural Status (Appomattox)

Route Number (Appomattox County)	Road Name	Features	Rating	Year Built
VA-24E	Route 24	Appomattox River	Good Bridge	1930
VA-26N	Oakville Road	Bent Creek	Fair Bridge	1932
VA-26N	Oakville Road	W Fork Bent Creek	Good Bridge	1932
VA-26N	Oakville Road	North Creek	Fair Bridge	1932
US-60E	John Anderson Hwy.	David Creek	Good Bridge	2007
US-460E	Richmond Highway	Tributary Rough Creek	Good Bridge	1940
VA-24E	Old Courthouse Rd.	Rocky Run Creek	Good Bridge	1930
BUS US-460E (14 Appomattox)	Oakville Road	Rt 460 Bypass	Good Bridge	1993
VA-24E	Old Courthouse Rd.	460 Bypass	Good Bridge	1993
VA-24W	Old Courthouse Rd.	460 Bypass	Good Bridge	1993
SC-631N (Appomattox County)	Oakleigh Ave.	Rt 460 Bypass	Good Bridge	1993
BUS US-460W (14 Appomattox)	Confederate Blvd.	460 Bypass E.B.L.	Good Bridge	1993
SC-604E (Appomattox County)	Bent Creek Rd.	Rattlesnake Creek	Good Bridge	1999
SC-605E (Appomattox County)	Dreaming Creek Rd.	Stonewall Creek	Fair Bridge	1948
SC-605E (Appomattox County)	James River Road	Wreck Island Creek	Good Bridge	1980
SC-608E (Appomattox County)	Stonewall Road	Wreck Island Creek	Fair Bridge	1949
SC-610E (Appomattox County)	Spencer Road	Stonewall Creek	Fair Bridge	1950
SC-611E (Appomattox County)	Bellview Road	Wreck Island Creek	Good Bridge	1973
SC-721N (Appomattox County)	Stone Ridge Road	Stonewall Creek	Good Bridge	2003
SC-613E (Appomattox County)	Spring Grove Road	Buck Creek	Fair Bridge	1950
SC-614E (Appomattox County)	Looner Den Road	Wolf Creek	Good Bridge	1932
SC-617E (Appomattox County)	Coleman Mt. Road	Fishpond Creek	Good Bridge	1940
SC-627E (Appomattox County)	River Ridge Road	S.Fork Appomattox Rv.	Good Bridge	2012
SC-627E (Appomattox County)	Poorhouse Creek Rd	Rough Creek	Fair Bridge	1932
SC-627E (Appomattox County)	Hixburg Road	Suanee Creek	Good Bridge	1970
SC-634E (Appomattox County)	South Fork Road	S.Fork Appomattox River	Fair Bridge	1932
SC-635N (Appomattox County)	Redfields Road	NS Railway	Good Bridge	1973

Route Number (Appomattox County)	Road Name	Features	Rating	Year Built
SC-636E (Appomattox County)	Rock Spring Road	Big Cub Creek	Good Bridge	2010
SC-638E (Appomattox County)	Wheeler Spring Rd.	Big Cub Creek	Good Bridge	1960
SC-644N (Appomattox County)	Cub Creek Road	Fork Cub Creek	Good Bridge	1940
SC-647N (Appomattox County)	Salem Road	N. F. Falling River	Good Bridge	1969
SC-647N (Appomattox County)	Little Dogwood Rd	NS Railway	Good Bridge	1977
SC-638E (Charlotte County)	WHEELERS SPRING RO	LITTLE CUB CREEK	Good Bridge	2016
SC-650E (Appomattox County)	Narrow Passage Rd.	Falling River	Good Bridge	1979
SC-652E (Appomattox County)	Beeks Lane	Reedy Creek	Good Bridge	2003
SC-660N (Appomattox County)	North Creek Road	North Creek	Poor Bridge	1932
SC-663E (Appomattox County)	Colemans Mill Road	Bent Creek	Fair Bridge	1960
SC-667N (Appomattox County)	Falling Creek Road	Little Wreck Island Cr.	Good Bridge	2015
SC-675E (Appomattox County)	Cedar Bend Road	Big Cub Creek	Good Bridge	2014
SC-683N (Appomattox County)	Lime Plant Road	Wreck Island Creek	Good Bridge	2001
SC-695E (Appomattox County)	Mountain Cut Road	NS Railway	Good Bridge	1997
SC-626E (Appomattox County)	Holiday Lake Road	Appomattox River	Fair Bridge	1975
SC-1008N (Appomattox County)	Ferguson Street	NS Railway	Good Bridge	1972
SC-619N (Appomattox County)	Rocks Church Road	Suanee Creek	Good Bridge	2008
SC-627E (Appomattox County)	River Ridge Road	Poorhouse Creek	Good Bridge	1998
SC-644N (Appomattox County)	Hancock Rd.	Jonnican Branch	Good Bridge	2009
SC-636E (Appomattox County)	Rock Spring Road	Trib. Cub Creek	Good Bridge	2012
SC-727N (Appomattox County)	Red House Road	Maple Spring Branch	Fair Bridge	1932
SC-626E (Appomattox County)	Holiday Lake Rd.	Fish Pond Creek	Fair Bridge	1932
SC-656N (Appomattox County)	Horseshoe Road	Trib. Appomattox River	Fair Bridge	1915
SC-727N (Appomattox County)	Red House Road	Trib. Purdums Branch	Good Bridge	1932
SC-627E (Appomattox County)	River Ridge Road	Plain Run Branch	Good Bridge	1994
SC-679E (Appomattox County)	Double Bridges Rd.	Falling River	Good Bridge	1960
SC-679E (Appomattox County)	Double Bridges Rd.	Reedy Creek	Fair Bridge	1960

Route Number (Appomattox County)	Road Name	Features	Rating	Year Built
SC-627E (Appomattox County)	Hixburg Road	Crane Creek	Good Bridge	1999
SC-700E (Appomattox County)	Trent Hatchery Rd.	Branch Cub Creek	Fair Bridge	1966
SC-618N (Appomattox County)	Hollywood Road	Appomattox River	Good Bridge	1968
SC-611E (Appomattox County)	Paradise Road	Stonewall Creek	Good Bridge	1968
SC-629N (Appomattox County)	Little Cub Road	Little Cub Creek	Good Bridge	2001
SC-653E (Appomattox County)	Spanish Oaks Road	Little Wreck Island Cr.	Fair Bridge	1932
SC-616N (Appomattox County)	Old Grist Mill Rd.	Appomattox River	Good Bridge	2013
SC-654N (Appomattox County)	Walnut Hill Road	David Creek	Fair Bridge	1965
SC-613E (Appomattox County)	Spring Grove Rd.	Wreck Island Creek	Good Bridge	1966
SC-615E (Buckingham County)	Hawksview Rd.	Stevens Run	Fair Bridge	1967
SC-612N (Appomattox County)	Cutbanks Road	Appomattox River	Good Bridge	1969
VA-26N	Oakville Road	Stream	Good Culvert	1945
US-460E	Rte. 460 Bypass	S. Fork Appomattox River	Good Culvert	1995
US-460W	Rte. 460 Bypass	S. Fork Appomattox River	Good Culvert	1995
US-460E	Richmond Hwy. EBL	Trib. Appomattox River	Good Culvert	1940
US-460W	Richmond Hwy. WBL	Br. S.F. Appomattox Rv.	Good Culvert	1940
US-460W	Richmond Hwy. WBL	Tributary Appomattox Rv.	Good Culvert	1950
US-460W	Richmond Hwy. WBL	Rough Creek	Good Culvert	1940
US-460E	Route 460 EBL	Vaughn's Creek	Good Culvert	1969
US-60E	Anderson Hwy.	Stevens Run	Good Culvert	1988
SC-641N (Appomattox County)	South Church St	Trib. Purdums Branch	Good Culvert	2006
SC-641N (Appomattox County)	Church Street	Trib. Purdums Branch	Good Culvert	2006
SC-611E (Appomattox County)	Abbitt's Branch Rd	Abbitt's Branch	Good Culvert	1980
SC-613E (Appomattox County)	Buck Creek Road	Buck Creek	Good Culvert	1972
SC-615N (Appomattox County)	Liberty Chapel Rd.	Bent Creek	Good Culvert	1969
SC-643E (Appomattox County)	Country Club Rd.	Falling River	Good Culvert	1991
SC-719N (Appomattox County)	Purdum Mill Road	Caldwell's Creek	Good Culvert	1972
SC-645N (Appomattox County)	Chilton Road	Falling River	Good Culvert	1995
SC-666N (Appomattox County)	Mill Pond Rd.	Wreck Island Creek	Good Culvert	1997
SC-667N (Appomattox County)	Hummingbird Lane	Holts Branch	Good Culvert	1990

Route Number (Appomattox County)	Road Name	Features	Rating	Year Built
SC-670E (Appomattox County)	Arrowhead Road	Stonewall Creek	Poor Culvert	1988
SC-667N (Appomattox County)	Hummingbird Lane	Stream	Fair Culvert	1973
SC-620N (Appomattox County)	Old Bethany Road	Little Cub Creek	Good Culvert	1987
SC-649E (Appomattox County)	County Line Road	Little Falling River	Good Culvert	1988
SC-620N (Appomattox County)	Bowler Creek Road	Branch Bowler Creek	Good Culvert	1965
SC-705N (Appomattox County)	Rough Creek Rd.	Rough Creek	Good Culvert	1965
SC-727N (Appomattox County)	Red House Road	Tributary Purdums Branch	Good Culvert	1945
SC-727N (Appomattox County)	Red House Road	Rt. Hand Fork Cub Creek	Good Culvert	1945
SC-668E (Appomattox County)	Little Dogwood Rd.	Wreck Island Creek	Good Culvert	2005
SC-659E (Appomattox County)	Phelps Branch Road	Phelps Branch	Good Culvert	2006
SC-627E (Appomattox County)	Hixburg Road	Tributary Saunee Creek	Good Culvert	2008
SC-628N (Appomattox County)	Lukin Road	Horsepen Creek	Good Culvert	1969
SC-629N (Appomattox County)	Lukin Road	Trib. Horsepen Creek	Good Culvert	1969
SC-691N (Appomattox County)	Pumping Station Rd	Falling River	Fair Culvert	1965
SC-614E (Appomattox County)	Forbes Road	Fish Pond Creek	Good Culvert	2004
SC-691N (Appomattox County)	Pumping Station Rd	Tributary Falling River	Fair Culvert	1967
SC-691N (Appomattox County)	Pumping Station Rd	Tributary Falling River	Fair Culvert	1967
SC-654N (Appomattox County)	Watt Abbitt Rd.	David Creek	Good Culvert	1950
SC-654N (Appomattox County)	Watt Abbitt Road	Branch David Creek	Good Culvert	1964
SC-647N (Appomattox County)	Salem Road	Mountain Branch	Good Culvert	1969
SC-654N (Appomattox County)	Walnut Hill	Branch David Creek	Fair Culvert	1960
SC-648E (Appomattox County)	Gala Lake Road	Mulberry Creek	Good Culvert	2010
US-60E	Anderson Highway	Branch Stevens Run	Good Culvert	1932
SC-614N (Buckingham County)	Forbes Road	Holiday Creek	Good Culvert	1932

Bedford County

Table 24. Inventory of Bridges and their Structural Status (Bedford)

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
VA-24E	Wyatt's Way 24	Big Otter River	Good Bridge	1979
VA-24E	Stewartsville Rd24	EAST FORK BEAVERDAM CRK	Good Bridge	1940
VA-24E	Stewartsville rd24	Beaverdam Creek	Good Bridge	1940
VA-24E	Stewartsville Rd24	WEST FORK BEAVERDAM CRK	Fair Bridge	1939
VA-43N	Peaks Rd / 43	MACHINE CREEK	Good Bridge	1975
VA-122N	MONETA RD/122	NS RAILWAY	Good Bridge	1998
VA-43N	Peaks Road /43	Big Otter River	Poor Bridge	1952
VA-43N	PEAKS RD / 43	STONY CREEK	Poor Bridge	1952
VA-24E	Glenwood Drive 24	Branch of Island Creek	Good Bridge	1932
VA-122N	Big Island Hwy 122	Reed Creek	Fair Bridge	1938
VA-122N	Big Island Hwy 122	North Otter Creek	Fair Bridge	1938
VA-122N	Big Island Hwy/122	Big Otter River	Poor Bridge	1937
VA-122N	Big Island Hwy/122	Little Otter River	Good Bridge	1937
VA-122N	Moneta Road 122	Goose Creek & Mill Race	Poor Bridge	1938
VA-122N	Moneta Road 122	Stony Fork Creek	Fair Bridge	1938
VA-24E	Stewartsville Rd24	Harvey Creek	Fair Bridge	1947
US-221N	Forest Road 221	Big Otter River	Good Bridge	1989
US-460W	W.Ly.Sal.Tk 221SBL	North Fork Goose Creek	Good Bridge	1928
US-501N	Lee-Jackson Hy 501	Reed Creek	Good Bridge	1999
VA-24E	Stewartsville Rd24	Harvey Creek	Fair Bridge	1932
US-460W	Sal.Lyn.Tk 460 WBL	LITTLE OTTER RIVER	Good Bridge	1998
VA-24E	STEWARTSVILLE RD24	GOOSE CREEK	Good Bridge	1981
US-460W	E.Ly.Sa.Tk 460 WBL	BIG OTTER RIVER	Good Bridge	1998
US-221N	FOREST RD.	LITTLE OTTER RIVER	Fair Bridge	1953
US-460E	NBL221/Lynch-Salem	Goose Creek	Fair Bridge	1957
VA-43N	Peaks Rd./43	Br. of Big Otter River	Fair Bridge	1932
VA-122N	Big Island Hwy/122	Branch of Meadow Creek	Good Bridge	1932
VA-122N	Big Island Hwy/122	Branch of Meadow Creek	Good Bridge	1932
US-221N	Forest Rd 221	Br. Little Otter River	Fair Bridge	1932
US-460E	Lynch/Salem TP 221	Br. Little Otter River	Good Bridge	1932
US-460W	L'Burg Salem Trnpk	Branch of Wolf Creek	Good Bridge	1932
US-460W	L,brg-SalemTpke221	Branch of Reed Creek	Good Bridge	1932
US-460E	Lburg/Salem TP 221	Br SF Goose Crk	Fair Bridge	1932
US-501N	Lee/Jackson Hwy501	Snow Creek	Good Bridge	1923
US-460W	SBL Route / 221	Conveyor Belt	Fair Bridge	1966
US-460E	460 EBL	Big Otter River	Fair Bridge	1971
US-460E	E.Lynch.SalemTp460	Little Otter River	Good Bridge	1971

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
US-221N	N BRIDGE STREET	NS RAILWAY	Fair Bridge	1907
US-460W	460 WBL	221 NBL, 460 Bus. EBL	Good Bridge	1970
US-460W	460 WBL Bypass	460 BUS	Good Bridge	1970
US-460E	460 EBL Bypass	460 Business	Fair Bridge	1970
BUS VA-122N	Burks Hill Rd 122	460 Bypass	Good Bridge	1970
VA-43N	South Street 43	460 & 122 Bypass	Good Bridge	1970
VA-43N	PEAKS RD./43	Little Otter River	Fair Bridge	1952
VA-48N	Blue Ridge Parkway	James River & Rte 501	Unclassified Bridge	1959
VA-48N	BRP	VA. RTE. 600	Unclassified Bridge	1900
SC-600N (Bedford County)	Peters Creek Rd600	Battery Creek	Fair Bridge	1932
SC-600N (Bedford County)	Peters Creek Rd600	Hunting Creek	Good Bridge	1932
SC-601E (Bedford County)	Red Hill Road/601	Hunting Creek	Good Bridge	1932
SC-602E (Bedford County)	Hunting Crk Rd 602	Hunting Creek	Good Bridge	1999
602-(Bedford County)	Hunting Ck Rd/602	Hunting Creek	Fair Bridge	1932
602-(Bedford County)	Hunting Crk Rd 602	Hunting Creek	Fair Bridge	1932
SC-604E (Bedford County)	Riverside Inn Cir.	HUNTING CREEK	Poor Bridge	1932
SC-607N (Bedford County)	Mtn. View Road/607	Glove Creek	Good Bridge	1932
SC-608N (Bedford County)	Altice Rd / 608	Trough Run	Poor Bridge	1932
SC-608N (Bedford County)	Altice Road/608	NS Railway	Poor Bridge	1932
SC-608N (Bedford County)	Altice Road / 608	Stony Fork	Good Bridge	1959
SC-616N (Bedford County)	Saunders Rd 616	Bore Auger Creek	Fair Bridge	1932
SC-619E (Bedford County)	Pendleton Rd / 619	Shockoe Creek	Good Bridge	1932
SC-619E (Bedford County)	Jordantown Rd 619	Bore Auger Creek	Good Bridge	1995
SC-626N (Bedford County)	SMTH MT LKE PKW626	GOOSE CREEK_& NS RWY	Good Bridge	1990
SC-630E (Bedford County)	CARTERS MILL RD630	ASHWELL MILL CREEK	Good Bridge	1932
SC-635N (Bedford County)	Spradlin Rd./ 635	West Fork Beaverdam Ck	Good Bridge	1932
SC-637E (Bedford County)	Oslin Creek Rd 637	Oslin Creek	Fair Bridge	1932
SC-637E (Bedford County)	Penns Mill Rd637	Reed Creek #1	Fair Bridge	1975
SC-637E (Bedford County)	Penns Mill Rd/ 637	Reed Creek	Good Bridge	1975
SC-638E (Bedford County)	Sedalia Sch Rd/638	Reed Creek	Good Bridge	1932
SC-639N (Bedford County)	Hurricane Dr 639	North Otter Creek	Poor Bridge	1939
SC-640N (Bedford County)	Gunstock Crk Rd640	Reed Creek	Good Bridge	1932
SC-640N (Bedford County)	Wheats Valley Road	Overstreet Creek	Fair Bridge	1932
SC-640N (Bedford County)	Forbes Mill Rd 640	Br. of Big Otter River	Fair Bridge	1932
SC-850E (Bedford County)	Meadows Mill R 850	Stony Creek	Good Bridge	1992
SC-643E (Bedford County)	Jopling Road 643	Stony Ceek	Good Bridge	1932
SC-643E (Bedford County)	Jopling Road RT643	Br. of Big Otter River	Good Bridge	1932
SC-643E (Bedford County)	Otterville Rd 643	Oslin Creek	Poor Bridge	1932
SC-644E (Bedford County)	Lankford MI RD/644	BIG OTTER RIVER	Poor Bridge	1932
SC-644E (Bedford County)	Langford Mill644	North Otter Creek	Good Bridge	1932

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
SC-644E (Bedford County)	Old Cifax Rd./644	Elk Creek	Good Bridge	2011
SC-654N (Bedford County)	Feldspar Rd 654	NS Railway	Good Bridge	1932
SC-668N (Bedford County)	Blackwater Rd 668	Lick Run	Good Bridge	1993
SC-668N (Bedford County)	Goode Road 668	Elk Creek	Good Bridge	1999
SC-668N (Bedford County)	Goode Road 668	NS Railway	Poor Bridge	1932
SC-668N (Bedford County)	Goode Statn Rd.668	Chestnut Branch	Poor Bridge	1932
SC-670N (Bedford County)	Roaring Run Rd 670	Roaring Run	Good Bridge	2004
SC-670N (Bedford County)	Roaring Run Rd/670	Roaring Run	Good Bridge	1932
SC-671E (Bedford County)	Timber Ridge Rd671	Norfolk Southern RR	Good Bridge	1996
SC-680N (Bedford County)	PattersnMillRd 680	Little Otter Creek	Good Bridge	1932
SC-680N (Bedford County)	Pattersn Mil R 680	Big Otter River	Fair Bridge	1976
SC-680N (Bedford County)	Sheep Creek Rd 680	Br of Sheep Creek	Good Bridge	1932
SC-684N (Bedford County)	Rocky Ford Rd./684	Goose Creek	Fair Bridge	1915
SC-684N (Bedford County)	Rocky Ford Rd/684	Enochs Creek	Good Bridge	1999
SC-689E (Bedford County)	Irving Road 689	NS Railway	Poor Bridge	1932
SC-691E (Bedford County)	Sheperds St Rd 691	Wolf Creek	Fair Bridge	1932
SC-695N (Bedford County)	Goose Ck Vy Rd 695	Day Creek	Good Bridge	1997
SC-695N (Bedford County)	Goose Ck Vly R 695	N. Fork Goose Creek	Fair Bridge	1932
SC-699E (Bedford County)	Bore Auger Rd/699	Br. of Bore Auger Creek	Good Bridge	1975
SC-699E (Bedford County)	BORE AUGER RD/699	BORE AUGER CREEK	Good Bridge	1932
SC-706N (Bedford County)	Gilly/Bush/Rd.R706	Elk Creek	Fair Bridge	1932
SC-707N (Bedford County)	Bethesda Rd 707	Island Creek	Fair Bridge	1932
SC-714E (Bedford County)	FALLING CK RD 714	MACHINE CREEK	Good Bridge	1989
SC-715N (Bedford County)	Lowry Road 715	NSRailway	Poor Bridge	1932
SC-723E (Bedford County)	SkinneysMill Rd723	Nininger Creek	Good Bridge	2008
SC-715N (Bedford County)	Claytor Mill Rd /7	Little Otter River	Good Bridge	2011
SC-726N (Bedford County)	Wilksn Mill Rd726	Goose Creek	Good Bridge	1990
SC-731E (Bedford County)	Chestnut Frk Rd731	Body Camp Creek	Fair Bridge	1932
SC-732N (Bedford County)	Headens Br Rd 732	Goose Creek	Good Bridge	1989
SC-735N (Bedford County)	Rock Cliff Rd 735	Difficult Creek	Good Bridge	1975
SC-746E (Bedford County)	DickersonMillRd746	Wolf Creek	Fair Bridge	1932
SC-746E (Bedford County)	Dickerson Mill 746	Goose Creek	Poor Bridge	1951
SC-747E (Bedford County)	JOPPA MILL Rd. 747	GOOSE CREEK	Good Bridge	1981
SC-748E (Bedford County)	Lipscomb Rd./748	Shoulder Run	Poor Bridge	1932
SC-749N (Bedford County)	Meadors Spur Rd749	Stony Fork	Fair Bridge	1974
SC-755E (Bedford County)	UNION CHURCH ROAD	REED CREEK	Fair Bridge	1962
SC-755E (Bedford County)	SimmonsMillRd/755	Bore Auger Creek	Fair Bridge	1932
SC-755E (Bedford County)	Morgans Mill Rd775	NS Railway	Fair Bridge	1932
SC-757E (Bedford County)	Goodview Tn Rd 757	NS Railway	Fair Bridge	1969
SC-766E (Bedford County)	Stony Creek Rd 766	Stony Creek	Good Bridge	1932

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
SC-766E (Bedford County)	Stony Creek Rd/766	Stony Creek	Fair Bridge	1964
SC-793E (Bedford County)	Watson Road 793	Trough Run	Good Bridge	1975
SC-804N (Bedford County)	Teass Terrace 804	Nininger Creek	Good Bridge	1932
SC-804N (Bedford County)	Teass Terrace/804	Nininger Creek	Good Bridge	1987
SC-805E (Bedford County)	Stone Mtn Rd 805	Rockcastle Creek	Good Bridge	1964
SC-805E (Bedford County)	Stone Mtn Rd 805	Mill Creek	Good Bridge	1932
SC-805E (Bedford County)	Stone Mtn. Rd 805	Norfolk Southern Railway	Fair Bridge	1932
SC-806N (Bedford County)	Rucker Road / 806	Stony Fork	Good Bridge	1932
SC-807N (Bedford County)	HarveysCreekRd 807	Branch Goose Creek	Fair Bridge	1932
SC-808E (Bedford County)	Island Crk Rd 808	Island Creek	Fair Bridge	1932
SC-808E (Bedford County)	ST. Helena Rd. 808	Falling Creek	Good Bridge	1932
SC-734N (Bedford County)	Dundee Road/ 734	Clover Creek	Good Bridge	1972
SC-680N (Bedford County)	Murrells Gap Road	Sheep Creek	Good Bridge	1932
SC-698E (Bedford County)	Villamont Rd. 698	S. Fork Goose Creek	Good Bridge	1932
SC-640N (Bedford County)	Wheat Valley Rd640	Stony Creek	Good Bridge	1932
SC-640N (Bedford County)	Wheat Valley Rd640	Stony Creek	Good Bridge	1932
SC-684N (Bedford County)	Rocky Ford Rd/ 684	Branch of Wolf Creek	Good Bridge	1932
SC-699E (Bedford County)	Bore Auger Rd 699	Bore Auger Creek	Good Bridge	1975
SC-734N (Bedford County)	Dundee Road / 734	Carter Mill Creek	Good Bridge	1932
SC-749N (Bedford County)	Meador Spur Rd/749	Branch Stony Fork Creek	Fair Bridge	1932
SC-838E (Bedford County)	Three Otter Rd/838	Little Otter River	Fair Bridge	1932
SC-600N (Bedford County)	PetersCreekRd/600	Peters Creek	Good Bridge	1932
SC-601E (Bedford County)	Red Hill Rd. 601	Battery Creek	Good Bridge	1932
UK-999999U (Bedford County)	Hunting Cr. Rd/602	Hunting Creek	Good Bridge	1932
SC-612N (Bedford County)	GrugettHollowRd612	Cabin Creek	Fair Bridge	1932
SC-614N (Bedford County)	Sheep Crk Rd/614	Sheep Creek	Good Bridge	1994
SC-614N (Bedford County)	Sheep Creek Rd/614	Sheep Creek	Good Bridge	1994
SC-616N (Bedford County)	Sandy Ford Rd/616	Br. of Bore Auger Cr.	Fair Bridge	1932
SC-616N (Bedford County)	Sandy Ford Rd/616	Br. of Bore Auger Creek	Good Bridge	1932
SC-639N (Bedford County)	Hurricane Dr / 639	Branch of Oslin Creek	Fair Bridge	1932
SC-639N (Bedford County)	Hurricane Dr / 639	Hurricane Creek	Fair Bridge	1932
SC-642E (Bedford County)	Toms Road/642	Stony Creek	Good Bridge	1932
SC-643E (Bedford County)	Cifax Road 643	Chestnut Branch	Poor Bridge	1932
SC-643E (Bedford County)	Otterville Rd 643	Sycamore Creek	Fair Bridge	1932
SC-643E (Bedford County)	Jopling Rd/643	Br. Big Otter River	Good Bridge	1932
SC-643E (Bedford County)	Jopling Road / 643	Br. of Big Otter River	Good Bridge	1932
SC-644E (Bedford County)	Lankford Mill 644	Oslin Creek	Good Bridge	1932
SC-644E (Bedford County)	Old Cifax Rd/644	Branch of Elk Creek	Fair Bridge	1932
SC-657N (Bedford County)	Rocky Mt. Rd./ 657	Cove Creek	Good Bridge	1932
SC-657N (Bedford County)	Rocky Mtn Rd 657	Ivy Creek	Good Bridge	1932

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
SC-657N (Bedford County)	Rocky Mtn Rd 657	Ivy Creek	Good Bridge	1932
SC-669N (Bedford County)	Sycamore Dr. / 669	Branch of Sycamore Creek	Good Bridge	1963
SC-674N (Bedford County)	Lazenbury Rd./674	Branch of Oslin Creek	Good Bridge	1932
SC-684N (Bedford County)	Penicks Mill Rd684	Camp Creek	Fair Bridge	1971
SC-692N (Bedford County)	Cool Springs Rd692	Camp Creek	Good Bridge	1991
SC-693N (Bedford County)	Pike Road 693	Branch of Goose Creek	Good Bridge	1932
SC-698E (Bedford County)	Villamont Rd / 698	Br. South Fork Goose Cr.	Fair Bridge	1932
SC-731E (Bedford County)	Chestnut ForkRd731	Br. Difficult Run Creek	Fair Bridge	1932
SC-744N (Bedford County)	Von Roy Road 744	Branch of Wolf Creek	Fair Bridge	1932
SC-744N (Bedford County)	Von Roy Rd./744	Wolf Creek	Good Bridge	1932
SC-749N (Bedford County)	Mead Valley Rd/749	Branch of Shoulder Run	Good Bridge	1932
SC-752N (Bedford County)	Fontella Rd. / 752	Indian Run	Good Bridge	1932
SC-755E (Bedford County)	Simmons Mill Rd755	Br of Bore Auger Creek	Poor Bridge	1932
SC-765E (Bedford County)	Ovrstrt Cr Rd 765	Overstreet Creek	Fair Bridge	1932
SC-805E (Bedford County)	Stone Mtn Rd 805	Bold Branch	Fair Bridge	1932
SC-808E (Bedford County)	Island Crk Rd 808	Buttermilk Creek	Fair Bridge	1962
SC-682E (Bedford County)	Woods Rd./682	Br. of Big Otter River	Good Bridge	1932
SC-640N (Bedford County)	Wheats Valley Road	Br of Overstreet Creek	Good Bridge	1971
SC-643E (Bedford County)	Otterville Rd 643	N Fork Otter River	Good Bridge	1957
SC-752N (Bedford County)	Fontella Rd./752	Indian Run	Good Bridge	1932
SC-693N (Bedford County)	Pike Rd / 693	Branch of Goose Creek	Good Bridge	1932
SC-695N (Bedford County)	GooseCrVallyRd/695	Br North Fork Goose Cr	Fair Bridge	1932
SC-695N (Bedford County)	Goose Ck Val Rd695	Br North Fork Goose Cr	Good Bridge	1932
SC-831E (Bedford County)	ThaxtonSchoolRd831	Branch of Wolf Creek	Good Bridge	1932
SC-684N (Bedford County)	PenicksMill Rd 684	Branch of Wolf Creek	Good Bridge	1932
SC-726N (Bedford County)	Quarterwood rd.726	Branch of Shockoe Creek	Fair Bridge	1932
SC-726N (Bedford County)	Quarterwood Rd 726	Branch of Goose Creek	Good Bridge	1932
SC-726N (Bedford County)	Wlkrn Mill Rd 726	Branch of Goose Creek	Good Bridge	1932
SC-680N (Bedford County)	Wheatland Road/680	Branch of Wolf Creek	Good Bridge	1932
SC-731E (Bedford County)	Amos Bridge Rd/731	Amos Branch	Fair Bridge	1962
SC-735N (Bedford County)	Rock Cliff Rd. 735	Branch of Goose Creek	Good Bridge	1932
SC-732N (Bedford County)	Headens Br.Rd./732	Mae's Branch	Good Bridge	1932
SC-653N (Bedford County)	Mill Iron Rd 653	Kates Branch	Good Bridge	1932
SC-749N (Bedford County)	MeadorsSpurRd/749	Branch of Shoulder Run	Good Bridge	1932
SC-784E (Bedford County)	Nicopolis Drive	Little Otter River	Fair Bridge	1960
SC-644E (Bedford County)	Lankford Mill 644	Sycamore Creek	Good Bridge	1932
SC-695N (Bedford County)	Murrells Gap R 680	North Fork Goose Creek	Good Bridge	1992
SC-628N (Bedford County)	Bishops Cr. Rd.628	Back Creek	Good Bridge	1932
SC-727E (Bedford County)	Gladdy Br.Rd./731	Glader Branch	Fair Bridge	1965
SC-731E (Bedford County)	Dowdy Crossing 731	Crab Orchard Creek	Good Bridge	1967
SC-634N (Bedford County)	HARDY ROAD 634	NS RAILWAY	Fair Bridge	1967

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
SC-718E (Bedford County)	Bell Town Rd718	Little Otter River	Good Bridge	1967
SC-755E (Bedford County)	Union Church Road	Goose Creek	Good Bridge	1968
SC-643E (Bedford County)	Jopling Rd/643	Boyles Branch	Good Bridge	1967
SC-634N (Bedford County)	Hardy Road 634	Roanoke River	Poor Bridge	1963
Mcghee St. (Town of Bedford)	MCGHEE STREET	MCGHEE ST O NS RAILWAY	Poor Bridge	1907
VA-43N	Virginia Byway/43	Ninninger Creek	Good Culvert	1974
VA-24E	Shingle Block Rd24	Body Camp Creek	Good Culvert	1948
US-501N	Lee-Jackson Hwy501	Peters Creek	Good Culvert	1979
US-501N	Lee-Jackson Hwy501	Battery Creek	Fair Culvert	1978
US-501N	Lee-Jackson Hwy501	Hunting Creek	Good Culvert	1974
VA-24E	StewartsvilleRd/24	Shoulder Run	Good Culvert	1932
VA-24E	StewartsvilleRd/24	Branch of Shoulder Run	Good Culvert	1932
VA-24E	StewartsvilleRd/24	Branch	Good Culvert	1932
VA-24E	Stewartsville Rd24	Branch of Stony Fork	Fair Culvert	1932
VA-24E	STEWARTSVILLE ROAD	Branch Beaverdam Creek	Fair Culvert	1932
VA-24E	StewartsvilleRd/24	Branch	Good Culvert	1937
VA-24W	StewartsvilleRd/24	Branch	Good Culvert	1937
VA-43N	Leesville Rd 43	Back Creek	Good Culvert	1959
VA-43N	PEAKS RD.	Little Stony Creek	Good Culvert	1932
VA-122N	Big Island Hwy 122	Branch of Reed Creek	Good Culvert	1937
VA-122N	Big Island Hwy 122	Branch of Meadow Creek	Good Culvert	1937
VA-122N	Big Island Hwy 122	Branch of Meadow Creek	Good Culvert	1937
VA-122N	Big Island Hwy/122	Br. of Hurricane Creek	Good Culvert	1937
VA-122N	Big Island Hwy/122	Persimmon Creek	Good Culvert	1937
VA-122N	Big Island Hgwy122	Branch of Otter Creek	Good Culvert	1932
VA-122N	Big Island Hgwy122	Lillies Branch	Fair Culvert	1937
VA-122N	Big Island Hgwy122	Branch of Boyles Branch	Fair Culvert	1932
VA-122N	Big Island Hgwy122	Boyles Branch	Fair Culvert	1932
US-460E	Lynch-Salem TP 460	Br of Big Otter River	Good Culvert	1932
US-460W	Lynch-Salem TP 460	Br of Big Otter River	Good Culvert	1932
US-460E	Lburg-Salem TP 221	Br Little Otter River	Good Culvert	1926
US-460W	Lburg-Salem TP 221	Br Little Otter River	Good Culvert	1926
US-460W	Lynch/SalemTnpk221	Br.of Little Otter River	Good Culvert	1953
US-460E	ROUTE 0221/460	Branch of Wolf Creek	Good Culvert	1954
US-460W	ROUTE 0221/460	Branch of Wolf Creek	Good Culvert	1954
US-460E	LBURG-SALEM TP/221	Branch of Wolf Creek	Good Culvert	1955
US-460E	Lyn-Salem Tnpk/221	Reed Creek	Good Culvert	1932
US-460W	Lyn-Salem Tnpk/221	Reed Creek	Good Culvert	1932
US-460E	Lynch-Sal Trnpk221	Branch Reed Creek	Good Culvert	1955

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
US-460W	Lynch-Sal Trnpk221	Branch Reed Creek	Good Culvert	1955
US-460E	Lburg-Salem TP 221	Br. of Reed Creek	Good Culvert	1955
US-460E	Lynch-SalemTP/221	Branch of Goose Creek	Fair Culvert	1957
US-460W	Lynch-SalemTP/221	Branch of Goose Creek	Fair Culvert	1957
US-460W	Lynch/SalemTrpk221	Br.S.Fork Goose Creek	Good Culvert	1957
US-460E	Lynch/SalemTnpk221	Br. S. Fork Goose Creek	Fair Culvert	1941
US-460W	Lynch/SalemTnpk221	Br. S. Fork Goose Creek	Fair Culvert	1941
US-460E	LynchSalemTpik221	Br. Glade Creek	Good Culvert	1932
US-501N	Lee-Jackson Hwy501	Branch of James River	Poor Culvert	1923
US-501N	Lee-Jackson Hwy501	Branch of James River	Good Culvert	1923
US-501N	LeeJackson Hwy 501	Long Branch	Good Culvert	1986
US-501N	LeeJackson Hwy 501	Cabin Creek	Good Culvert	1986
US-501N	Lee-Jackson Hwy	Skimmer Creek	Good Culvert	1980
US-501N	Lee-Jackson Hwy501	Indian Creek	Good Culvert	1980
US-501N	Lee-JacksonHwy501	Branch of James River	Good Culvert	1932
US-501N	Lee-Jackson Hwy501	Cove Creek	Fair Culvert	1980
VA-43N	PEAKS RD. 43	LITTLE STONEY CREEK	Good Culvert	1932
VA-122N	RTE. 122	RT.122 OVER JOHNS CREEK	Good Culvert	1990
VA-122N	RTE. 122	RTE.122 OVER STREAM	Good Culvert	1990
US-460E	EBL ROUTE 0460	Br of Little Otter River	Good Culvert	1970
US-221N	EBL ROUTE 0221	Br of Little Otter River	Good Culvert	1970
SC-665N (Bedford County)	White Road / 665	Branch Of Elk Creek	Good Culvert	2006
SC-714E (Bedford County)	Falling Crk Rd 714	Falling Creek	Good Culvert	1967
SC-695N (Bedford County)	GooseCkValleyRd695	Br of N Fork of Goose Ck	Good Culvert	1996
SC-608N (Bedford County)	White House Rd 608	Mattox Creek	Fair Culvert	1978
SC-608N (Bedford County)	White House Rd 608	Hunting Creek	Poor Culvert	1978
SC-630E (Bedford County)	CARTER MILL RD/630	ISLAND BRANCH	Good Culvert	1997
SC-745N (Bedford County)	FIDDLER CREEK ROAD	FIDDLER CREEK	Good Culvert	2004
SC-619E (Bedford County)	Jordantown Rd 619	Beaverdam Creek	Good Culvert	1974
SC-619E (Bedford County)	Jordantown Rd 619	Branch Beaverdam Creek	Poor Culvert	1974
SC-619E (Bedford County)	Jordontown Rd 619	Nat Branch	Poor Culvert	1974
SC-637E (Bedford County)	HAWKINS RIDGE ROAD	Roaring Run	Good Culvert	1998
SC-640N (Bedford County)	Gunstock Ck Rd 640	Gunstock Creek	Good Culvert	2000
SC-653N (Bedford County)	Goodview Rd 653	Jumping Run	Good Culvert	1989
SC-654N (Bedford County)	Feldspar Road 654	Mill Creek	Good Culvert	1996
SC-680N (Bedford County)	Wheatland Rd / 680	Fiddlers Creek	Good Culvert	1987
SC-691E (Bedford County)	Quarterwood Rd/691	S.F. Goose Creek	Good Culvert	1970
SC-699E (Bedford County)	Bore Auger Rd 699	Bore Auger Creek	Fair Culvert	1971
SC-713E (Bedford County)	Orrix Creek Rd/713	Orrix Creek	Good Culvert	1984
SC-722N (Bedford County)	Five Forks Road	Nininger Creek	Good Culvert	1999

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
SC-723E (Bedford County)	SkinnellsMillRd723	Skinnells Creek	Poor Culvert	1989
SC-725E (Bedford County)	Phelps Road 725	Machine Creek	Good Culvert	2007
SC-731E (Bedford County)	Chestnut Frk Rd731	Creasey Mill Creek	Good Culvert	2005
SC-732N (Bedford County)	Headens Bdg Rd 732	Rockcastle Creek	Good Culvert	1970
SC-754N (Bedford County)	Saunders Grv Dr754	Bore Auger Creek	Good Culvert	1987
SC-635N (Bedford County)	Beagle Club R 635	Falling Creek	Poor Culvert	1971
SC-680N (Bedford County)	PattersonMillRd680	Br of Little Otter River	Good Culvert	1972
SC-616N (Bedford County)	Saunders Rd / 616	Br. E. Fork Beaverdam Cr	Good Culvert	1996
SC-617N (Bedford County)	PIKE ROAD RT617	Br. N Fork Goose Creek	Good Culvert	2003
SC-699E (Bedford County)	Bore Auger Rd /699	Thompson Creek	Good Culvert	1971
SC-722N (Bedford County)	Old Country Rd 722	Wells Creek	Good Culvert	2006
SC-754N (Bedford County)	Saunders Grv Dr754	Cragged Branch	Fair Culvert	1982
SC-755E (Bedford County)	Nemmo Rd. rte 755	E. Fork Beaver Dam Creek	Good Culvert	1997
SC-755E (Bedford County)	Nemmo RD/RT. 755	Beaver Dam Creek	Good Culvert	1995
SC-757E (Bedford County)	Goodview Town Rd.	Stony Fork	Good Culvert	1995
SC-759N (Bedford County)	Jeters Mill Road	Branch	Good Culvert	1998
SC-839N (Bedford County)	Atkinson H Rd/839	BRANCH OF BEAVER DAM CRK	Good Culvert	1978
SC-726N (Bedford County)	Quarterwood Rd 726	Shockhoe Creek	Good Culvert	2011
SC-619E (Bedford County)	JORDANTOWN RD619	BRANCH	Good Culvert	1974
SC-616N (Bedford County)	Sandy Level Rd/616	Branch of Stoney Fork	Good Culvert	1988
SC-634N (Bedford County)	Hardy Road 634	Sandy Creek	Good Culvert	2001
SC-695N (Bedford County)	Goose Crk Valy Rd	Br. North Fork Goose Cr	Good Culvert	1932
SC-682E (Bedford County)	Kelso Mill Rd./682	Branch of Sheep Creek	Good Culvert	1932
SC-682E (Bedford County)	Kelso Mill Rd/682	Br. of Sheep Creek	Good Culvert	1932
SC-746E (Bedford County)	DickersonMillRd746	Elk Creek	Good Culvert	1932
SC-637E (Bedford County)	Penns Mill Rd 637	Branch of Nelson Creek	Good Culvert	2009
SC-643E (Bedford County)	Otterville Rd/643	Branch of Oslin Creek	Good Culvert	1932
SC-680N (Bedford County)	Wheatland Rd / 680	Br of Little Otter River	Good Culvert	1932
SC-680N (Bedford County)	Sheep Creek Rd 680	Reba Creek	Poor Culvert	1932
SC-684N (Bedford County)	Rocky Ford Rd 684	Branch of Goose Creek	Good Culvert	1932
SC-715N (Bedford County)	Rte. 715/Lowry Rd.	Br of Big Otter River	Good Culvert	2003
SC-757E (Bedford County)	Goodview Rd 757	Kates Creek	Good Culvert	1961
SC-747E (Bedford County)	Joppa Mill Rd /747	Shoulder Run	Good Culvert	1959
SC-619E (Bedford County)	Turner Brch Rd 619	Falling Creek	Good Culvert	1967
SC-608N (Bedford County)	Tolers Ferry R 608	Howells Creek	Good Culvert	1963
SC-607N (Bedford County)	MT VIEW CH. RD/607	SOUTH FORK GOOSE CREEK	Good Culvert	1964
SC-695N (Bedford County)	GooseCrkVlyRd/695	Br North Fork Goose Cr	Good Culvert	1963
SC-628N (Bedford County)	Mentow Dr. 628	Branch of Orrix Creek	Good Culvert	2004
SC-673N (Bedford County)	Benchmark Lane 673	Br. of Big Otter River	Good Culvert	1985
SC-757E (Bedford County)	Goodview Rd 757	Beaver Dam Creek	Good Culvert	1965

Route Number (Bedford County)	Road Name	Features	Rating	Year Built
SC-886E (Bedford County)	DREWRY'S HILL ROAD	Branch Falling Creek	Good Culvert	1937
SC-886E (Bedford County)	DREWRY'S HILL ROAD	BRANCH OF FALLING CREEK	Good Culvert	1937
SC-1411N (Bedford County)	LONGHILL ROAD	Br. of Big Otter River	Poor Culvert	1997
SC-722N (Bedford County)	Five Forks Rd 722	Hill Creek	Fair Culvert	1974

Campbell County

Table 25. Inventory of Bridges and their Structural Status (Campbell)

Route Number (Campbell County)	Road Name	Features	Rating	Year Built
VA-40E	Wickliffe Avenue	Falling River	Good Bridge	1996
US-29N	Route 29 NBL	Big Otter River	Fair Bridge	1953
VA-43N	Bedford Highway	Plumtree Branch	Fair Bridge	1954
VA-24E	Village Highway	NS Railway	Good Bridge	1962
US-501N	Brookneal Highway	Suck Creek	Good Bridge	2008
US-29S	Rt 29 Bypass SBL	NS Railway & Route 626	Good Bridge	1973
US-29N	Rt 29 Bypass NBL	NS Railway & Route 626	Good Bridge	1973
US-29S	Route 29 SBL	Otter River	Good Bridge	1974
VA-43N	Route 43	Route 29 Bypass	Good Bridge	1973
US-29S	SBL Route 29	Roanoke River & NS Rail	Good Bridge	1973
SC-604E (Campbell County)	Red Oak School Rd.	South Fork Falling River	Fair Bridge	1939
SC-605E (Campbell County)	Whipping Creek Rd	Whipping Creek	Good Bridge	1932
SC-605E (Campbell County)	Swinging Bridge Rd	Falling River	Good Bridge	1989
SC-614E (Campbell County)	McIver Ferry Rd.	Branch Whipping Creek	Good Bridge	1932
SC-615E (Campbell County)	Red House Road	Little Falling River	Good Bridge	1950
SC-615E (Campbell County)	Red House Road	Falling River	Good Bridge	1979
SC-618N (Campbell County)	Irvindale Road	Little Falling River	Good Bridge	1988
SC-633E (Campbell County)	Epsons Road	Hill Creek	Fair Bridge	1939
SC-633E (Campbell County)	Epsons Road	Whipping Creek	Good Bridge	1959
SC-643N (Campbell County)	Lewis Ford Rd.	Falling River	Good Bridge	2016
SC-645E (Campbell County)	Hurt Road	Little Falling River	Fair Bridge	1932
SC-646N (Campbell County)	Morris Church Road	Little Falling River	Fair Bridge	1932
SC-646N (Campbell County)	Spring Mill Road	NS Railway	Good Bridge	1975
SC-648N (Campbell County)	Three Creeks Road	Branch Suck Creek	Good Bridge	2001
SC-648N (Campbell County)	Nowlins Mill Road	Falling River	Good Bridge	1969
SC-651N (Campbell County)	Bear Creek Road	Molley Creek	Fair Bridge	1970
SC-652E (Campbell County)	Pigeon Run Road	Molley Creek	Good Bridge	1999
SC-654E (Campbell County)	Marshall Mill Road	Mollys Creek	Good Bridge	1971
SC-663E (Campbell County)	Bethany Road	Falling River	Good Bridge	1932
SC-663E (Campbell County)	Bethany Road	Button Creek	Good Bridge	2015
SC-682N (Campbell County)	Leesville Road	Otter River	Good Bridge	1974
SC-686E (Campbell County)	Browns Mill Road	Seneca Creek	Good Bridge	2007
SC-696N (Campbell County)	Dearborn Road	Flat Creek	Poor Bridge	1915
SC-696N (Campbell County)	Dearborne Road	Troublesome Creek	Fair Bridge	1932
SC-698E (Campbell County)	Theta Mill Road	Big Seneca Creek	Good Bridge	1960
SC-699E (Campbell County)	Gladys Road	Hills Creek	Good Bridge	1970
SC-699E (Campbell County)	Gladys Road	Seneca Creek	Good Bridge	1978

Route Number (Campbell County)	Road Name	Features	Rating	Year Built
SC-701E (Campbell County)	Lambs Church Road	Hills Creek	Good Bridge	2016
SC-704E (Campbell County)	Seneca Road	Seneca Creek	Good Bridge	1928
SC-704E (Campbell County)	Seneca Road	Seneca Creek	Fair Bridge	1928
SC-705E (Campbell County)	Covered Bridge Rd.	Swan Creek	Good Bridge	2013
SC-711N (Campbell County)	Tardy Mountain Rd.	NS Railway	Poor Bridge	1932
SC-761N (Campbell County)	Long Island Road	Staunton River	Good Bridge	1986
SC-705E (Campbell County)	Covered Bridge Rd	Seneca Creek	Fair Bridge	1953
SC-712E (Campbell County)	Riverbend Road	Otter River	Fair Bridge	1927
SC-607E (Campbell County)	Winfall Road	Molly Creek	Fair Bridge	1950
SC-687N (Campbell County)	Gough Road	Br. of Little Seneca Ck.	Good Bridge	1957
SC-655N (Campbell County)	Rocky Road	Branch Mollys Creek	Good Bridge	2001
SC-701E (Campbell County)	East Ferry Road	Trib. Little Seneca Crk	Good Bridge	2006
SC-633E (Campbell County)	Epsons Road	Br. Staunton River	Good Bridge	1932
SC-637E (Campbell County)	Whitehall Road	Hill Creek	Good Bridge	1998
SC-701E (Campbell County)	East Ferry Road	Seneca River	Good Bridge	1959
SC-656N (Campbell County)	Plum Branch Road	NS Railway	Good Bridge	1961
SC-648N (Campbell County)	Three Creeks Road	Mollys Creek	Good Bridge	1963
SC-656N (Campbell County)	Plum Branch Road	Plum Branch	Good Bridge	1963
SC-606E (Campbell County)	New Chapel Road	South Fork Falling River	Good Bridge	1964
SC-650N (Campbell County)	Mollys Creek Road	Mollys Creek	Poor Bridge	1965
SC-633E (Campbell County)	Goat Island Road	Seneca Creek	Good Bridge	1965
SC-698E (Campbell County)	Theta Mill Road	E. Little Seneca Creek	Fair Bridge	1965
SC-646N (Campbell County)	Spring Mill Road	Falling River	Good Bridge	1968
SC-635N (Campbell County)	Collins Ferry Road	Whipping Creek	Good Bridge	1966
BUS US-29N (4 Pittsylvania\Hurt\Altavista\Campbell)	Dearing Ford Road	Rt 29 Bypass NBL/SBL	Good Bridge	1973
SC-714N (Campbell County)	Route 714	Route 29 Bypass	Good Bridge	1973
SC-711N (Campbell County)	Clarion Road	Rt 29 Bypass NBL & SBL	Good Bridge	1974
SC-761N (Campbell County)	Straightstone Road	S Channel Staunton River	Good Bridge	1955
VA-24E	Village Highway	Button Creek	Good Culvert	1960
VA-24E	Village Highway	Trib. Button Creek	Fair Culvert	1960
VA-24E	Village Highway	Trib. Button Creek	Good Culvert	1960
VA-24E	Village Highway	Flat Creek	Good Culvert	1932
VA-40E	Wickliffe Avenue	Trib. Turnip Creek	Fair Culvert	1932
VA-43N	Bedford Highway	Bishop Creek	Fair Culvert	1956
VA-43N	Bedford Highway	Pretty Creek	Good Culvert	1956
US-29N	Route 29 Bypass	Branch Staunton River	Fair Culvert	1973
US-29S	Route 29 Bypass	Branch Staunton River	Fair Culvert	1973
US-29N	Route 29 Bypass	Lynch Creek	Fair Culvert	1973
US-29S	Route 29 Bypass	Lynch Creek	Fair Culvert	1973
SC-601E (Campbell County)	Juniper Cliff Road	Phelps Creek	Good Culvert	1997

Route Number (Campbell County)	Road Name	Features	Rating	Year Built
SC-601E (Campbell County)	Hat Creek Road	Entry Creek	Poor Culvert	1972
SC-605E (Campbell County)	Swinging Bridge Rd	Hat Creek	Good Culvert	1989
SC-615E (Campbell County)	Red House Road	Jacobs Creek	Good Culvert	2002
SC-742E (Campbell County)	Taylor Place	Branch Archer Creek	Fair Culvert	1948
SC-742E (Campbell County)	Taylor Place	Archer Creek	Fair Culvert	1948
SC-626E (Campbell County)	Goodman Crossing R	Trib. Big Otter River	Good Culvert	2013
SC-646N (Campbell County)	Springmill Road	Bargers Branch	Poor Culvert	1986
SC-648N (Campbell County)	Three Creek Rd	Suck Creek	Good Culvert	1988
SC-651N (Campbell County)	Bear Creek Road	Button Creek	Fair Culvert	1973
SC-682N (Campbell County)	Leesville Road	Johnson Creek	Good Culvert	2005
SC-699E (Campbell County)	Gladys Road	Cheese Creek	Good Culvert	1971
SC-701E (Campbell County)	East Ferry Road	Little Seneca Creek	Good Culvert	2004
SC-712E (Campbell County)	Dearing Ford Road	Halls Branch	Good Culvert	1970
SC-751E (Campbell County)	Stone Road	Rough Creek	Good Culvert	2002
SC-601E (Campbell County)	Juniper Cliff Road	Phelps Creek	Good Culvert	1997
SC-650N (Campbell County)	Mollies Creek Road	Suck Creek	Good Culvert	1976
SC-696N (Campbell County)	Dearborn Road	Branch Troublesome Creek	Good Culvert	2005
SC-705E (Campbell County)	Covered Bridge Rd	Buck Branch	Fair Culvert	1976
SC-737E (Campbell County)	Wheeler Road	S. Fork Falling River	Good Culvert	2010
SC-737E (Campbell County)	Wheeler Road	Trib. S. ForkFalling Rvr	Fair Culvert	1974
SC-672E (Campbell County)	Maddox Road	Whipping Creek	Good Culvert	1997
SC-711N (Campbell County)	Tardy Mtn. Road	Tardy Branch	Good Culvert	1970
SC-601E (Campbell County)	White Tail Road	Hat Creek	Fair Culvert	1963
SC-600N (Campbell County)	Dog Creek Road	Dog Creek	Fair Culvert	1932
SC-718N (Campbell County)	Taylor Ford Rd	Wooding Branch Creek	Good Culvert	1961
SC-633E (Campbell County)	Goat Island Road	Long Branch	Fair Culvert	1988
SC-686E (Campbell County)	Browns Mill Road	Rough Creek	Good Culvert	1932
SC-682N (Campbell County)	Leesville Road	Stream	Good Culvert	1932
SC-658N (Campbell County)	Toll Gate Road	Branch Plum Branch	Good Culvert	1932
SC-656N (Campbell County)	Plum Branch Road	Naked Creek	Good Culvert	1961
SC-641N (Campbell County)	Hickory Creek Road	Hickory Creek	Good Culvert	1987
SC-692E (Campbell County)	MASONS MILL ROAD	UNNAMED STREAM	Good Culvert	2016
SC-692E (Campbell County)	Masons Mill Road	Troublesome Creek	Good Culvert	1995
SC-604E (Campbell County)	Red Oak School Rd.	Tributary Falling River	Good Culvert	2004
SC-1012E (Campbell County)	Two Bid Road	Troublesome Creek	Good Culvert	2010
SC-790N (Campbell County)	Homeplace Road	Trib. Molly Creek	Good Culvert	1968
SC-778E (Campbell County)	Hughes Road	East Little Seneca Creek	Good Culvert	2003
SC-651N (Campbell County)	Bear Creek Road	Branch Suck Creek	Good Culvert	2010

Appendix E. AADT Volumes for Primary Roads by County

Amherst County

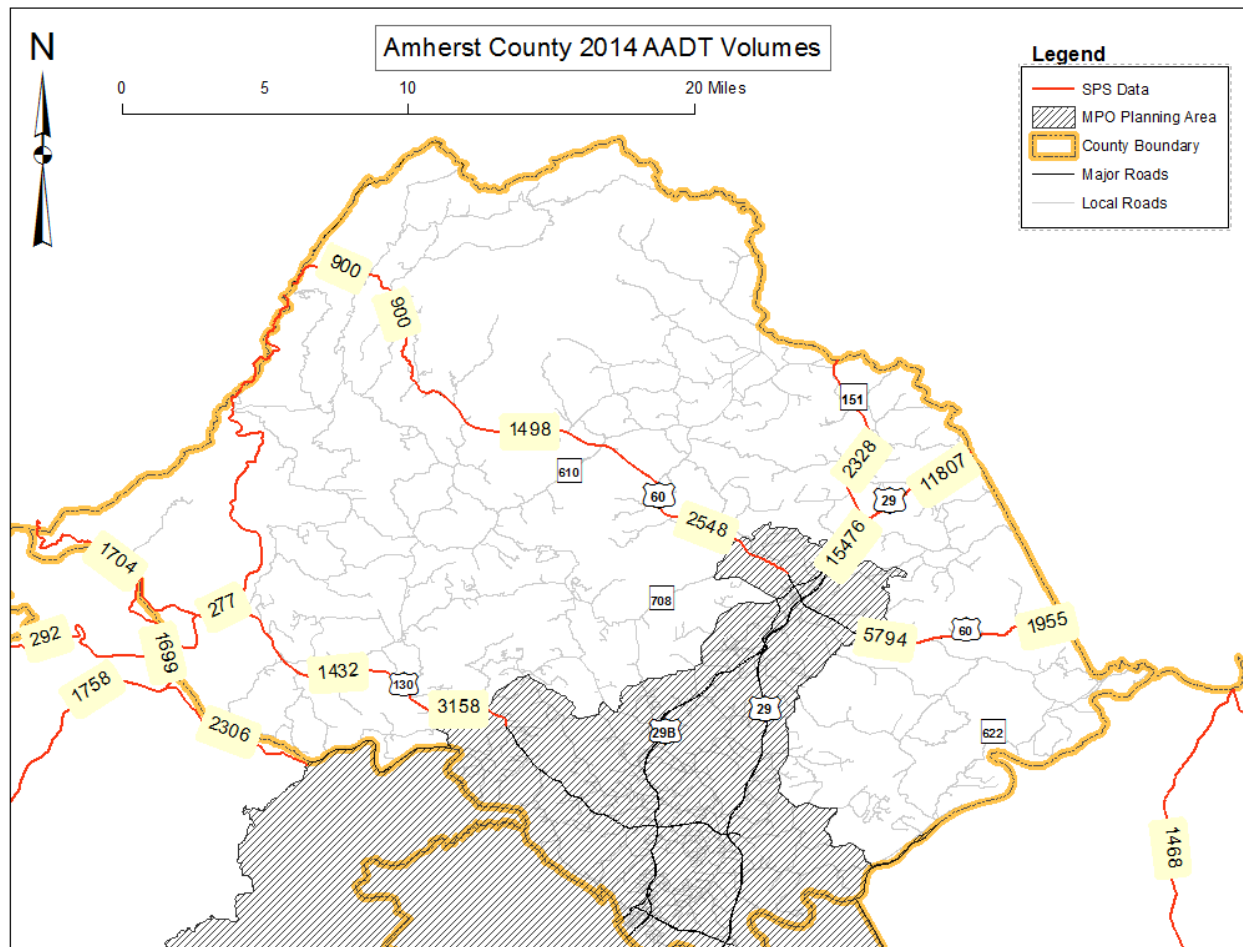


Figure 13. Amherst County 2014 AADT Volumes (VDOT)

Appomattox County

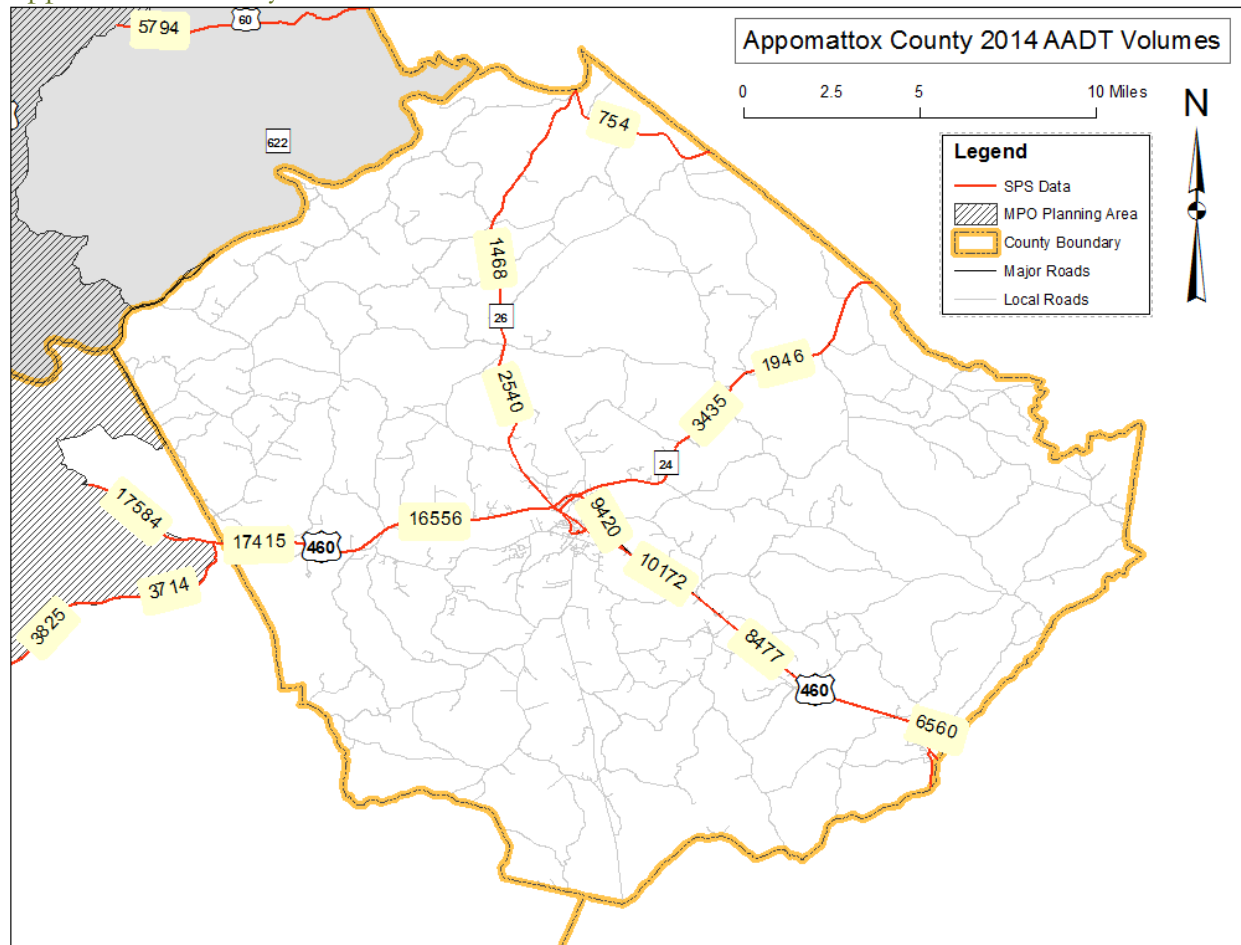


Figure 14. Appomattox County 2014 AADT Volumes (VDOT)

Bedford County

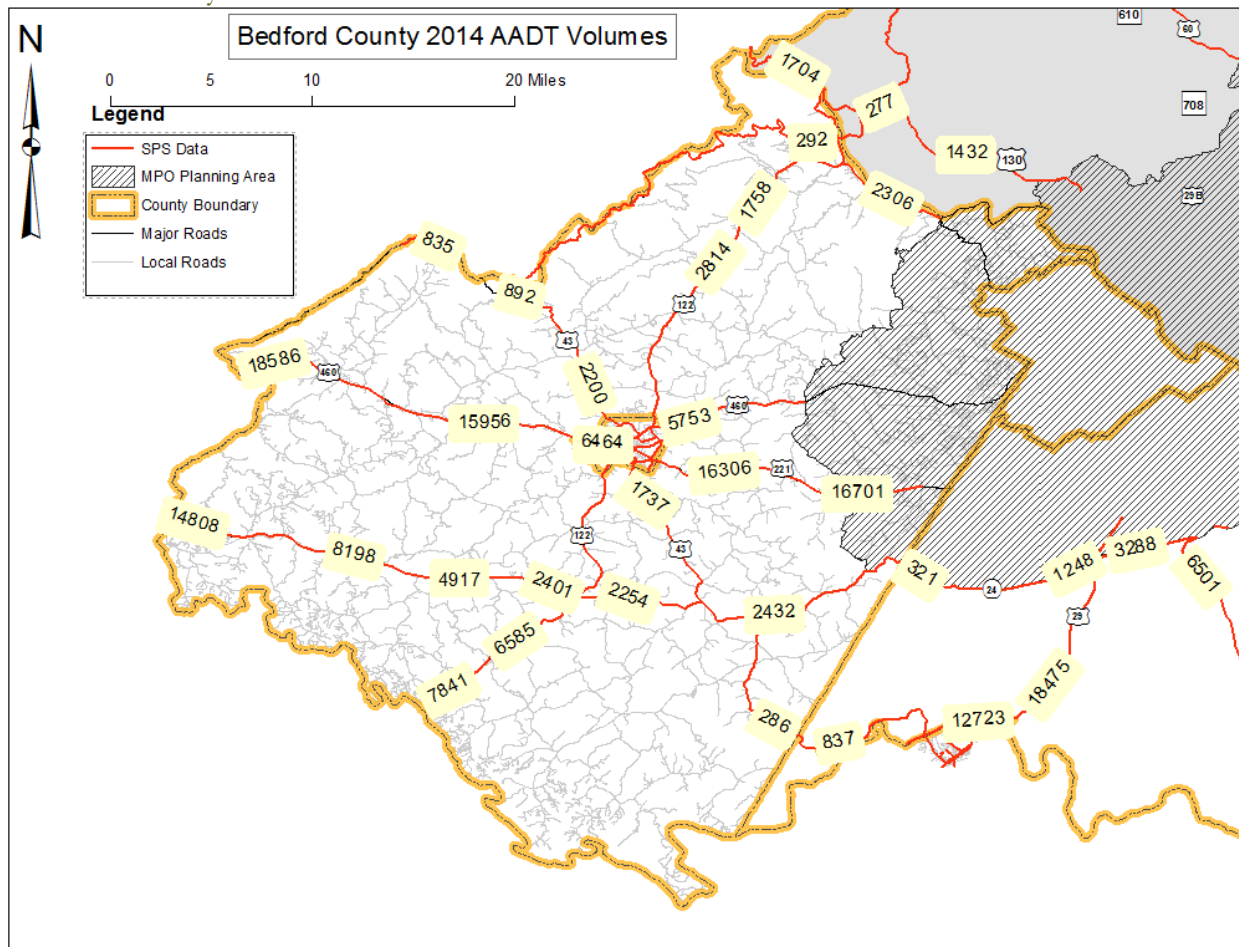


Figure 15. Bedford County 2014 AADT Volumes (VDOT)

Campbell County

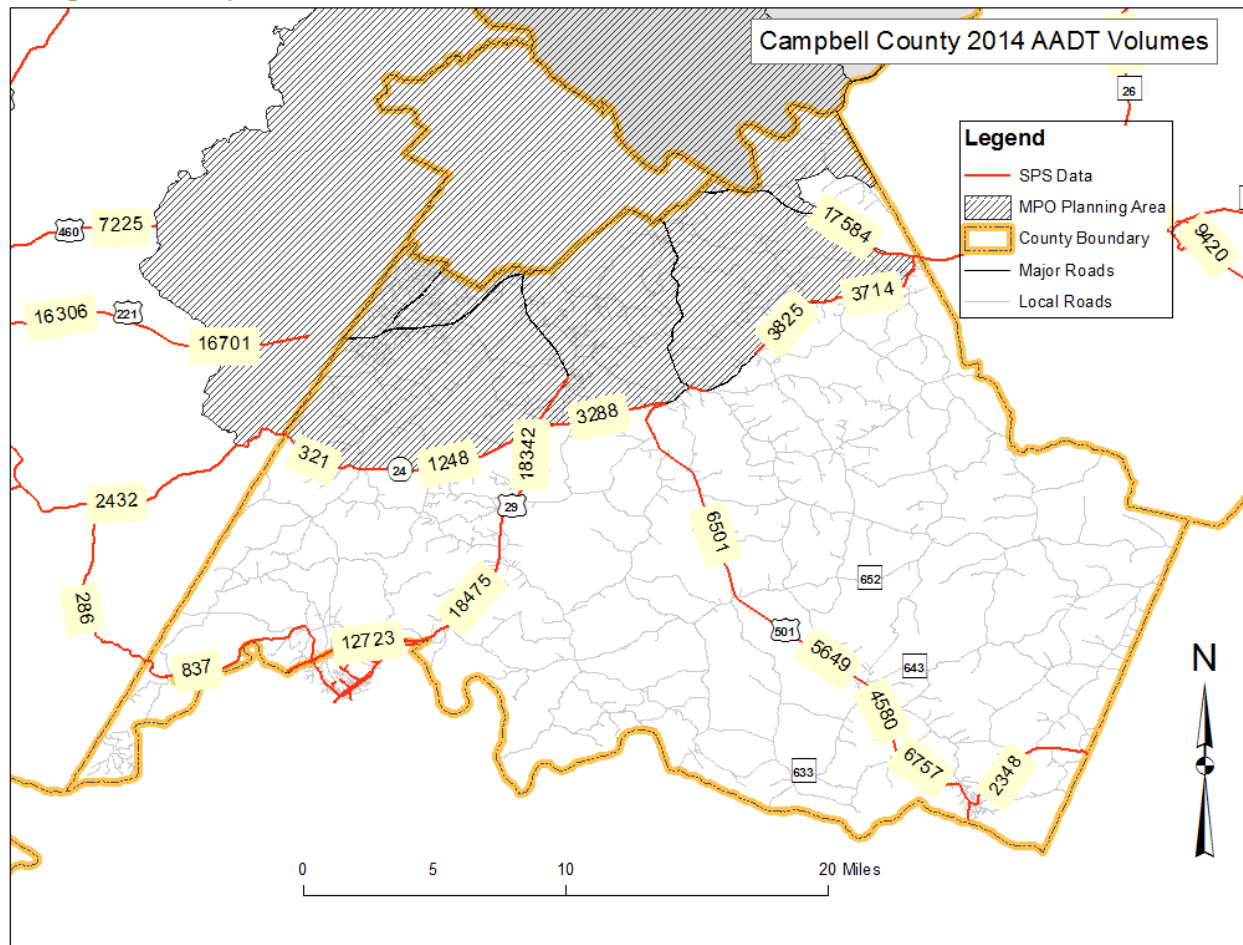


Figure 16. Campbell County 2014 AADT Volumes (VDOT)

Appendix F. Bike Accommodation Recommendations from Region 2000 Bicycle Plan by County (RLRTP2040 Planning Area Only)

Amherst County

Table 26. Bike Accommodation Recommendations from Region 2000 Bicycle Plan (Amherst)

ROUTE (Amherst)	Street Name	Segment From	Segment To	Recommendation
29	AMHERST HIGHWAY	RTE 151	RTE 610	Signage, pave 2' shoulder
29	AMHERST HIGHWAY	RTE 610	NELSON CL	Signage, pave 2' shoulder
60	LEXINGTON TPKE	AMHERST WCL	RTE 29 BUS	Signage, pave 2' shoulder
60	LEXINGTON TPKE	ROCKBRIDGE CL	RTE 634	Signage, pave 2' shoulder
60	LEXINGTON TPKE	ROCKBRIDGE CL	RTE 634	Signage, pave 2' shoulder
60	LEXINGTON TPKE	ROCKBRIDGE CL	RTE 634	Signage, pave 2' shoulder
60	LEXINGTON TPKE	ROCKBRIDGE CL	RTE 634	Signage, pave 2' shoulder
60	LEXINGTON TPKE	RTE 610	RTE 778	Signage, pave 2' shoulder
60	LEXINGTON TPKE	RTE 617	AMHERST WCL	Signage, pave 2' shoulder
60	LEXINGTON TPKE	RTE 631	RTE 610	Signage, pave 2' shoulder
60	LEXINGTON TPKE	RTE 634	RTE 635 EAST	Signage, pave 2' shoulder
60	LEXINGTON TPKE	RTE 634	RTE 635 EAST	Signage, pave 2' shoulder
60	LEXINGTON TPKE	RTE 634	RTE 635 EAST	Signage, pave 2' shoulder
60	LEXINGTON TPKE	RTE 635 EAST	RTE 631	Signage, pave 2' shoulder
60	LEXINGTON TPKE	RTE 778	RTE 617	Signage, pave 2' shoulder
60	RICHMOND HWY	AMHERST ECL / RTE 606 WEST	EAST RTE. 606	Signage, pave 2' shoulder
60	RICHMOND HWY	ROUTE 604	RTE 600	Signage, pave 2' shoulder
60	RICHMOND HWY	RTE 600	NELSON CL	Signage, pave 2' shoulder
130	ELON RD	RTE 501	RTE 727 WEST	Signage, pave 2' shoulder
130	ELON RD	RTE 501	RTE 727 WEST	Signage, pave 2' shoulder
130	ELON RD	RTE 635	STUDY AREA BOUNDARY	Signage, pave 2' shoulder
130	ELON RD	RTE 727 WEST	RTE 635	Signage, pave 2' shoulder
130	ELON RD	STUDY AREA BOUNDARY	AMBROSE RUCKER ROAD	Signage, pave 2' shoulder
130	ELON ROAD	AMBROSE RUCKER ROAD	MONOCAN PARK ROAD	Signage, pave 2' shoulder
130	ELON ROAD	MONOCAN PARK ROAD	RIVER ROAD	Signage, pave 2' shoulder
130	ELON ROAD	RIVER ROAD	WINRIDGE DRIVE	Signage, pave 2' shoulder
151	PATRICK HENRY HWY	RTE 610	NELSON CL	Signage, pave 2' shoulder
501	GLASGOW HWY	ROCKBRIDGE CL	RTE 501	Signage, pave 2' shoulder
635	BUFFALO SPRINGS TURNPIKE	RTE 130	RTE 643 EAST	Signage, pave 2' shoulder
635	BUFFALO SPRINGS TURNPIKE	RTE 636 NORTH	RTE 60 EAST	Signage, pave 2' shoulder
635	BUFFALO SPRINGS TURNPIKE	RTE 643 EAST	RTE 610 NORTH	Signage, pave 2' shoulder
636	HIGH PEAK ROAD	RTE 656	RTE 657	Signage, pave 2' shoulder

ROUTE (Amherst)	Street Name	Segment From	Segment To	Recommendation
636	HIGH PEAK ROAD	RTE 657	RTE 653	Signage, pave 2' shoulder
636	HIGH PEAK ROAD	RTE 671	RTE 656	Signage, pave 2' shoulder
653	AMBROSE RUCKER ROAD	ELON ROAD	MILLER CREEK	Signage, pave 2' shoulder
655	FATHER JUDGE ROAD	FATHER JUDGE ROAD	FALL ROCK CREEK BRIDGE	Signage, pave 2' shoulder
663	NORTH COOLWELL ROAD	AMHERST HIGHWAY NORTH	OLD STAGE ROAD	Signage, pave 2' shoulder
663	NORTH COOLWELL ROAD	OLD STAGE ROAD	NS RR/UAB	Signage, pave 2' shoulder
669	AMELON ROAD	RTE 669/670(IZAAK WALTON RD)	0.63MI. EAST OF RTE 670	Signage, pave 2' shoulder
670	IZAAK WALTON ROAD	GLADE ROAD / RTE 130	DOGWOOD DRIVE	Signage, pave 2' shoulder
670	PARTRIDGE CREEK RD	ROUTE 663 N	ROUTE 604	Signage, pave 2' shoulder
671	NORTH FIVE FORKS ROAD	AMHERST HIGHWAY SOUTH	HIGH PEAK ROAD	Signage, pave 2' shoulder
671	NORTH FIVE FORKS ROAD	AMHERST HIGHWAY SOUTH	HIGH PEAK ROAD	Signage, pave 2' shoulder
671	SOUTH FIVE FORKS ROAD	HIGH PEAK ROAD	AMHERST HIGHWAY NORTH	Signage, pave 2' shoulder
675	WINESAP ROAD	WINRIDGE DRIVE	AMHERST HIGHWAY	Signage, pave 2' shoulder
677	DIXIE AIRPORT ROAD	WRIGHT SHOP ROAD	AMELON ROAD (669)	Signage, pave 2' shoulder
677	OLD WRIGHT SHOP ROAD	OLD WRIGHT SHP RD(RT833E)	DIXIE AIRPORT RD(RT 677)	Signage, pave 2' shoulder
685	RIVER ROAD	ELON ROAD	SOUTHERN RAILROAD	Signage, pave 2' shoulder
778	LOWESVILLE ROAD	RTE 60	RTE 610 NORTH	Signage, pave 2' shoulder
778	LOWESVILLE ROAD	RTE 610 NORTH	RTE 627	Signage, pave 2' shoulder
778	LOWESVILLE ROAD	RTE 621	NELSON CL	Signage, pave 2' shoulder
778	LOWESVILLE ROAD	RTE 627	RTE 621	Signage, pave 2' shoulder
795	WINRIDGE DRIVE	ELON ROAD	WINESAP ROAD	Signage, pave 2' shoulder
823	FIBRE PLANT ROAD	RTE 600	RTE 622	Signage, pave 2' shoulder
833	OLD WRIGHT SHOP ROAD	WRIGHT SHOP ROAD	SEMINOLE DRIVE	Signage, pave 2' shoulder

Appomattox County

Table 27. Bike Accommodation Recommendations from Region 2000 Bicycle Plan (Appomattox)

ROUTE (Appomattox)	Street Name	Segment From	Segment To	Recommendation
24	OLD COURTHOUSE ROAD	RTE 616	RTE 654	Signage, pave 2' shoulder
24	OLD COURTHOUSE ROAD	RTE 654	RTE 626	Signage, pave 2' shoulder
24	OLD COURTHOUSE ROAD	RTE 656 NORTH	RTE 616	Signage, pave 2' shoulder
26	OAKVILLE RD	RTE 460 BYPASS	RTE 608	Signage, bike lane
26	OAKVILLE ROAD	RTE 608	RTE 611	Signage, bike lane
26	OAKVILLE ROAD	RTE 611	RTE 60	Signage, pave 2' shoulder
47	THOMAS JEFFERSON HWY	CHARLOTTE CL	PAMPLIN CITY SCL	Signage, pave 2' shoulder
47	THOMAS JEFFERSON HWY	PAMPLIN CITY SCL	RTE 460 BUS	Signage, pave 2' shoulder
60	ANDERSON HWY	RTE 26	BUCKINGHAM CL	Signage, pave 2' shoulder
131	OLD COURTHOUSE RD	RTE 460 BUS EAST	RTE T-727 NORTH	Signage, bike lane
131	OLD COURTHOUSE RD	RTE 460 BUS WEST	RTE 24	Signage, bike lane
131	OLD COURTHOUSE ROAD	RTE T- 727 NORTH	RTE T-727 SOUTH	Signage, pave 2' shoulder
131	OLD COURTHOUSE ROAD	RTE T-691	RTE T-1008	Signage, pave 2' shoulder
131	OLD COURTHOUSE ROAD	RTE T-727 SOUTH	RTE T-691	Signage, pave 2' shoulder
460	PAMPLIN RD	RTE 131 WEST	RTE 131 EAST	Signage, pave 2' shoulder
460	PAMPLIN RD	RTE 131 WEST	RTE 460 BYPASS WEST	Signage, pave 2' shoulder
460	PAMPLIN RD	RTE 460 BYPASS WEST	RTE 47	Signage, bike lane
460	RICHMOND HIGHWAY	RTE 613	RTE 460 BUS WEST	Signage, pave 2' shoulder
460	RICHMOND HIGHWAY	RTE 628	RTE 460 BUS WEST	Signage, pave 2' shoulder
460	RICHMOND HIGHWAY	RTE 647 WEST	RTE 613	Signage, pave 2' shoulder
460	RICHMOND HIGHWAY	RTE 647 WEST	RTE 613	Signage, pave 2' shoulder
604	PROMISE LAND ROAD	RTE 646	RTE 650	Signage, pave 2' shoulder
604	PROMISE LAND ROAD	RTE 650	RTE 679	Signage, pave 2' shoulder
604	PROMISE LAND ROAD	RTE 679	RTE 727	Signage, pave 2' shoulder
605	DREAMING CREEK ROAD	RTE 667	RTE 683	Signage, pave 2' shoulder
606	PROMISE LAND ROAD	RTE 646	RTE 650	Signage, pave 2' shoulder
608	STONEWALL ROAD	CAMPBELL CL	RTE 609	Signage, pave 2' shoulder
608	STONEWALL ROAD	RTE 26	RTE 616	Signage, pave 2' shoulder
608	STONEWALL ROAD	RTE 609	RTE 669 WEST	Signage, pave 2' shoulder
608	STONEWALL ROAD	RTE 667 NORTH	RTE 26	Signage, pave 2' shoulder
608	STONEWALL ROAD	RTE 669 WEST	RTE 721	Signage, pave 2' shoulder
608	STONEWALL ROAD	RTE 721	RTE 667 NORTH	Signage, pave 2' shoulder
611	LIME PLANT ROAD	RTE 26	RTE 663	Signage, pave 2' shoulder
611	ABBIT BRANCH ROAD	RTE 683	RTE 26	Signage, pave 2' shoulder
611	PARADISE ROAD	RTE 721	RTE 667 NORTH	Signage, pave 2' shoulder
613	SPRING GROVE ROAD	RTE 659	RTE 460	Signage, pave 2' shoulder
613	SPRING GROVE ROAD	RTE 660	RTE 659	Signage, pave 2' shoulder

ROUTE (Appomattox)	Street Name	Segment From	Segment To	Recommendation
613	SPRING GROVE ROAD	RTE 660	RTE 659	Signage, pave 2' shoulder
615	LIBERTY CHAPEL ROAD	RTE 616 SOUTH	RTE 654 NORTH	Signage, pave 2' shoulder
616	OLD GRIST MILL ROAD	RTE 24	RTE 608	Signage, pave 2' shoulder
616	WILDWAY ROAD	RTE 608	RTE 615 SOUTH	Signage, pave 2' shoulder
616	WILDWAY ROAD	RTE 615 SOUTH	RTE 663	Signage, pave 2' shoulder
627	RIVER RIDGE ROAD	RTE 633	RTE 601 EAST	Signage, pave 2' shoulder
628	PINEY RIDGE ROAD	RTE 629 NORTH	RTE 460	Signage, pave 2' shoulder
629	LITTLE CUB RD	RTE 628	RTE 630	Signage, pave 2' shoulder
630	OLD EVERGREEN ROAD	RTE 629	RTE 636	Signage, pave 2' shoulder
630	CEDAR TREE RD	RTE 635	RTE 630	Signage, pave 2' shoulder
630	OLD EVERGREEN ROAD	RTE 636	RTE 681	Signage, pave 2' shoulder
630	OLD EVERGREEN ROAD	RTE 681	RTE 460	Signage, pave 2' shoulder
631	OAKLEIGH AVENUE	ECL APPOMATTOX	RTE 460 BUS	Signage, pave 2' shoulder
631	TRENTS MILL ROAD	RTE 627	APPOMATTOX ECL	Signage, pave 2' shoulder
633	SPRUCE DRIVE	RTE 460	RTE 627	Signage, pave 2' shoulder
635	REDFIELDS ROAD	RTE 1002	RTE 1001	Signage, pave 2' shoulder
635	REDFIELDS ROAD	RTE 681	RTE 695	Signage, pave 2' shoulder
635	REDFIELDS ROAD	RTE 695	RTE 1002	Signage, pave 2' shoulder
641	CHURCH ST	RTE 131 EAST	RTE 460 BUS	Signage, pave 2' shoulder
647	SALEM ROAD	RTE 689	RTE 460 EAST	Signage, pave 2' shoulder
647	SALEM ROAD	RTE 691	RTE 689	Signage, pave 2' shoulder
654	WATT ABBITT ROAD	RTE 24	RTE 736	Signage, pave 2' shoulder
654	WATT ABBITT ROAD	RTE 736	RTE 615 NORTH	Signage, pave 2' shoulder
656	HORSESHOE RD	RTE 24 WEST	RTE 657	Signage, pave 2' shoulder
659	PHELPS BRANCH RD	RTE 613	RTE 26	Signage, pave 2' shoulder
659	PHELPS BRANCH RD	RTE 613	RTE 26	Signage, pave 2' shoulder
663	OAK RIDGE ROAD	RTE 611	RTE 616	Signage, pave 2' shoulder
667	FALLING CREEK ROAD	RTE 611 EAST	RTE 605	Signage, pave 2' shoulder
679	DOUBLE BRIDGES ROAD	RTE 648 WEST	RTE 604	Signage, pave 2' shoulder
681	CEDAR TREE RD	RTE 635	RTE 630	Signage, pave 2' shoulder
683	LIME PLANT RD	RTE 611	RTE 690	Signage, pave 2' shoulder
683	LIME PLANT ROAD	RTE 690	RTE 605	Signage, pave 2' shoulder
691	PUMPING STATION ROAD	RTE 643	RTE 1008	Signage, pave 2' shoulder
691	PUMPING STATION ROAD	RTE 647	RTE 643	Signage, pave 2' shoulder
721	VINEYARD RD	RTE 608	RTE 611	Signage, pave 2' shoulder
727	RED HOUSE ROAD	CHARLOTTE CL	RTE 644 SOUTH	Signage, pave 2' shoulder
727	RED HOUSE ROAD	RTE 604	RTE 1002 SOUTH	Signage, pave 2' shoulder
727	RED HOUSE ROAD	RTE 604	RTE 1002 SOUTH	Signage, pave 2' shoulder
727	RED HOUSE ROAD	RTE 644 NORTH	RTE 604	Signage, pave 2' shoulder
727	RED HOUSE ROAD	RTE 644 SOUTH	RTE 644 NORTH	Signage, pave 2' shoulder
727	CHURCH ST	RTE T-1001	RTE 131 WEST	Signage, pave 2' shoulder

ROUTE (Appomattox)	Street Name	Segment From	Segment To	Recommendation
727	RED HOUSE ROAD	RTE T-1002 SOUTH	RTE T-641	Signage, pave 2' shoulder
727	RED HOUSE ROAD	RTE T-641	RTE T-1001	Signage, pave 2' shoulder
1001	LEE GRANT AVE	RTE T-727	RTE 635	Signage, pave 2' shoulder
1001	LEE GRANT AVE	RTE T-727	RTE 635	Signage, pave 2' shoulder
1002	EVERGREEN AVE	RTE T-727	APPOMATTOX ECL	Signage, pave 2' shoulder
1003	FERGUSON ST	RTE T-691	RTE 131	Signage, pave 2' shoulder
1008	FERGUSON ST	RTE T-691	RTE 131	Signage, pave 2' shoulder
1016	FERGUSON ST	RTE T-691	RTE 131	Signage, pave 2' shoulder
1018	FERGUSON ST	RTE T-691	RTE 131	Signage, pave 2' shoulder

Bedford County

Table 28. Bike Accommodation Recommendations from Region 2000 Bicycle Plan (Bedford)

ROUTE (Bedford)	Street Name	Segment From	Segment To	Recommendation
24	WYATTS WAY	RTE 707	RTE 709	Signage, pave 2' shoulder
43	BEDFORD HIGHWAY	CAMPBELL CL	RTE 728	Signage, pave 2' shoulder
43	DEARING FORD RD	RTE 728	RTE 626	Signage, pave 2' shoulder
122	BIG ISLAND HWY	RTE 602 SOUTH	RTE 501	Signage, pave 2' shoulder
122	BIG ISLAND HWY	RTE 643 SOUTH	RTE 638	Signage, pave 2' shoulder
122	BIG ISLAND HWY	RTE 644	RTE 643 SOUTH	Signage, pave 2' shoulder
221	COLONIAL TRAIL	ELK CREEK BRIDGE	ASHWOOD DRIVE	Signage, pave 2' shoulder
221	COLONIAL TRAIL	RTE 643	RTE 646 EAST	Signage, pave 2' shoulder
221	COLONIAL TRAIL	RTE 646 EAST	ELK CREEK BRIDGE	Signage, pave 2' shoulder
221	COLONIAL TRAIL	RTE 668	RTE 643	Signage, pave 2' shoulder
501	LEE JACKSON HWY	BLUE RIDGE PARKWAY	AMHERST CL	Signage, pave 2' shoulder
501	LEE JACKSON HWY	BLUE RIDGE PARKWAY	AMHERST CL	Signage, pave 2' shoulder
501	LEE JACKSON HWY	BLUE RIDGE PARKWAY	AMHERST CL	Signage, pave 2' shoulder
501	LEE JACKSON HWY	RTE 122	BLUE RIDGE PARKWAY	Signage, pave 2' shoulder
501	LEE JACKSON HWY	RTE 612	RTE 122	Signage, pave 2' shoulder
501	LEE JACKSON HWY	RTE 657	RTE 672	Signage, pave 2' shoulder
501	LEE JACKSON HWY	RTE 672	RTE 905	Signage, pave 2' shoulder
501	LEE JACKSON HWY	RTE 905	RTE 612	Signage, pave 2' shoulder
638	SEDALIA SCHOOL RD	RTE 122	RTE 637 NORTH	Signage, pave 2' shoulder
638	CHARLEMONT RD	RTE 615	RTE 644	Signage, pave 2' shoulder
638	CHARLEMONT RD	RTE 637 SOUTH	RTE 615	Signage, pave 2' shoulder
638	CHARLEMONT RD	RTE 638 SOUTH	RTE 638 NORTH	Signage, pave 2' shoulder
643	OTTERVILLE RD	RTE 122 NORTH	RTE 674	Signage, pave 2' shoulder
643	OTTERVILLE RD	RTE 674	RTE 644	Signage, pave 2' shoulder
644	CENTERVILLE RD	RTE 122	RTE 671	Signage, pave 2' shoulder
644	FANCY FARM RD	RTE 43	RTE 122	Signage, pave 2' shoulder
644	OLD CIFAX RD	RTE 670	RTE 638	Signage, pave 2' shoulder
644	LANKFORD MILL RD	RTE 671	Rte 674	Signage, pave 2' shoulder
663	PERROWVILLE ROAD	RTE 622 N.(HOOPER RD)	QUAIL RIDGE ROAD	Signage, pave 2' shoulder
672	LEE JACKSON HWY	RTE 672	RTE 905	Signage, pave 2' shoulder
707	LONE OAK CROSSING	RTE 43	RTE 24	Signage, pave 2' shoulder
714	FALLING CREEK RD	RTE 715 WEST	RTE 808 EAST	Signage, pave 2' shoulder
714	FALLING CREEK RD	RTE 784	RTE 715 WEST	Signage, pave 2' shoulder
714	FALLING CREEK RD	RTE 808 EAST	RTE 24	Signage, pave 2' shoulder
714	FALLING CREEK RD	SCL BEDFORD	Rte 723	Signage, pave 2' shoulder
811	THOMAS JEFFERSON DRIVE	RTE 622 (WATERLICK RD)	RTE 661	Signage, pave 2' shoulder
854	BURNBRIDGE RD	RTE 221	RTE 811	Signage, pave 2' shoulder

Campbell County

Table 29. Bike Accommodation Recommendations from Region 2000 Bicycle Plan (Campbell)

ROUTE (Campbell)	Street Name	Segment From	Segment To	Recommendation
5	BROAD STREET	LYNCH MILL ROAD	11TH STREET	Sharrow
29	MAIN STREET	SCL ALTAVISTA	BEDFORD AVENUE	Sharrow
29	MAIN STREET	SCL ALTAVISTA	BEDFORD AVENUE	Sharrow
29	WARDS RD	PITTSYLVANIA CL	RTE 43	Signage, pave 2' shoulder
40	BROOKNEAL	RTE 501	RTE T-1111	Signage, pave 2' shoulder
40	BROOKNEAL	RTE T-1111	ECL BROOKNEAL	Signage, pave 2' shoulder
43	BEDFORD AVENUE	7TH STREET	MAIN STREET	Sharrow
43	BEDFORD AVENUE	BROAD STREET	MYRTLE LANE	Sharrow
43	BEDFORD AVENUE	MYRTLE LANE	7TH STREET	Sharrow
43	BEDFORD AVENUE	WCL ALTAVISTA	BROAD STREET	Sharrow
43	BEDFORD HWY	NCL ALTAVISTA	RTE 29 BYPASS	Signage, pave 2' shoulder
43	BEDFORD HWY	RTE 29 BYPASS	RTE 712	Signage, pave 2' shoulder
43	BEDFORD HWY	RTE 628	RTE 682	Signage, pave 2' shoulder
43	BEDFORD HWY	RTE 682	BEDFORD CL	Signage, pave 2' shoulder
43	BEDFORD HWY	RTE 712	RTE 628	Signage, pave 2' shoulder
460	LYNCHBURG HIGHWAY	RTE 24	APPOMATTOX CL	Signage, pave 2' shoulder
460	LYNCHBURG HIGHWAY	RTE 656	RTE 24	Signage, pave 2' shoulder
460	LYNCHBURG HIGHWAY	RTE 752	RTE 656	Signage, pave 2' shoulder
501	LUSARDI DR	HALIFAX CL	RTE 40 NORTH	Signage, pave 2' shoulder
501	LYNCHBURG AVE	NCL BROOKNEAL	RTE 917 SOUTH	Signage, pave 2' shoulder
501	CAMPBELL HIGHWAY	RT 670(SUNNYMEADE RD)	STEVENS ROAD	Signage, pave 2' shoulder
501	CAMPBELL HWY	RTE 24 EAST	RTE 894 SOUTH	Signage, pave 2' shoulder
501	BROOKNEAL HWY	RTE 24 WEST	RTE 622	Signage, pave 2' shoulder
501	BROOKNEAL HWY	RTE 605	RTE 917 NORTH	Signage, pave 2' shoulder
501	BROOKNEAL HWY	RTE 607 SOUTH	RTE 24 WEST	Signage, pave 2' shoulder
501	BROOKNEAL HWY	RTE 652	RTE 607 SOUTH	Signage, pave 2' shoulder
501	CAMPBELL HWY	RTE 680 NORTH	RTE 670(SUNNYEAEDE RD)	Signage, pave 2' shoulder
501	CAMPBELL HWY	RTE 894 SOUTH	RTE 680 NORTH	Signage, pave 2' shoulder
501	BROOKNEAL HWY	RTE 917 NORTH	RTE 652	Signage, pave 2' shoulder
501	BROOKNEAL HWY	RTE 917 SOUTH	RTE 605	Signage, pave 2' shoulder
501	CAMPBELL HIGHWAY	STEVENS ROAD	OLD RUSTBURG ROAD	Signage, pave 2' shoulder
600	SUGAR HILL RD	RTE 618 SOUTH	RTE 756	Signage, pave 2' shoulder
601	JUNIPER CLIFF RD	NCL BROOKNEAL	RTE 605 WEST	Signage, pave 2' shoulder
601	JUNIPER CLIFF RD	RTE 501	NCL BROOKNEAL	Signage, pave 2' shoulder

ROUTE (Campbell)	Street Name	Segment From	Segment To	Recommendation
601	JUNIPER CLIFF RD	RTE 501	NCL BROOKNEAL	Signage, pave 2' shoulder
605	WHIPPING CREEK RD	RTE 501	RTE 601 WEST	Signage, pave 2' shoulder
606	SPRING MILL RD	RTE 604	RTE 606 NORTH	Signage, pave 2' shoulder
608	STONEWALL ROAD	RTE 460/24	APPOMATTOX C.L.	Signage, pave 2' shoulder
609	STAGE ROAD	MOUNT ATHOS ROAD	CABIN FIELD RD	Signage, pave 2' shoulder
615	RED HOUSE RD	RTE 24	RTE 606	Signage, pave 2' shoulder
615	RED HOUSE RD	RTE 606	RTE 607	Signage, pave 2' shoulder
615	RED HOUSE RD	RTE 607	RTE 651	Signage, pave 2' shoulder
615	RED HOUSE RD	RTE 651	RTE 648 EAST	Signage, pave 2' shoulder
619	PATRICK HENRY DR	RTE 600	CHARLOTTE CL	Signage, pave 2' shoulder
633	EPSONS RD	RTE 614 EAST	RTE 501	Signage, pave 2' shoulder
633	EPSONS RD	RTE 635 WEST	RTE 614 EAST	Signage, pave 2' shoulder
633	EPSONS RD	RTE 761 SOUTH	RTE 635 WEST	Signage, pave 2' shoulder
646	SPRING MILL RD	RTE 604	RTE 606 NORTH	Signage, pave 2' shoulder
646	SPRING MILL RD	RTE 606 NORTH	RTE 24	Signage, pave 2' shoulder
646	MORRIS CHURCH RD	RTE 615	RTE 604	Signage, pave 2' shoulder
648	SUCK CREEK RD	RTE 652	RTE 615 SOUTH	Signage, pave 2' shoulder
681	SUNBURST ROAD	LESSVILLE ROAD	WATERLICK ROAD	Signage, pave 2' shoulder
683	COLONIAL HWY	RTE 811	RTE 682	Signage, pave 2' shoulder
699	GLADYS RD	RTE 29	RTE 701	Signage, pave 2' shoulder
699	GLADYS RD	RTE 629	RTE 761	Signage, pave 2' shoulder
699	GLADYS RD	RTE 696	RTE 629	Signage, pave 2' shoulder
699	GLADYS RD	RTE 701	RTE 696	Signage, pave 2' shoulder
712	MT HERMAN RD	RTE 43 EAST	RTE 714	Signage, pave 2' shoulder
714	LYNCH MILL RD	RTE 712	RTE 626	Signage, pave 2' shoulder
726	MOUNT ATHOS ROAD	STAGE ROAD	PRIVATE ROAD	Signage, pave 2' shoulder
738	ENGLISH TAVERN ROAD	RTE 29 MID	RTE 622 NORTH	Signage, pave 2' shoulder
761	LONG ISLAND RD	PITTSYLVANIA CL	RTE 633 SOUTH	Signage, pave 2' shoulder
761	LONG ISLAND RD	PITTSYLVANIA CL	RTE 633 SOUTH	Signage, pave 2' shoulder
761	LONG ISLAND RD	RTE 633 SOUTH	RTE 705	Signage, pave 2' shoulder
761	LONG ISLAND RD	RTE 699	RTE 501	Signage, pave 2' shoulder
761	LONG ISLAND RD	RTE 705	RTE 699	Signage, pave 2' shoulder

Appendix G. Functional Classifications of Roads in RL RTP Planning Area

Table 30. Functional classifications of roads in RL RTP2040 planning area. Source: VDOT

Functional Class (RL RTP Planning Area)	Miles
Other Principal Arterial	63.1
Other Freeways and Expressways	7.36
Minor Arterial	241.13
Major Collector	358.77
Minor Collector	264.78
Local	2,496.56
TOTAL	3,431.70

Amherst County

Table 31. Functional classifications of roads in RL RTP2040 planning area (Amherst). Source: VDOT

Route (Amherst)	Name	Segment From	Segment To	Functional Classification
29	AMHERST HIGHWAY	RTE 608	RTE 151	Other Principal Arterial
29	AMHERST HIGHWAY	RTE 151	RTE 610	Other Principal Arterial
29	AMHERST HIGHWAY	RTE 610	NELSON CL	Other Principal Arterial
48	BLUE RIDGE PKWY	RTE 130	ROCKBRIDGE CL	Minor Arterial
48	BLUE RIDGE PKWY	BEDFORD CL	RTE 130	Minor Arterial
60	LEXINGTON TPKE	RTE 634	RTE 635 EAST	Minor Arterial
60	LEXINGTON TPKE	ROCKBRIDGE CL	RTE 634	Minor Arterial
60	LEXINGTON TPKE	RTE 635 EAST	RTE 631	Minor Arterial
60	LEXINGTON TPKE	RTE 778	RTE 617	Minor Arterial
60	LEXINGTON TPKE	RTE 610	RTE 778	Minor Arterial
60	LEXINGTON TPKE	RTE 631	RTE 610	Minor Arterial
60	RICHMOND HWY	UNION HILL RD; RTE 604	PENDLETON DR; RTE 712	Minor Arterial
60	RICHMOND HWY	RTE 600	NELSON CL	Minor Arterial
60	RICHMOND HWY	PENDLETON DR; RTE 712	RTE 600	Minor Arterial
130	ELON ROAD	RTE 635	RTE 650 (SAB)	Minor Arterial
130	ELON ROAD	RTE 650 (SAB)	AMBROSE RUCKER ROAD	Minor Arterial
130	GLASGOW HWY	ROCKBRIDGE CL	RTE 130 / RTE 501	Minor Arterial
130	ELON ROAD	RTE 727 WEST	RTE 635	Minor Arterial
130	ELON ROAD	RTE 501	RTE 727 WEST	Minor Arterial
151	PATRICK HENRY HWY	RTE 610	NELSON CL	Minor Arterial

Route (Amherst)	Name	Segment From	Segment To	Functional Classification
151	PATRICK HENRY HWY	RTE 29	RTE 610	Minor Arterial
501	LEE JACKSON HWY	BEDFORD CO. LINE	RTE 130 / RTE 501	Minor Arterial
600	RIVERVILLE RD	RTE 601	RTE 823	Major Collector
600	RIVERVILLE RD	RTE 60	RTE 601	Major Collector
604	BOBWHITE DR	RTE 670	RTE 624 NORTH	Minor Collector
610	NEW GLASGOW RD	RTE 29	RTE 708	Major Collector
610	BOXWOOD FARM RD	NEW GLASGOW RD	HONEYBEE DR	Minor Collector
610	FLETCHERS LEVEL RD	RTE 151	RTE 29	Major Collector
621	WARRICK BARN RD	RTE 778	RTE 694	Major Collector
622	STAPLETON RD	RTE 823	RTE 846	Major Collector
624	EARLY FARM RD	BOBWHITE RD	GALTSMILL RD	Minor Collector
635	BUFFALO SPRINGS TURNPIKE	RTE 610 NORTH	RTE 636 NORTH	Major Collector
635	BUFFALO SPRINGS TURNPIKE	RTE 643 EAST	RTE 610 NORTH	Major Collector
635	BUFFALO SPRINGS TURNPIKE	RTE 636 NORTH	RTE 60 EAST	Major Collector
635	BUFFALO SPRINGS TURNPIKE	RTE 130	RTE 643 EAST	Major Collector
636	HIGH PEAK ROAD	RTE 657	RTE 653	Minor Collector
643	KENMORE RD	RTE 655	HUFF CREEK	Major Collector
652	MONOCAN PARK ROAD	LAUREL CLIFF ROAD	WINESAP ROAD	Major Collector
653	AMBROSE RUCKER ROAD	ELON ROAD	MILLER CREEK	Minor Collector
653		MILLER CREEK	RTE 636	Minor Collector
655	FATHER JUDGE RD	FALL ROCK CREEK BRIDGE	RTE 643	Major Collector
657	LAUREL CLIFF ROAD	HIGH PEAK ROAD	CEDAR GATE ROAD	Major Collector
665	WARRICK BARN ROAD	RTE 694	RTE 151	Major Collector
666	WOODSON ROAD	RTE 778	AMHERST ECL	Minor Collector
694	WARRICK BARN ROAD	RTE 665	RTE 621	Major Collector
708	BOXWOOD FARM RD	RTE 739 SOUTH	RTE 610	Major Collector
739	HONEY BEE DR	RTE 608	RTE 708	Major Collector
739	BOXWOOD FARM RD	HONEYBEE DR	AMHERST ECL	Minor Collector
739	BOXWOOD FARM RD	BUFFALO RIVER	RTE 608	Major Collector
778	LOWESVILLE ROAD	RTE 610 NORTH	RTE 627	Major Collector
778	LOWESVILLE ROAD	RTE 621	NELSON CL	Major Collector
778	LOWESVILLE ROAD	RTE 627	RTE 621	Major Collector
778	LOWESVILLE ROAD	RTE 60	RTE 610 NORTH	Major Collector
823	FIBRE PLANT ROAD	RTE 600	RTE 622	Major Collector
846	PIEDMONT ROAD	RTE 622	NELSON CL	Major Collector

Appomattox County

Table 32. Functional classifications of roads in LRTP2040 planning area (Appomattox). Source: VDOT

Route (Appomattox)	Name	Segment From	Segment To	Functional Classification
24	OLD COURTHOUSE ROAD	RTE 616	RTE 654	Minor Arterial
24	OLD COURTHOUSE ROAD	RTE 654	RTE 626	Minor Arterial
24	OLD COURTHOUSE ROAD	RTE 656 NORTH	RTE 616	Minor Arterial
24	OLD COURTHOUSE ROAD	RTE 131	RTE 656 NORTH	Minor Arterial
24	OLD COURTHOUSE ROAD	RTE 626	BUCKINGHAM CL	Minor Arterial
26	OAKVILLE ROAD	RTE 611	RTE 60	Minor Arterial
26	OAKVILLE ROAD	RTE 460 BYPASS	RTE 608	Minor Arterial
26	OAKVILLE ROAD	RTE 608	RTE 611	Minor Arterial
47	THOMAS JEFFERSON HWY	CHARLOTTE CL	PAMPLIN CITY SCL	Major Collector
47	THOMAS JEFFERSON HWY	PAMPLIN CITY SCL	RTE 460 BUS	Major Collector
60	ANDERSON HWY	NELSON CL	RTE 26	Minor Arterial
60	ANDERSON HWY	RTE 26	BUCKINGHAM CL	Minor Arterial
131	OLD COURTHOUSE ROAD	RTE T-727 SOUTH	RTE T-691	Major Collector
131	OLD COURTHOUSE ROAD	RTE T-691	RTE T-1008	Major Collector
131	OLD COURTHOUSE ROAD	RTE 460 BUS EAST	RTE T-727 NORTH	Major Collector
131	OLD COURTHOUSE ROAD	RTE 460 BUS WEST	RTE 24	Minor Arterial
131	OLD COURTHOUSE ROAD	RTE T-1008	RTE 460 BUS EAST	Major Collector
131	OLD COURTHOUSE ROAD	RTE T- 727 NORTH	RTE T-727 SOUTH	Major Collector
460	RICHMOND HIGHWAY	RTE 613	RTE 460 BUS WEST	Other Principal Arterial
460	PAMPLIN RD	RTE 131 EAST	RTE T-727	Minor Arterial
460	PAMPLIN RD	RTE 131 WEST	RTE 460 BYPASS WEST	Minor Arterial
460	RICHMOND HIGHWAY	RTE 460 BUS WEST	RTE 131	Other Principal Arterial
460	RICHMOND HIGHWAY	RTE 647 WEST	RTE 613	Other Principal Arterial
460	RICHMOND HIGHWAY	CAMPBELL CL	RTE 647 WEST	Other Principal Arterial
460	PAMPLIN RD	RTE 47	PRINCE EDWARD CL	Major Collector
460	PAMPLIN RD	RTE T-727	RTE T-631	Minor Arterial
460	PAMPLIN RD	RTE 460 BYPASS WEST	RTE 47	Major Collector
460	PAMPLIN RD	RTE T-631	RTE T-635	Minor Arterial
460	RICHMOND HIGHWAY	RTE 628	RTE 460 BUS WEST	Other Principal Arterial
460	RICHMOND HIGHWAY	RTE 633	RTE 628	Other Principal Arterial

Route (Appomattox)	Name	Segment From	Segment To	Functional Classification
460	RICHMOND HIGHWAY	RTE 630	RTE 633	Other Principal Arterial
460	RICHMOND HIGHWAY	RTE 460 BUS WEST	PRINCE EDWARD CL	Other Principal Arterial
460	PAMPLIN RD	RTE T-635	RTE 460 BYPASS EAST	Minor Arterial
460	RICHMOND HIGHWAY	RTE 460 BUS EAST	RTE 630	Other Principal Arterial
460	RICHMOND HIGHWAY	RTE 131	RTE 460 BUS EAST	Other Principal Arterial
460	PAMPLIN RD	RTE 131 WEST	RTE 131 EAST	Minor Arterial
601	CUTBANKS RD	HIXBURG RD; RT. 627E/W	RTE 602	Minor Collector
602	MT PLEASANT RD	CUTBANKS RD; RT. 601N/S	HOLIDAY LAKE RD; RT. 626E/W	Minor Collector
603	DARK LEAF RD	COUNTY LINE RD;	PROMISE LAND RD; RT. 604E/W	Minor Collector
604	PROMISE LAND ROAD	RTE 679	RTE 727	Major Collector
604	PROMISE LAND ROAD	CENTRAL CHURCH RD	RTE 679	Major Collector
604	PROMISE LAND ROAD	RTE 646	RTE 650	Minor Collector
604	PROMISE LAND ROAD	RTE 650	CENTRAL CHURCH RD	Minor Collector
605	DREAMING CREEK ROAD	RTE 667	RTE 683	Minor Collector
606	NEW CHAPEL RD	DOUBLE BRIDGES RD; RT. 679E/W	BEEKS LN; NEW CHAPEL RD; RT. 652E/W TY/CITY/TOWN LINE: @ CAMPBELL - APPOMATTOX COUNTY LINE	Minor Collector
608	STONEWALL ROAD	RTE 669 WEST	RTE 721	Major Collector
608	STONEWALL ROAD	CAMPBELL CL	RTE 609	Major Collector
608	STONEWALL ROAD	RTE 609	RTE 669 WEST	Major Collector
608	STONEWALL ROAD	RTE 26	RTE 616	Major Collector
608	STONEWALL ROAD	RTE 721	RTE 667 NORTH	Major Collector
608	STONEWALL ROAD	RTE 667 NORTH	RTE 26	Major Collector
609	STAGE ROAD	RTE 460	RTE 608	Major Collector
609	STAGE ROAD	RTE 608	CAMPBELL CL @ RTE 698	Major Collector
611	LIME PLANT ROAD	RTE 26	RTE 663	Minor Collector
611	ABBIT BRANCH ROAD	RTE 683	RTE 26	Minor Collector
611	PARADISE ROAD	RTE 721	RTE 667 NORTH	Minor Collector
613	POLICE TOWER RD	RTE 659	RTE 460	Major Collector
613	SPRING GROVE RD; BUCK CREEK RD	RTE 608	RTE 660	Minor Collector
613	POLICE TOWER RD	RTE 660	RTE 659	Minor Collector
615	LIBERTY CHAPEL ROAD	RTE 616 SOUTH	RTE 654 NORTH	Minor Collector

Route (Appomattox)	Name	Segment From	Segment To	Functional Classification
616	WILDWAY ROAD	RTE 615 SOUTH	RTE 663	Minor Collector
616	WILDWAY ROAD	RTE 608	RTE 615 SOUTH	Minor Collector
616	OLD GRIST MILL ROAD	RTE 24	RTE 608	Major Collector
626	HOLIDAY LAKE RD	RTE 24	RTE 640	Minor Collector
627	RIVER RIDGE ROAD	RTE 24	RTE 631	Major Collector
627	RIVER RIDGE RD;	RTE 631	RTE 633	Minor Collector
627	HIXBURG RD	RTE 633	RTE 601 EAST	Minor Collector
628	PINEY RIDGE ROAD	RTE 629 NORTH	RTE 460	Minor Collector
629	LITTLE CUB RD	RTE 628	RTE 630	Minor Collector
630	OLD EVERGREEN ROAD	RTE 636	RTE 681	Minor Collector
630	OLD EVERGREEN ROAD	RTE 681	RTE 460	Minor Collector
630	OLD EVERGREEN ROAD	RTE 629	RTE 636	Minor Collector
631	OAKLEIGH AVENUE	ECL APPOMATTOX	RTE 460 BUS	Major Collector
631	TRENTS MILL ROAD	RTE 627	APPOMATTOX ECL	Major Collector
633	SPRUCE DRIVE	RTE 630	RTE 460	Minor Collector
633	HIXBURG RD	RTE 460	RTE 627	Minor Collector
635	REDFIELDS ROAD	RTE 681	RTE 695	Minor Collector
635	REDFIELDS ROAD	APPOMATTOX ECL	RTE 460 BUS	Major Collector
635	REDFIELDS ROAD	RTE 1002	RTE 1001	Major Collector
635	REDFIELDS ROAD	RTE 1001	APPOMATTOX ECL	Major Collector
635	REDFIELDS ROAD	RTE 695	RTE 1002	Major Collector
640	WOOLRIDGE RD	RTE 692	NCL BUCKINGHAM	Minor Collector
640	WOOLRIDGE RD	RTE 626	RTE 692	Minor Collector
647	SALEM ROAD	RTE 689	RTE 460 EAST	Major Collector
647	SALEM ROAD	RTE 679	RTE 691	Minor Collector
647	SALEM ROAD	RTE 691	RTE 689	Major Collector
654	WATT ABBITT ROAD	RTE 24	RTE 736	Major Collector
654	WATT ABBITT ROAD	RTE 615 NORTH	RTE 60	Major Collector
654	WATT ABBITT ROAD	RTE 736	RTE 615 NORTH	Major Collector
656	HORSESHOE RD	RTE 24 WEST	RTE 657	Minor Collector
656	HORSESHOE RD	RTE 657	RTE 24	Minor Collector
657	VERMILLON RD	HORSESHOE RD; RT. 656N/S	PINEY MOUNTAIN RD; RT. 608E/W	Minor Collector
659	PHELPS BRANCH RD	RTE 613	RTE 26	Minor Collector
663	OAK RIDGE ROAD	RTE 611	RTE 616	Minor Collector
667	FALLING CREEK ROAD	RTE 611 EAST	RTE 605	Minor Collector
669	LYLE THOMAS RD	STONEWALL RD; RT. 608E/W	STONEWALL RD; RT. 608E/W	Minor Collector
669	LYLE THOMAS RD	STONEWALL RD; RT. 608E/W	STONEWALL RD; RT. 608E/W	Minor Collector

Route (Appomattox)	Name	Segment From	Segment To	Functional Classification
679	DOUBLE BRIDGES ROAD	WCL - CAMPBELL COUNTY; RTE 606	RTE 648	Minor Collector
679	DOUBLE BRIDGES ROAD	RTE 648 WEST	RTE 604	Minor Collector
681	CEDAR TREE RD	RTE 635	RTE 630	Minor Collector
683	LIME PLANT RD	RTE 611	RTE 690	Minor Collector
689	SALEM ROAD	RTE 460 WEST	RTE 647	Major Collector
691	PUMPING STATION ROAD	RTE 643	RTE 1008	Major Collector
691	PUMPING STATION ROAD	RTE 647	RTE 643	Major Collector
691	PUMPING STATION ROAD	RTE T-1008	RTE 131	Major Collector
692	STATE PARK RD	RTE 640	DEAD END	Minor Collector
694	CENTRAL CHURCH RD	RED HOUSE RD; RT. 727N/S	PROMISE LAND RD; RT. 604E/W	Minor Collector
695	MOUNTAIN CUT RD	REDFIELDS RD; TRENT HATCHERY RD; RT. 635N/S	RICHMOND HWY; US-460E	Minor Collector
695	MOUNTAIN CUT RD	REDFIELDS RD; TRENT HATCHERY RD; RT. 635N/S	REDFIELDS RD; TRENT HATCHERY RD; RT. 635N/S	Minor Collector
695	MOUNTAIN CUT RD	REDFIELDS RD; TRENT HATCHERY RD; RT. 635N/S	REDFIELDS RD; TRENT HATCHERY RD; RT. 635N/S	Minor Collector
695	MOUNTAIN CUT RD	REDFIELDS RD; TRENT HATCHERY RD; RT. 635N/S	REDFIELDS RD; TRENT HATCHERY RD; RT. 635N/S	Minor Collector
719	PURDUM MILL RD	CHURCH ST; DUNN ROAMIN RD; RT. 641N/S	PUMPING STATION RD; RT. 691N/S	Minor Collector
719	PURDUM MILL RD	PROMISE LAND RD; RT. 604E/W	CHURCH ST; DUNN ROAMIN RD; RT. 641N/S	Minor Collector
721	VINEYARD RD	RTE 608	RTE 611	Minor Collector
727	RED HOUSE ROAD	RTE 604	RTE 1002 SOUTH	Major Collector
727	CHURCH ST	RTE T-1001	RTE 131 WEST	Major Collector
727	RED HOUSE ROAD	RTE 644 NORTH	RTE 604	Major Collector
727	RED HOUSE ROAD	CHARLOTTE CL	RTE 644 SOUTH	Major Collector
727	RED HOUSE ROAD	RTE 644 SOUTH	RTE 644 NORTH	Major Collector
727	RED HOUSE ROAD	RTE T-641	RTE T-1001	Major Collector
727	RED HOUSE ROAD	RTE T-1002 SOUTH	RTE T-641	Major Collector
727	CHURCH ST	RTE 131 EAST	RTE 460 BUS	Major Collector
1001	LEE GRANT AVE	RTE T-727	RTE 635	Major Collector
1002	EVERGREEN AVE	RTE T-727	APPOMATTOX ECL	Major Collector
1002	EVERGREEN AVENUE	APPOMATTOX ECL	RTE 635	Major Collector

Route (Appomattox)	Name	Segment From	Segment To	Functional Classification
1008	FERGUSON ST	RTE T-691	RTE 131	Major Collector

Bedford County

Table 33. Functional classifications of roads in RL RTP2040 planning area (Bedford). Source: VDOT

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
24	STEWARTSVILLE RD	RTE 746	RTE 608	Minor Arterial
24	STEWARTSVILLE RD	RTE 635 EAST	RTE 755 SOUTH	Minor Arterial
24	WYATT'S WAY	RTE 707	RTE 709	Minor Arterial
24	SHINGLE BLOCK RD	RTE 122	0.34 ME OF RTE 122	Minor Arterial
24	GLENWOOD DR	RTE 43 WEST	RTE 43 EAST	Minor Arterial
24	STEWARTSVILLE RD	0.34 M W. OF RTE 122	RTE 122	Minor Arterial
24	SHINGLE BLOCK RD	0.34 ME OF RTE 122	RTE 735	Minor Arterial
24	STEWARTSVILLE RD	RTE 755 SOUTH	RTE 616 EAST	Minor Arterial
24	STEWARTSVILLE RD	RTE 757/619	RTE 791	Minor Arterial
24	STEWARTSVILLE RD	RTE 791	RTE 635 EAST	Minor Arterial
24	WYATT'S WAY	RTE 43 EAST	RTE 707	Minor Arterial
24	STEWARTSVILLE RD	RTE 616 EAST	RTE 746	Minor Arterial
24	STEWARTSVILLE RD	RTE 801	0.34 M W. OF RTE 122	Minor Arterial
24	SHINGLE BLOCK RD	RTE 735	RTE 43 WEST	Minor Arterial
24	STEWARTSVILLE RD	RTE 608	RTE 801	Minor Arterial
43	PEAKS RD	RTE 682 NORTH	RTE 643 EAST	Major Collector
43	PEAKS STREET	NCL BEDFORD	RTE 644	Major Collector
43	LEESVILLE RD	RTE 707	RTE 24 EAST	Major Collector
43	LEESVILLE RD	RTE 628	RTE 707	Major Collector
43	DEARING FORD RD	RTE 728	RTE 626	Major Collector
43	LEESVILLE RD	RTE 626	RTE 628	Major Collector
43	PEAKS RD	RTE 643 EAST	BLUE RIDGE PARKWAY SOUTH	Major Collector
43	VIRGINIA BYWAY	DEER LANE	SCL BEDFORD	Major Collector
43	PEAKS RD	RTE 644	RTE 682 NORTH	Major Collector
43	PEAKS RD	ROUTE 695	BLUE RIDGE OFF RAMP	Minor Collector
43	VIRGINIA BYWAY	RTE 723 NORTH	DEER LANE	Major Collector
43	BEDFORD HIGHWAY	CAMPBELL CL	RTE 728	Major Collector
43	VIRGINIA BYWAY	RTE 24 WEST	RTE 723 NORTH	Major Collector

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
43	PEAKS STREET	WHITFIELD DRIVE	NCL BEDFORD	Major Collector
43	PEAKS STREET	NORTH BRIDGE STREET	WHITFIELD DRIVE	Major Collector
43	SOUTH STREET	RIDGE ST	TALBOTT STREET	Major Collector
43	SOUTH STREET	WASHINGTON STREET	MAIN STREET	Major Collector
43	SOUTH STREET	TALBOTT STREET	WASHINGTON STREET	Major Collector
43	SOUTH STREET	SCL BEDFORD	RIDGE ST	Major Collector
48	BLUE RIDGE PKWY	BOTETOURT CL	RTE 501	Minor Arterial
48	BLUE RIDGE PKWY	BOTETOURT CL	RTE 43	Minor Arterial
48	BLUE RIDGE PKWY	RTE 501	AMHERST CL	Minor Arterial
48	BLUE RIDGE PKWY	RTE 43	BOTOTOURT CL	Minor Arterial
122	BIG ISLAND HWY	RTE 643 SOUTH	RTE 638	Minor Arterial
122	BIG ISLAND HWY	RTE 644	RTE 643 SOUTH	Minor Arterial
122	LONGWOOD AVENUE	NCL BEDFORD	LITTLE OTTER RIVER	Minor Arterial
122	BIG ISLAND HWY	RTE 602 SOUTH	RTE 501	Minor Arterial
122	MONETA RD	GREENFIELD RD; RTE 878	DICKERSON MILL RD; RTE 746	Minor Arterial
122	LONGWOOD AVENUE	LITTLE OTTER RIVER	RTE 644	Minor Arterial
122	MONETA RD	RTE 867	RTE 735	Minor Arterial
122	MONETA RD	RTE 805	RTE 801	Minor Arterial
122	MONETA RD	RTE 801	0.34 MS OF RTE 24	Minor Arterial
122	BIG ISLAND HWY	RTE 638	RTE 602 SOUTH	Minor Arterial
122	MONETA RD	RTE 24	RTE 867	Minor Arterial
122	MONETA RD	RTE 655 SOUTH	ROUTE 903	Minor Arterial
122	MONETA RD	RTE 746	SCL BEDFORD	Minor Arterial
122	MONETA RD	RTE 735	RTE 747	Minor Arterial
122	MONETA RD	ROUTE 608	RTE 805	Minor Arterial
122	MONETA RD	FRANKLIN CL	RTE 655 SOUTH	Minor Arterial
122	MONETA RD	0.34 MS OF RTE 24	RTE 24	Minor Arterial
122	MONETA RD	ROUTE 903	ROUTE 608	Minor Arterial
122	MONETA RD	RTE 747	GREENFIELD RD; RTE 878	Minor Arterial
122	CRENSHAW STREET	FRANKLIN STREET	WEST MAIN STREET	Minor Arterial
122	INDEPENDENCE BOULEVARD	ORANGE STREET	DAWN DRIVE	Minor Arterial
122	CRENSHAW STREET	RTE 460 BYPASS	FRANKLIN STREET	Minor Arterial

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
122	BURKS HILL ROAD	SCL BEDFORD	RTE 460 BYPASS	Minor Arterial
122	LONGWOOD AVENUE	INDEPENDENCE BOULEVARD	NCL BEDFORD	Minor Arterial
122	INDEPENDENCE BOULEVARD	WEST MAIN STREET	ORANGE STREET	Minor Arterial
122	INDEPENDENCE BOULEVARD	DAWN DRIVE	LONGWOOD AVENUE	Minor Arterial
221	COLONIAL TRAIL	RTE 671	RTE 668	Minor Arterial
221	NORTH BRIDGE STREET	BEDFORD AVENUE	PEAKS STREET	Minor Arterial
221	LONGWOOD AVENUE	WALNUT STREET	FOREST ROAD	Minor Arterial
221	NORTH BRIDGE STREET	EAST MAIN STREET	BEDFORD AVENUE	Minor Arterial
221	LONGWOOD AVENUE	PEAKS STREET	OAKWOOD STREET	Minor Arterial
221	FOREST ROAD	LONGWOOD AVENUE	ECL BEDFORD	Minor Arterial
221	LONGWOOD AVENUE	OAKWOOD STREET	WALNUT STREET	Minor Arterial
460	W LYNCHBURG SALEM TNPK	RTE 831 W	RTE 831 EAST	Other Principal Arterial
460	W LYNCHBURG SALEM TNPK	STEPPING STONE RD	RTE 695	Other Principal Arterial
460	E LYNCHBURG SALEM TNPK	TOWNGATE RD	RTE 803	Other Principal Arterial
460	E LYNCHBURG SALEM TNPK	RTE 777	TOWNGATE RD	Other Principal Arterial
460	W LYNCHBURG SALEM TNPK	RTE 726	RTE 689	Other Principal Arterial
460	W LYNCHBURG SALEM TNPK	1.23MI E OF RTE 831 E.	WCL BEDFORD	Other Principal Arterial
460	W LYNCHBURG SALEM TNPK	BOTETOURT CL	STEPPING STONE RD	Other Principal Arterial
460	E LYNCHBURG SALEM TNPK	RTE 803	RTE 668 WEST	Other Principal Arterial
460	W LYNCHBURG SALEM TNPK	RTE 695	RTE 726	Other Principal Arterial
460	W LYNCHBURG SALEM TNPK	RTE 689	RTE 831 W	Other Principal Arterial
460	W LYNCHBURG SALEM TNPK	RTE 831 EAST	1.23 MI E OF RTE 831 E.	Other Principal Arterial
460	E LYNCHBURG SALEM TNPK	ECL BEDFORD	RTE 777	Other Principal Arterial
460		EAST MAIN STREET	ECL BEDFORD	Other Principal Arterial
460		RT 122(BURKS HILL RD)	OFF RMP TO SR 122	Other Freeways and Expressways
460		RT460 BUS(BLUE RIDGE AVE)	RT 122(BURKS HILL RD)	Other Freeways and Expressways
460	WEST MAIN STREET	RTE 460 BYPASS	OAKCREST STREET	Other Principal Arterial

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
460	EAST MAIN STREET	PIEDMONT STREET	INDEPENDENCE BOULEVARD	Other Principal Arterial
460	WEST MAIN STREET	OAKCREST STREET	4TH STREET	Other Principal Arterial
460	EAST MAIN STREET	SOUTH STREET	ORANGE STREET	Other Principal Arterial
460	EAST MAIN STREET	NORTH BRIDGE STREET	SOUTH STREET	Other Principal Arterial
460	WEST MAIN STREET	4TH STREET	CRENSHAW STREET	Other Principal Arterial
460	WEST MAIN STREET	CRENSHAW STREET	NORTH BRIDGE STREET	Other Principal Arterial
460		OFF RMP TO SR 122	EAST MAIN STREET	Other Freeways and Expressways
460	BLUE RIDGE AVENUE	WCL BEDFORD	RTE 460 BYPASS	Other Principal Arterial
460	EAST MAIN STREET	INDEPENDENCE BOULEVARD	RTE 460 BYPASS	Other Principal Arterial
460	EAST MAIN STREET	ORANGE STREET	PIEDMONT STREET	Other Principal Arterial
501	LEE JACKSON HWY	RTE 672	RTE 905	Minor Arterial
501	LEE JACKSON HWY	RTE 122	BLUE RIDGE PARKWAY	Minor Arterial
501	LEE JACKSON HWY	BLUE RIDGE PARKWAY	AMHERST CL	Minor Arterial
501	LEE JACKSON HWY	RTE 905	RTE 612	Minor Arterial
501	LEE JACKSON HWY	RTE 612	RTE 122	Minor Arterial
501	LEE JACKSON HWY	RTE 657	RTE 672	Minor Arterial
608	WHITE HOUSE RD	RTE 654	RTE 122	Major Collector
608	WHITE HOUSE RD	RTE 626 NORTH	RTE 654	Major Collector
608	EMMAUS CHURCH RD	RTE 757	RTE 24	Major Collector
608	ALTICE RD	RTE 122	Rte 748	Minor Collector
608	TOLERS FERRY RD	RTE 740	RTE 626 SOUTH	Minor Collector
608	TOLERS FERRY RD	RTE 734 SOUTH	RTE 740	Minor Collector
608	ALTICE RD	RTE 749 NO.	ROUTE 757	Minor Collector
608	ALTICE RD	ROUTE 748	RTE 749 SO.	Minor Collector
616	SAUNDERS RD	SIMMONS MILL RD	JORDANTOWN RD	Minor Collector
616	SAUNDERS RD	NEMMO RD	SIMMONS MILL RD	Minor Collector
616	HORSESHOE BEND RD	RTE 655 NORTH	RTE 757 EAST	Major Collector
616	HORSESHOE BEND RD	RTE 655 SOUTH	RTE 655 NORTH	Major Collector

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
619	JORDANTOWN RD	RTE 699	Rte 616N	Major Collector
619	JORDANTOWN RD	RTE 616N	RTE 726	Major Collector
619	JORDANTOWN RD	RTE 24	RTE 635 EAST	Major Collector
619	JORDANTOWN RD	RTE 635 EAST	RTE 839	Major Collector
619	JORDANTOWN RD	RTE 839	RTE 699	Major Collector
626	SMITH MOUNTAIN LAKE PKWY	RTE 43	RTE 628	Major Collector
626	SMITH MOUNTAIN LAKE PKWY	RTE 833 SOUTH	RTE 43	Major Collector
626	SMITH MOUNTAIN LAKE PKWY	RTE 805	RTE 833 SOUTH	Major Collector
626	SMITH MOUNTAIN LAKE PKWY	RTE 608 NORTH	RTE 805	Major Collector
626	SMITH MOUNTAIN LAKE PKWY	RTE 656	DEAD END	Minor Collector
626	SMITH MOUNTAIN LAKE PKWY	BISHOP CREEK RD	CAMPBELL WCL	Minor Collector
626	SMITH MOUNTAIN LAKE PKWY	ROUTE 888	RTE 608 NORTH	Major Collector
626	SMITH MOUNTAIN LAKE PKWY	RTE 656	ROUTE 888	Minor Collector
628	BISHOP CREEK RD	CAMPBELL CL	RTE 626	Major Collector
628	MENTOW RD	RTE 626	RTE 43	Major Collector
634	HARDY RD	RTE 720	RTE 633	Major Collector
634	HARDY RD	RTE 633	RTE 619	Major Collector
634	HARDY RD	FRANKLIN CL	Rte 720	Major Collector
635	LOVERS LN	RTE 619 EAST	RTE 24 EAST	Major Collector
637	CHARLEMONT RD	RTE 638 SOUTH	RTE 638 NORTH	Minor Collector
638	CHARLEMONT RD	RTE 637 SOUTH	RTE 615	Minor Collector
638	CHARLEMONT RD	RTE 615	RTE 644	Minor Collector
638	SEDALIA SCHOOL RD	RTE 122	RTE 637 NORTH	Minor Collector
643	CIFAX RD	RTE 644	GOODE STATION RD; RTE 668	Minor Collector
643	JOPLING RD	RTE 43 NORTH	RTE 640 EAST	Minor Collector

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
643	OTTERVILLE RD	RTE 122 NORTH	RTE 674	Minor Collector
643	JOPLING RD	RTE 640 EAST	RTE 122 SOUTH	Minor Collector
643	OTTERVILLE RD	RTE 674	RTE 644	Minor Collector
644	OLD CIFAX RD	RTE 643	RTE 638	Major Collector
644	FANCY FARM RD	RTE 43	RTE 122	Major Collector
644	OLD CIFAX RD	WHITE RD; RTE 665 W	PERROWVILLE RD; RTE 663	Major Collector
644	COFFEE ROAD	RTE 663(PERROWVIL RD)	TABERNACLE LANE (RTE 781)	Major Collector
644	OLD CIFAX RD	RTE 638	WHITE RD; RTE 665 W	Major Collector
644	CENTERVILLE RD	RTE 122	RTE 671	Major Collector
653	GOODVIEW RD	RTE 655 EAST	RTE 757 EAST	Major Collector
654	RADFORD CHURCH RD	RTE 655 WEST	RTE 608	Major Collector
655	HENDRICKS STORE RD	RTE 122 SOUTH	RTE 654 WEST	Major Collector
655	ROCK SPRING RD	RTE 653 EAST	RTE 616 SOUTH	Major Collector
655	DIAMOND HILL RD	RTE 616 NORTH	RTE 122 NORTH	Major Collector
668	GOODE STATION RD	COLONIAL TRAIL	CIFAX RD	Minor Collector
668	GOODE RD	RTE 703	RTE 762 NORTH	Major Collector
668	GOODE STATION RD	RTE 762 NORTH	RTE 221	Major Collector
671	CENTERVILLE RD	RTE 644	RTE 221	Major Collector
671	TIMBER RIDGE RD	RTE 221	RTE 715	Major Collector
680	SHEEP CREEK RD	RTE 682	RTE 684	Minor Collector
682	KELSO MILL RD	RTE 680	RTE 43 NORTH	Minor Collector
684	PENICKS MILL RD	RTE 831	RTE 680	Minor Collector
695	GOOSE CREEK VALLEY RD	RTE 460	Rte 617	Major Collector
695	GOOSE CREEK VALLEY RD	RTE 693	RTE 680 SOUTH	Minor Collector
695	GOOSE CREEK VALLEY RD	RTE 680 SOUTH	BOTETOURT CL	Minor Collector
695	GOOSE CREEK VALLEY RD	RTE 812	RTE 693	Major Collector
695	GOOSE CREEK VALLEY RD	RTE 617	Rte 812	Major Collector
699	ARCHWAY RD; ARCHWAY RD; PORTERS MOUNTAIN RD	SC-607E/W ; SC-607N/S (BEDFORD COUNTY); JB:BOTETOURT - BEDFORD COUNTY LINE	SC-619W/E E (BEDFORD COUNTY)	Minor Collector

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
707	LONE OAK CROSSING	RTE 43	RTE 24	Major Collector
714	FALLING CREEK RD	SCL BEDFORD	Rte 723	Major Collector
714	FALLING CREEK RD	RTE 723	RTE 784	Major Collector
714	FALLING CREEK RD	RTE 784	RTE 715 WEST	Major Collector
714	FALLING CREEK RD	RTE 808 EAST	RTE 24	Major Collector
714	FALLING CREEK RD	RTE 715 WEST	RTE 808 EAST	Major Collector
715	TIMBER RIDGE RD	RTE 803	RTE 671	Major Collector
718	BELL TOWN RD	ECL BEDFORD	RTE 890	Minor Collector
718	BELL TOWN RD	BEDFORD CITY ECL	TIMBER RIDGE RD	Minor Collector
723	VIRGINIA BYWAY; VIRGINIA BYWY	VA-43N/S; TERMINUS:NORTH/ MILL RD	OVERLAP SKINNELL	Minor Collector
726	QUARTERWOOD RD	RTE 691E	Rte 691W	Major Collector
726	QUARTERWOOD RD	RTE 691W	RTE 460	Major Collector
726	QUARTERWOOD RD	RTE 619	RTE 691E	Major Collector
735	ROCK CLIFF RD	RTE 24	RTE 122	Minor Collector
746	DICKERSON MILL RD	RTE 680	WCL BEDFORD	Major Collector
746	DICKERSON MILL RD	WCL BEDFORD	RTE 122	Major Collector
746	DICKERSON MILL RD	RTE 24	RTE 749	Major Collector
746	DICKERSON MILL RD	RTE 749	RTE 691 WEST	Major Collector
746	DICKERSON MILL RD	RTE 691 WEST	RTE 680	Major Collector
747	STEWARTSVILLE RD	VA-24E/W; VA-24E/W	VA-122N/S; VA- 122N/S	Major Collector
749	ALTICE RD	RTE. 608 SO.	RTE. 608 NO.	Minor Collector
755	EAFFA LN; SCENIC DR	SC-650N/S	SC-616S/N TERMINUS:SOUTH	Minor Collector
755	STEWARTSVILLE RD	VA-24E/W; TERMINUS:EAST/ NEMMO RD	OVERLAP	Minor Collector
755	STEWARTSVILLE RD	VA-24E/W; TERMINUS:EAST/ NEMMO RD	VA-24E/W; OVERLAP TERMINUS:EAST/ NEMMO RD	Minor Collector
755	STEWARTSVILLE RD	VA-24E/W; TERMINUS:EAST/ NEMMO RD	VA-24E/W; OVERLAP TERMINUS:EAST/ NEMMO RD	Minor Collector

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
757	GOODVIEW TOWN RD	RTE 616 NORTH	RTE 608	Major Collector
757	GOODVIEW RD	RTE 1535 (HEMLOCK SHORES DR)	RTE 653 E.(GOODVIEW TWN RD)	Major Collector
757	GOODVIEW RD	RTE 758 (THOMASSON MILL RD)	RTE 1535 (HEMLOCK SHORES DR)	Major Collector
757	GOODVIEW RD	RTE 619	RTE 758	Major Collector
801	STONY FORK RD	RTE 122	RTE 24	Major Collector
801	FLINT HILL RD	JOPPA MILL RD	DICKERSON MILL RD	Minor Collector
801	FLINT HILL RD	STEWARTSVILLE RD	JOPPA MILL RD	Minor Collector
803	TIMBER RIDGE RD	RTE 460	RTE 715	Major Collector
831	THAXTON SCHOOL RD	RTE 684	RTE 460 EAST	Minor Collector
831	THAXTON SCHOOL RD	RTE 460 WEST	RTE 684	Minor Collector
901	4TH STREET	MACON STREET	BEDFORD AVENUE	Major Collector
901	4TH STREET	WEST MAIN STREET	MACON STREET	Major Collector
902	BEDFORD AVENUE	4TH STREET	2ND STREET	Major Collector
902	BEDFORD AVENUE	2ND STREET	NORTH BRIDGE STREET	Major Collector
903	DAWN DRIVE	PARK STREET	INDEPENDENCE BOULEVARD	Major Collector
904	GROVE STREET	ORANGE STREET	JACKSON STREET	Major Collector
905	JACKSON STREET	NORTH BRIDGE STREET	GROVE STREET	Major Collector
906	LINK STREET	RTE 460 BYPASS	SCL BEDFORD	Major Collector
907	MCGHEE STREET	FOREST ROAD	ORANGE STREET	Minor Collector
908	OAKWOOD STREET	WHITFIELD DRIVE	LONGWOOD AVENUE	Major Collector
909	ORANGE STREET	INDEPENDENCE BOULEVARD	ECL BEDFORD	Major Collector
909	ORANGE STREET	GOLD ROAD	INDEPENDENCE BOULEVARD	Major Collector
909	ORANGE STREET	GROVE STREET	GOLD ROAD	Major Collector
909	ORANGE STREET	EAST MAIN STREET	GROVE STREET	Major Collector
910	OTey STREET	EAST MAIN STREET	FRANKLIN STREET	Major Collector
911	PARK STREET	LONGWOOD AVENUE	BALTIMORE AVENUE	Major Collector
911	PARK STREET	BALTIMORE AVENUE	DAWN STREET	Major Collector
912	SOUTH BRIDGE STREET	WASHINGTON STREET	EAST MAIN STREET	Major Collector

Route (Bedford)	Name	Segment From	Segment To	Functional Classification
913	TALBOTT STREET	OTEY STREET	SOUTH STREET	Major Collector
914	WASHINGTON STREET	SOUTH STREET	OTEY STREET	Major Collector
914	WASHINGTON STREET	CRENSHAW STREET	SOUTH STREET	Major Collector
914	WASHINGTON STREET	WEST MAIN STREET	CRENSHAW STREET	Major Collector
915	WHITFIELD ROAD	PEAKS STREET	OAKWOOD STREET	Major Collector

Campbell County

Table 34. Functional classifications of roads in RL RTP2040 planning area (Campbell). Source: VDOT

Route (Campbell)	Name	Segment From	Segment To	Functional Classification
24	COLONIAL HWY	RTE 29	RTE 687	Minor Arterial
24	VILLAGE HWY	RTE 615	RTE 651	Minor Arterial
24	VILLAGE HWY	RTE 1701	RTE 460	Minor Arterial
24	VILLAGE HWY	RTE 646	RTE 1701	Minor Arterial
29	WARDS RD	RTE 29 BUS	RTE 29 ON RAMP	Other Freeways and Expressways
29	WARDS RD	RTE 686	RTE 24	Other Principal Arterial
29	WARDS RD	RTE 699	RTE 696 SOUTH	Other Principal Arterial
29	WARDS RD	RTE 626	RTE 29 BUS	Other Freeways and Expressways
29	WARDS RD	RTE 43	RTE 626	Other Freeways and Expressways
29	MAIN STREET	NCL ALTAVISTA	RTE 29 BYPASS	Minor Arterial
29	WARDS RD	PITTSYLVANIA CL	RTE 43	Other Freeways and Expressways
29	WARDS RD	RTE 696 SOUTH	RTE 686	Other Principal Arterial
29	WARDS RD	RTE 29 ON RAMP	RTE 699	Other Principal Arterial
29	MAIN STREET	AMHERST AVENUE	LOLA AVENUE	Minor Arterial
29	MAIN STREET	PITTSYLVANIA AVENUE	AMHERST AVENUE	Minor Arterial
29	MAIN STREET	LOLA AVENUE	WOOD LANE	Minor Arterial
29	MAIN STREET	BEDFORD AVENUE	PITTSYLVANIA AVENUE	Minor Arterial
29	MAIN STREET	SCL ALTAVISTA	BEDFORD AVENUE	Minor Arterial
29	MAIN STREET	WOOD LANE	LYNCH MILL ROAD	Minor Arterial
29	MAIN STREET	LYNCH MILL ROAD	NCL ALTAVISTA	Minor Arterial
40	BROOKNEAL	RTE 501	RTE T-1111	Minor Arterial
40	WICKLIFFE AVE	RTE 600 NORTH	CHARLOTTE CL	Minor Arterial
40	WICKLIFFE AVE	RTE 605	RTE 600 NORTH	Minor Arterial
40	WICKLIFFE AVE	ECL BROOKNEAL	RTE 605	Minor Arterial
40	BROOKNEAL	RTE T-1111	ECL BROOKNEAL	Minor Arterial
43	BEDFORD HWY	NCL ALTAVISTA	RTE 29 BYPASS	Minor Arterial

Route (Campbell)	Name	Segment From	Segment To	Functional Classification
43	BEDFORD HWY	RTE 628	RTE 682	Major Collector
43	BEDFORD HWY	RTE 712	RTE 628	Major Collector
43	BEDFORD HWY	RTE 29 BYPASS	RTE 712	Major Collector
43	BEDFORD HWY	RTE 682	BEDFORD CL	Major Collector
43	BEDFORD AVENUE	7TH STREET	MAIN STREET	Minor Arterial
43	BEDFORD AVENUE	WCL ALTAVISTA	BROAD STREET	Minor Arterial
43	BEDFORD AVENUE	BROAD STREET	MYRTLE LANE	Minor Arterial
43	BEDFORD AVENUE	MYRTLE LANE	7TH STREET	Minor Arterial
460	LYNCHBURG HIGHWAY	RTE 24	APPOMATTOX CL	Other Principal Arterial
460	LYNCHBURG HIGHWAY	RTE 752	RTE 656	Other Principal Arterial
501	BROOKNEAL HWY	RTE 607 SOUTH	RTE 24 WEST	Minor Arterial
501	LYNCHBURG AVE	RTE 40 NORTH	NCL BROOKNEAL	Minor Arterial
501	BROOKNEAL HWY	RTE 652	RTE 607 SOUTH	Minor Arterial
501	BROOKNEAL HWY	RTE 917 NORTH	RTE 652	Minor Arterial
501	LYNCHBURG AVE	NCL BROOKNEAL	RTE 917 SOUTH	Minor Arterial
501	BROOKNEAL HWY	RTE 917 SOUTH	RTE 605	Minor Arterial
501	BROOKNEAL HWY	RTE 605	RTE 917 NORTH	Minor Arterial
501	LUSARDI DR	HALIFAX CL	RTE 40 NORTH	Minor Arterial
501	CAMPBELL HWY	RTE 622	RTE 24 EAST	Minor Arterial
600	SUGAR HILL RD	RTE 40 WEST	RTE 618 SOUTH	Major Collector
600	SUGAR HILL RD	RTE 618 SOUTH	RTE 756	Major Collector
600	SUGAR HILL RD	RTE 601	CHARLOTTE CL	Major Collector
600	SUGAR HILL RD	RTE 756	RTE 601	Major Collector
601	JUNIPER CLIFF RD	RTE 501	NCL BROOKNEAL	Minor Collector
601	JUNIPER CLIFF RD	NCL BROOKNEAL	RTE 605 WEST	Minor Collector
603	MUD ST	SPRING MILL RD; RT. 646N/S	COUNTY LINE RD; DARK LEAF RD; RT. 603N/S W (APPOMATTOX COUNTY); JB, @ CAMPBELL - APPOMATTOX COUNTY LINE	Minor Collector

Route (Campbell)	Name	Segment From	Segment To	Functional Classification
605	WHIPPING CREEK RD	RTE 917	RTE 501	Minor Collector
605	WHIPPING CREEK RD	RTE 501	RTE 601 WEST	Major Collector
605	SWINGING BRIDGE RD	RTE 601 WEST	RTE 40	Major Collector
605	WHIPPING CREEK RD	EPSONS RD	RAILVIEW RD	Minor Collector
606	NEW CHAPEL RD	TWEEDY RD; RT. 663E/W	SPRING MILL RD; RT. 646N/S	Minor Collector
606	NEW CHAPEL RD	FARMCREST RD; RT. 719N/S	TWEEDY RD; RT. 663E/W	Minor Collector
606	NEW CHAPEL RD	RED HOUSE RD; RT. 615E/W	FARMCREST RD; RT. 719N/S	Minor Collector
606	NEW CHAPEL RD	SPRING MILL RD; RT. 646N/S	BEEKS LN; NEW CHAPEL RD; RT. 606N/S UNTY/CITY/TOWN LINE: @ CAMPBELL - APPOMATTOX COUNTY LINE	Minor Collector
607	BROOKNEAL HWY	US-501N/S; OVERLAP TERMINUS:SOUTH	SC-615E/W W (CAMPBELL COUNTY)	Minor Collector
608	STONEWALL ROAD	RTE 460/24	APPOMATTOX C.L.	Major Collector
609	STAGE ROAD	RTE 607	RTE 698	Major Collector
615	RED HOUSE RD	RTE 834	CHARLOTTE CL	Major Collector
615	RED HOUSE RD	RTE 24	RTE 606	Major Collector
615	RED HOUSE RD	RTE 651	RTE 648 EAST	Major Collector
615	RED HOUSE RD	RTE 607	RTE 651	Major Collector
615	RED HOUSE RD	RTE 606	RTE 607	Major Collector
615	RED HOUSE RD	RTE 648 EAST	RTE 834	Major Collector
626	JOHNSON MOUNTAIN RD	CAMPBELL WCL	LEESVILLE RD	Minor Collector
626	GOODMAN CROSSING RD	RTE 682 SOUTH	RTE 714	Major Collector
628	BISHOP CREEK RD	BEDFORD CL	RTE 682	Major Collector
628	BISHOP CREEK RD	RTE 682	RTE 43	Major Collector
633	EPSONS RD	RTE 761 SOUTH	RTE 635 WEST	Minor Collector
633	EPSONS RD	RTE 635 WEST	RTE 614 EAST	Minor Collector
633	EPSONS RD	RTE 614 EAST	RTE 501	Minor Collector
635	FLYNN ST	RTE 761 NORTH	RTE 501	Major Collector

Route (Campbell)	Name	Segment From	Segment To	Functional Classification
640	MANSION BRIDGE RD	SC-945W/E	SC-712E/W W (CAMPBELL COUNTY)	Minor Collector
640	LARK LN; STONE MILL RD; WARDS RD	SC-640S/N ; JB:PITTSYLVANIA - CAMPBELL COUNTY LINE	SC-945W/E	Minor Collector
640	LARK LN; STONE MILL RD; WARDS RD	SC-640S/N ; JB:PITTSYLVANIA - CAMPBELL COUNTY LINE	SC-640S/N YLVANIA CAMPBELL COUNTY LINE -	Minor Collector
640	LARK LN; STONE MILL RD; WARDS RD	SC-640S/N ; JB:PITTSYLVANIA - CAMPBELL COUNTY LINE	SC-640S/N YLVANIA CAMPBELL COUNTY LINE -	Minor Collector
643	LEWIS FORD RD	RTE 618	RTE 615	Minor Collector
643	CARVER LANE	RTE 501	RTE 618	Minor Collector
646	SPRING MILL RD	RTE 604	RTE 606 NORTH	Major Collector
646	SPRING MILL RD	RTE 606 NORTH	RTE 24	Major Collector
646	MORRIS CHURCH RD	RTE 615	RTE 604	Minor Collector
648	SUCK CREEK RD	RTE 652	RTE 615 SOUTH	Major Collector
648	SUCK CREEK RD	CARVER LN	PIGEON RUN RD	Minor Collector
650	MARSHALL MILL RD	SC-654E/W	SC-615E/W W (CAMPBELL COUNTY)	Minor Collector
650	PIGEON RUN RD	SC-652E/W ; SC- 652E/W	SC-654E/W	Minor Collector
650	BROOKNEAL HWY	US-501N/S; US- 501N/S	SC-652E/W W (CAMPBELL COUNTY)	Minor Collector
651	BETHANY RD	SC-663W/E ; SC- 663W/E	VA-24E/W; VA-24W/E	Minor Collector
651	PEBBLE RD	NEW CHAPEL RD	SC-663W/E E (CAMPBELL COUNTY)	Minor Collector
652	PIGEON RUN RD	RTE 651	RTE 648	Major Collector
652	PIGEON RUN RD	RTE 501	RTE 651	Major Collector
682		RTE 626 SOUTH	ROUTE 626 NORTH	Major Collector
682		ROUTE 626 NORTH	RTE 24	Major Collector
685	WISECARVER RD	RTE 24	RTE 686	Major Collector
686	BROWNS MILL RD	WARDS RD	WISECARVER RD	Minor Collector
686	BROWNS MILL RD	RTE 685	RTE 501	Major Collector
696	MARYSVILLE RD	RTE 699	RTE 701 NORTH	Major Collector

Route (Campbell)	Name	Segment From	Segment To	Functional Classification
696	MARYSVILLE RD	RTE 701 NORTH	RTE 29 SOUTH	Major Collector
699	GLADYS RD	RTE 629	RTE 761	Major Collector
699	GLADYS RD	RTE 696	RTE 629	Major Collector
699	GLADYS RD	RTE 701	RTE 696	Major Collector
699	GLADYS RD	RTE 29	RTE 701	Major Collector
711	CLARION RD	NCL ALTAVISTA	RTE 712 EAST	Major Collector
712	RIVERBEND RD	RTE 29 BUS SOUTH	RTE 699	Major Collector
712	DEARING FORD RD	RTE 711 EAST	RTE 29 BUS NORTH	Major Collector
712	DEARING FORD RD	RTE 714	RTE 711 EAST	Major Collector
712	MT HERMAN RD	RTE 43 EAST	RTE 714	Major Collector
714	LYNCH MILL RD	VALENTINE DR; RTE 866	GOODMAN CROSSING RD; RTE 626	Major Collector
714	LYNCH MILL RD	OAK RIDGE DR; RTE 1318	DEARING FORD RD; RTE 712	Major Collector
714	LYNCH MILL RD	NCL ALTAVISTA	OAK RIDGE DR; RTE 1318	Major Collector
714	LYNCH MILL RD	DEARING FORD RD; RTE 712	VALENTINE DR; RTE 866	Major Collector
761	LONG ISLAND RD	PITTSYLVANIA CL	RTE 633 SOUTH	Major Collector
761	LONG ISLAND RD	RTE 699	RTE 501	Major Collector
761	LONG ISLAND RD	RTE 705	RTE 699	Major Collector
761	LONG ISLAND RD	RTE 633 SOUTH	RTE 705	Major Collector
900	7TH STREET	LOLA AVENUE	OLD NCL ALTAVISTA	Minor Collector
900	7TH STREET	FRANKLIN AVENUE	LOLA AVENUE	Minor Collector
900	7TH STREET	BEDFORD AVENUE	FRANKLIN AVENUE	Minor Collector
900	7TH STREET	OLD NCL ALTAVISTA	RTE 29 BUS	Minor Collector
903	AVONDALE DRIVE	FRAZIER ROAD	OGDEN ROAD	Minor Collector
903	AVONDALE DRIVE	LOLA AVENUE EXT	FRAZIER ROAD	Major Collector
905	CLARION ROAD	LYNCH MILL ROAD	ECL ALTAVISTA	Major Collector
906	FRANKLIN AVENUE	MAIN STREET	7TH STREET	Minor Collector
907	FRAZIER ROAD	LOLA AVENUE EXT	LYNCH MILL ROAD	Major Collector
907	FRAZIER ROAD	AVONDALE DRIVE	LOLA AVENUE EXT	Major Collector

Route (Campbell)	Name	Segment From	Segment To	Functional Classification
908	LOLA AVENUE	MAIN STREET	7TH STREET	Major Collector
908	LOLA AVENUE	7TH STREET	11TH STREET	Major Collector
908	LOLA AVENUE	11TH STREET	LOLA AVENUE EXT	Major Collector
909	LYNCH MILL ROAD	FRAZIER ROAD	NCL ALTAVISTA	Major Collector
909	LYNCH MILL ROAD	CLARION ROAD	FRAZIER ROAD	Major Collector
909	LYNCH MILL ROAD	MAIN STREET	CLARION ROAD	Major Collector
911	OGDEN ROAD	AVONDALE DRIVE	LYNCH MILL ROAD	Minor Collector
912	PITTSYLVANI A AVENUE	MAIN STREET	SCL ALTIVISTA	Major Collector
917	RAILVIEW RD	RTE 501 NORTH	RTE 605	Minor Collector
917	RAILVIEW RD	RTE 605	RTE 501 SOUTH	Minor Collector
1111	MAIN ST	RTE T-1115	RTE 40	Major Collector
1111	MAIN ST	RTE 501	RTE T-1115	Major Collector

Appendix H. Crash inventory by County (2011-2015 Data)