

Nelson County Comprehensive Plan

Chapter Five - Transportation

Introduction

As a rural area, Nelson County's transportation needs are concerned with safety, due to mountainous terrain and longer distances to travel for daily trips to work, shopping and recreation. This chapter addresses these and other transportation concerns in the County. It documents the roads, bridges and services that make up Nelson's transportation system. It also provides guidance to the Planning Commission, Board of Supervisors, state agencies, and private developers in providing for the County's future transportation needs.

Purpose

The transportation chapter is an important tool for County officials and is intended to serve as a resource to local citizens. The County developed this chapter to meet Virginia State Code requirements but also to:

- Assist with identifying important transportation projects and provide guidance for their implementation;
- Help County staff and officials assess the new developments and policy proposals from a transportation perspective;
- Aid with proffer negotiations that involve transportation improvements;
- Aid the development of Nelson County's Capital Improvements Program;
- Protect the public's health, safety and welfare;
- Ensure the safe and efficient movement of people, goods and services throughout the County;
- Meet the existing demand for transportation and meet future needs;
- Serve as a resource for citizens, to inform them of the community's transportation system and empower them in the public process;
- Serve as a resource for the development community as they prepare development proposals;
- Provide guidance for decisions on the location and intensity of land development in the County; and
- Help to ensure that the transportation system will not become obsolete or overburdened.

Background

In recent years, the Virginia General Assembly has devoted more attention to transportation issues across the State. This focus led to several amendments to the State Code, including the requirement for a locality to develop a detailed transportation plan, which may be included as a chapter in its comprehensive plan.

Existing Plans and Studies

There are several existing plans and studies that directly address or indirectly influence transportation in Nelson County. These include planning documents from the State, bordering counties, and within Nelson County. Considering these existing plans and studies is critical because they:

- Set conditions on what the County can do,
- Lead to potential impacts on Nelson's transportation system, or
- Identify existing roadway data and project recommendations.

Rural Long Range Plan – RLRP (2010)

VDOT and their consultants prepared the Rural Long Range Plan (RLRP). The planning process included partnerships with the TJPDC and coordination with officials from Nelson and the region's other counties. The plan includes the Nelson's Primary Road Priority List, as set by the County Board of Supervisors. The recommendations from the RLRP will be integrated into the State Highway Plan. Nelson County's transportation recommendations in this chapter are consistent with the RLRP.

Route 29 Corridor Study (Under Development)

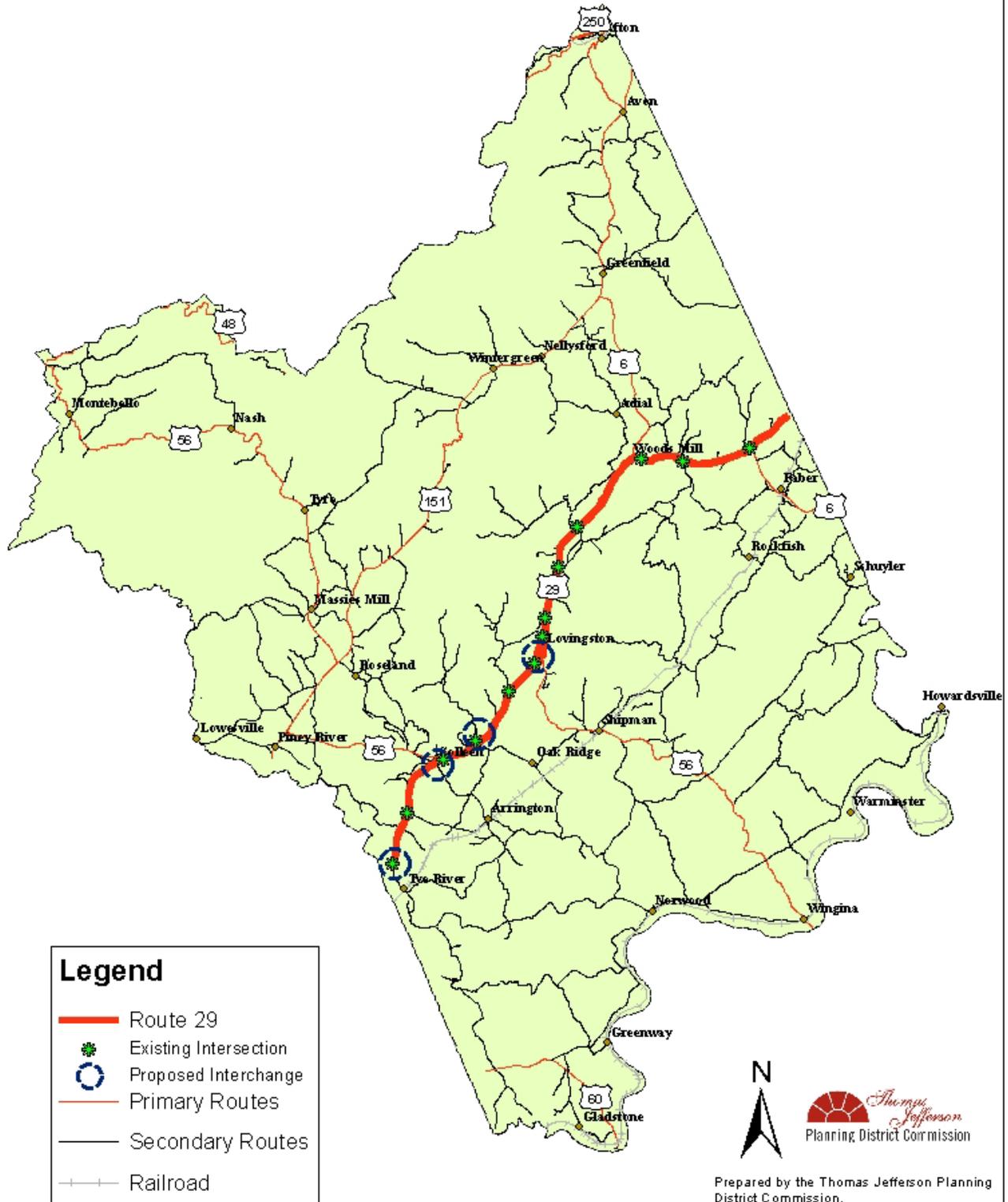
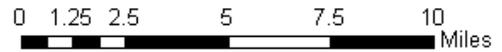
VDOT funded the Route 29 Corridor Study to make short and long-term recommendations for the entire Route 29 Corridor from Interstate 66 to the North Carolina border. This plan is still under development at this time. The draft plan reports the existing conditions for the Nelson County section of this roadway:

- The Nelson County portion of Rte. 29 has the lowest traffic volume of the entire corridor, with between 2,814 and 15,827 trips per day.
- Between 2005 and 2007, there were 110 crashes in the Nelson County section of Rte. 29, resulting in 112 injuries or fatalities.
- There are many intersections and driveways along the route. There are thirteen intersections with four or more approaches, and approximately 170 smaller T-intersections or driveways. These points can be safety hazards and cause congestion, particularly in hilly areas.

The following recommendations were made that pertain to Nelson County:

- **Upgrade the southern portion of US 29 in Nelson County** to a “parkway” with grade-separated interchanges and the northern portions to a parkway with at-grade intersections. This includes widening lanes to 12 feet and shoulders to 8 feet.
- **Four new interchanges should be constructed south of Lovington to the county border.**
- **Access points should be limited to (the existing) thirteen (intersections) in Nelson County** with shared access points for multiple driveways. This requires access roads and parallel networks.
- **Land use planning should be continued in line with the Nelson County Comprehensive Plan**, including economic development in designated growth corridors and preservation of rural agricultural lands.
- **Norfolk Southern rail lines should be improved to double tracks with expanded service.**
- **Expand Park and Ride options** in the vicinity of Route 6 West and Route 29.
- **Transit service through JAUNT and proposed passenger rail service will become an important feature of the corridor.** Sidewalk networks should be expanded in certain growth areas.

Nelson County Route 29 Corridor Study



Bordering Counties

Nelson has six bordering counties, including Albemarle, Buckingham, Appomattox, Amherst, Augusta and Rockingham. Each of these communities has its own comprehensive plan, influencing transportation in Nelson County.

To the north of Nelson is Albemarle County. In their plan, the Albemarle recommends improvements the Route 29 corridor, to create a “parkway” style road. This roadway design would include grade-separated intersections, which reduces the number of turning vehicles. The state recommends a similar design for Nelson. Albemarle’s plan designates its southern borders as Rural Areas. It recommends that rural roads in these areas remain in their current state, except for safety improvements.

Buckingham County shares a border with Nelson County, along the James River. There are two bridges spanning the river between the counties: County Road 602/Howardsville Road and Virginia Primary Highway 56 near Wingina. Their Comprehensive Plan calls for a gateway plan to ensure that entrances into the county are unique and attractive. The bridge near Howardsville is singled out for a potential increase in traffic flow, due to a new development, although no capacity improvements are recommended. The plan notes that neither of the bridges spanning the James River are structurally deficient, and there are no plans for significant repair.

Appomattox County shares a four-mile border with Nelson County along the James River. State Route 60 is the only bridge crossing between the counties. The Appomattox Comprehensive Plan does not address any specific future plans for this transportation connection.

Amherst County borders Nelson County to the south, sharing the important US 29 corridor that connects both counties with Lynchburg to the south and Charlottesville to the north. The Amherst County Comprehensive Plan considers this corridor “critical to the County’s economic health and quality of life.” The plan calls for access management for all new development along the corridor so as not to impede traffic flow. This requires minimizing the number of new driveway entrances and traffic signals. One strategy is to amend the zoning code to require service roads for new development along the corridor. The plan also calls for signage and landscaping requirements to enhance the aesthetic experience of entering the county. The plan recommends the installation of a traffic signal at the intersection of US Route 29 and State Route 151, about four miles south of Nelson County. The Comprehensive Plan also calls for the promotion of passenger rail service between the town of Amherst and other metropolitan areas.

Augusta County shares a border with most of the western edge of Nelson County. The Augusta County Thoroughfare Plan does not address the area bordering Nelson County directly. It is sparsely populated with very little projected growth, so no proposed transportation improvements are included in the plan for the area.

Rockbridge County shares a short border with the southwest corner of Nelson County in the Blue Ridge Mountains. The two counties are connected by State Route 56 near Montebello. The Rockbridge County Comprehensive Plan does not address transportation connections with Nelson County.

Nellysford Safety, Mobility, and Access Management Study (2002)

The TJPDC conducted this study, funded by VDOT, to evaluate safety measures and access issues to accompany increased traffic on Route 151 in the Rockfish District. The study recommended a reduction of the speed limit in the area from 45 to 35 miles per hour, the introduction of a series of median islands, and signage to warn of pedestrian crossings.

Other recommendations were to limit direct access to 151 by providing access to multiple parcels from single entrance points. The plan called for attention to all road users, including cyclists and pedestrians with such improvements as bike lanes, racks at commercial centers, sidewalks, crosswalks, and off-road trails. It recommended a transit stop at Wintergreen for regular JAUNT routes currently in operation, as well as an adjacent park and ride lot. The plan also recommended land use strategies to complement the transportation recommendations. While VDOT funded this study, the Nelson County Board of Supervisors never formally adopted the document or its recommendations.

Lovingston Safety Study (2005)

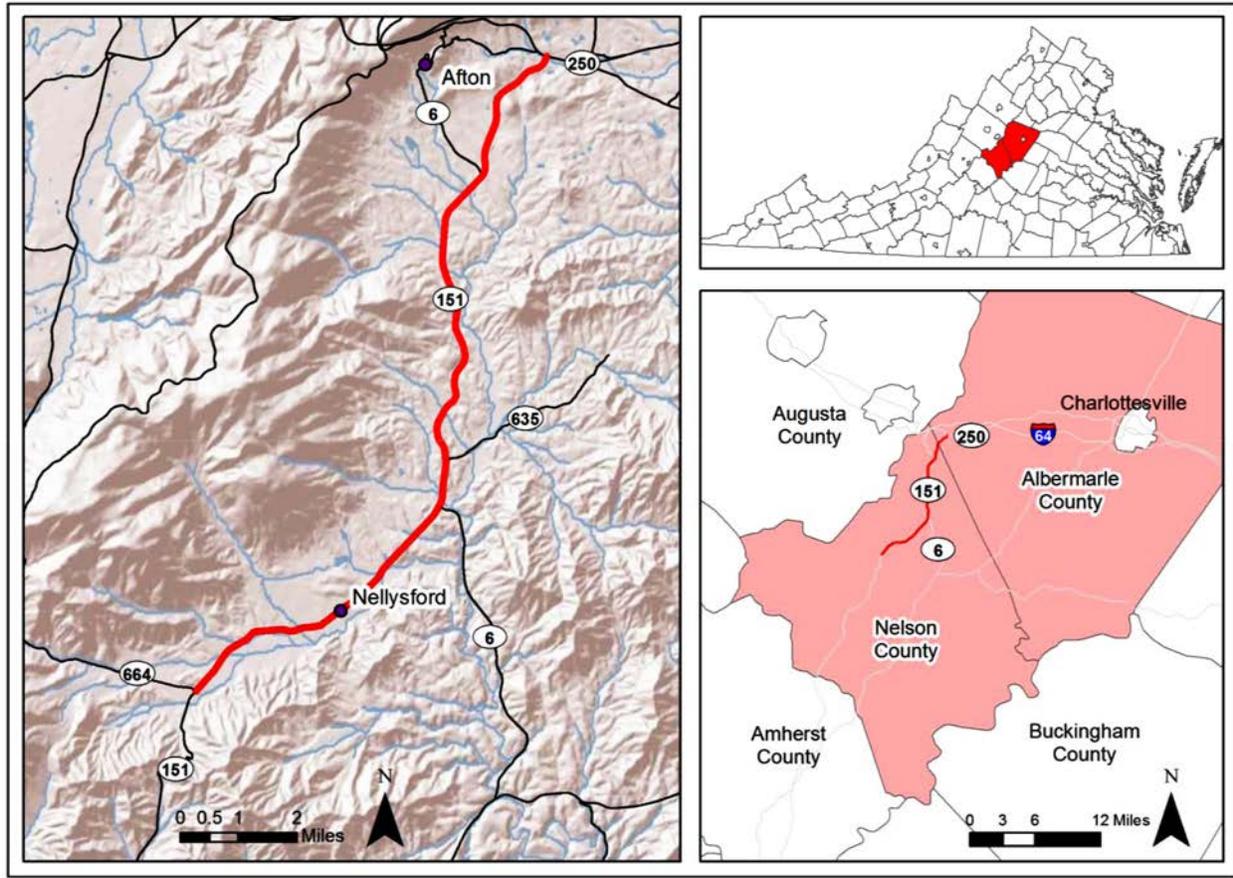
Conducted by the TJPDC and funded by VDOT, the purpose of this plan is to enhance the small town, pedestrian-oriented character of historic Lovingston and to achieve a safer, more efficient connection between historic Lovingston and the growth occurring on the western side of Route 29. This Study is designed to achieve a balanced, multi-modal system that allows pedestrians, bicyclists, and drivers to safely travel in the greater Lovingston area while maintaining and improving the capacity of Route 29 for regional through-traffic.

The key transportation recommendations designed to achieve these goals include:

- **Achieve the goal of the VDOT “Route 29 Corridor Development Study” to upgrade Route 29 to restricted access Parkway** by upgrading existing turning lanes from Route 29 to local streets, eliminating median breaks (the ability to make left turns to and from Route 29), and providing landscaping consistent with a parkway and small town.
- **Enhance the access between both sides of Route 29** by constructing several grade-separated facilities that will offer greater roadway capacity and safer connections.
- **Extend Route 56 from its current Front Street connection west to a new interchange with Route 29** that will continue westward to provide primary access to the future growth areas of western Lovingston. This will achieve better access between Route 56 and 29, better access between historic Lovingston and Route 29, and more controlled growth in western Lovingston.
- **Reinforce the traditional grid street network of historic Lovingston** in order to better achieve the County goals of economic development and downtown revitalization. Recommended improvements include traffic calming features and streetscape enhancements.
- **Extend Front Street south to Route 29** consistent with the downtown pedestrian oriented feel of existing Front Street and create a gateway to historic Lovingston. Expand the traditional gridded street pattern to accommodate future development.
- **Establish a two-lane roadway parallel to Route 29 on the western side of Lovingston.** This will enhance access to and from Route 29 and support internal circulation through a grid system of roads consistent with historic Lovingston.
- **Enhance Lovingston as a walkable community** with sidewalk upgrades in historic Lovingston, bulbouts and pedestrian crosswalks at key intersections, streetscape enhancements, and a pedestrian and bike trail along the east side of Route 29.

Route 151 Corridor Study (2013)

Conducted by the HNTB Corporation and funded by VDOT, this study evaluated the operations and safety of approximately 14 miles of Route 151 in the North District and Central District of Nelson County. The study area focused on the segment from the intersection of Route 151/Route 664 (Beech Grove Road) in the south to the intersection of Route 151/U.S. Route 250 in the north, which is located just beyond the county line with Albemarle County.



Route 151 Corridor Study Area. (Source: HNTB Corporation / VDOT)

This study was conducted because this section of Route 151 has experienced steady population growth, increasing commercial development, and a substantial increase in vehicles traveling the corridor in the past 10 years. This increase in traffic is due in part to the corridor being used as a viable shortcut for many commercial trucks traveling between I-64 and U.S. Route 29. The steady growth in the use of this corridor by local residents, visitors, tourists, and pass-through commercial truck drivers has resulted in increased traffic congestion and has caused safety concerns for the corridor.

The key transportation recommendations designed to achieve better mobility and increased safety are largely focused on fifteen (15) key intersections. There are also corridor-wide recommendations, with specific short-term, mid-term, and long-term recommendations for different segments of the study area. Key recommendations from the study that address operational, geometric and safety deficiencies include:

Short Term:

- At Route 6 south (River Road) – add a left turn lane on the southbound and westbound approaches.
- At Route 635 south (Rockfish School Lane) – add a left turn lane on the northbound and eastbound approaches.
- At Route 784 (Bland Wade Lane) – reconstruct the roadway to improve horizontal and vertical alignment.
- At Route 849 (Tanbark Drive) – Slope the embankments in the southeast and southwest quadrants to improve sight distance for the northbound approach.
- Improvements were recommended at Route 635 north (Greenfield) and Route 709 (Chapel Hollow Road); improvements have since been constructed.

Mid-Term:

- From Route 613 (Rodes Farm Road) to 0.05 miles north of Route 613 – reconstruct the roadway to address geometric deficiencies, including improvements at the intersection with Route 613 (Rodes Farm Road) to correct sight distance deficiency. (Note: although not specified, it is assumed that the northern terminus is north of Route 613 – Lodebar Estates).
- At the intersection with U.S. Route 250 – install traffic control improvements, including a signal with a northbound turn lane, or a roundabout.

Long Term:

- At the Route 151 intersection with Route 627 (Spruce Creek Lane) – reconstruct the intersection to improve horizontal and vertical curves.
- From Route 634 south (Adial Road) to Route 6 south (River Road) – reconstruct the existing roadway to increase capacity, address geometric deficiencies, and accommodate two 12-foot travel lanes with paved 6-foot shoulders marked as bike lanes. Right-of-way should be reserved for an ultimate four-lane cross-section when volumes warrant.
- From Route 6 south (River Road) to Route 638 south (Avon Road) – reconstruct the existing roadway to increase capacity, address geometric deficiencies, and accommodate two 12-foot travel lanes with paved 6-foot shoulders marked as bike lanes. Right-of-way should be reserved for an ultimate four-lane cross-section when volumes warrant.
- From Route 638 south (Avon Road) to U.S. Route 250 (Rockfish Gap Turnpike) – widen the existing roadway to increase capacity, address geometric deficiencies, and accommodate four 12-foot travel lanes with paved 6-foot shoulders marked as bike lanes. Long-term spot safety and alignment improvements are needed.
- At the intersection with Route 6 north – provide left turn lanes on the minor approaches, and signalize the intersection when warranted.

Existing Roadway Inventory

An existing inventory of roads and services is a first step in the development of a transportation plan. The inventory describes current conditions, assets and challenges. Roadways represent the bulk of the County's transportation system, with most residents relying on their cars for daily travel to work, school and other destinations. The following inventory provides a detailed inventory and review of the major roadways in the County, in order to:

- Provide a comprehensive analysis of traffic counts and conditions in the existing roadway network.
- Assist County officials in considering the transportation impacts of development proposals.
- Help identify the need for future road projects and improvements, providing the foundation and rationale behind the goals, objectives and recommendations in this chapter.

Interstate 64

Interstate 64 crosses the entire State, from Hampton Roads to West Virginia, and links several cities including Norfolk, Richmond, Charlottesville, and Staunton. The interstate also links I-95 and I-81, with Nelson County located between these two north/south corridors. From Nelson, the closest access point to the interstate is exit 99, ~~on the western side of~~ at Rockfish Gap on top of Afton Mountain in Augusta County. The next closest is exit 107, where one can enter onto I-64 from Route 250 in Albemarle County.

Primary Routes

In the hierarchy of highways, the next category after interstates is the state primary system. These are roads that have regional or statewide significance and serve to connect cities, towns and other communities. Some of these routes may have national importance, functioning as major thoroughfares and corridors for several states. In Nelson County, there are seven primary routes, which accounts for 124 miles of roadway. These include Routes 29, 6, 48 (the Blue Ridge Parkway), 56, 60, 151 and 250.

The County faces several challenges with some of these roads. In some of the more rural areas of Nelson, there are significant changes in terrain for many road sections with poor vertical and horizontal alignment. These roads usually have only two lanes. Several of these lanes are relatively narrow, being 10 feet wide or less. Under these conditions there are frequent "no passing" zones, often with lines of cars behind slow moving vehicles, such as school buses and agricultural equipment. Other roads lack

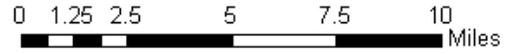
Nelson County Comprehensive Plan – Transportation Chapter (Drafted May 2011)

coordinated access management, leading to additional turning movements, as motorists try to access roadside properties. These conditions can severely limit road capacity and safety.

The following inventory of primary routes in Nelson County includes a general narrative on each road, along with detailed figures on traffic counts, level of service and other conditions. *Please note that all traffic counts are from 2010.*

DRAFT

Nelson County Roadway Inventory



Legend

- Route 29
- Corridor of Statewide Significance
- Primary Routes
- Secondary Routes
- - - Railroad



Prepared by the Thomas Jefferson Planning District Commission.
 Source: US Census Tiger Data Winter 2010

Route 29:

Named Thomas Nelson Highway, this route makes up 23 miles of the County's road network. At its northern end, Route 29 crosses the Albemarle County border, passing through Nelson and then entering Amherst to the south. Thomas Nelson Highway carries the highest traffic volumes of any ~~other~~ road in the County, with 12,600 to 16,000 average trips per day. The next highest counts in the County are along sections of Route 151, with fewer than 8,500 daily trips.

The County uses Route 29 as a critical component of local transportation and land use policies. The County's Future Land Use Plan shows Thomas Nelson Highway connecting growth areas around the Lovingson area. This includes land uses such as Rural Residential, Rural Small Town, and Light Industrial/Mixed Commercial. In the County plan, the road also acts as the artery for more Industrial and Mixed Use Commercial to the south, near Colleen and towards Amherst.

The following are additional facts and data on Route 29:

- It is designated as a Rural Principal Arterial.
- VDOT designated this as a Scenic Road-Byway for the segments north of Route 6.
- Route 29 has four-lanes, with each being 12-foot wide, plus paved shoulders.
- The speed limit is to 60 mph.
- The entire road length has a Level of Service A, where vehicles are able to travel freely, with few delays or congestion.
- In some locations, Route 29 ~~has~~ does not have good sight distances, ~~both~~ either horizontally, ~~and~~ vertically, or both – which can create some difficulties in allowing motorists to clearly see any other vehicles or unexpected obstacles ~~in the road.~~
- The area with the highest traffic counts is around the rural village of Lovingson, reaching 16,000 trips per day.
- The intersection at Lovingson has the only traffic light in the entire County.

Route 29 is also identified as a Corridor of Statewide Significance (CoSS). The Commonwealth's Statewide Transportation Plan identified eleven of these corridors. The CoSS include the major roadways, rail lines, airports, ports and transit services across Virginia. The Code of Virginia requires that each locality with a CoSS, "note such corridor or corridors on the transportation plan map included in its comprehensive plan for information purposes at the next regular update of the transportation plan map" (15.2-2232).

Route 6:

As Route 6 crosses Nelson County, its name changes several times. In the northwest corner of the County, it begins as Afton Mountain Road, then Rockfish Valley Highway, River Road and finally Irish Road as it heads into Albemarle County. Over this stretch in Nelson County, the road accounts for approximately 13 miles as it roughly follows the Rockfish River. The Future Land Use plan shows Route 6 as an important road that accesses rural residential uses, between the areas of Avon and Greenfield. While this is a major road, its design and capacity are not suited for higher volumes of traffic.

The following are additional facts and data on Route 6:

- The road segments located northwest of Route 29 are designated as a Rural Minor Arterial.
- The segments that are southeast of Route 29 are designated as a Rural Major Collector.
- The State also designates Route 6 as a Virginia Scenic Byway.
- This is a two-lane road, with 10-foot travel lanes.
- There are limited shoulders, ranging from 1 to 2 feet, enough to provide a small buffer between traveling vehicles and the roadside ditches.
- There is an average of 770 to 3,700 daily trips, depending on the road segment.
- The highest traffic counts for Route 6 are between Route 29 and 151.
- The In most places, the speed limit varies between 45 mph and is 55 mph. As it overlaps with Route 29, the speed limit increases to 60 mph, and some portions of Afton Mountain Road have a much lower speed limit due to the mountainous terrain and very sharp curves.
- On the southeastern segments of Route 6, the Level of Service indicates that the road is nearing capacity.

Route 48:

Also known as the Blue Ridge Parkway, Route 48 has regional, ~~and~~ national, and international significance. For example, the Parkway is the most visited unit in the entire National Park System. In Nelson County, the Blue Ridge Parkway runs parallel to the western border with Augusta and Rockbridge Counties, along the mountains. Approximately 14 miles of the road are actually within Nelson County. There are challenges to maintaining the Parkway, due mostly to the mountainous terrain and weather. The roadway is not open in the winter, and sections which pass over especially high elevations and through tunnels are often impassable and closed from late fall through early spring. Weather is extremely variable in the mountains, so conditions and closures change rapidly.

The following are additional facts and data on Route 48:

- It is designated as a National Parkway, National Scenic Byway, All-American road and a Virginia Scenic ~~Parkway~~Byway.
- Route 48 functions as a Rural Minor Arterial.
- This is a two lane road, with each lane 10-foot wide, along with 4-foot shoulders.
- On average, there are 385 daily trips.
- There are no identified issues with traffic congestion or Level of Service.

Route 56:

Route 56 runs northwest/southeast across Nelson County. Its western end begins in the Shenandoah National Park and the eastern end spans the James River into Buckingham, connecting with Route 60. Across this stretch, Route 56 goes by several different names. To the west, Route 56 is called Crabtree Falls Highway. It then merges with Route 151, where it becomes Patrick Henry Highway. From that point to Route 29, the name changes to Tye Brook Highway. Finally, Route 56 becomes James River Road, between Lovingsston and the James River. In total, these segments equate to 38 miles of Nelson County's road system. U.S. 56 serves several important functions locally. It connects places like Montebello, Nash, Tyro, Massies Mill, and Colleen, along with Shipman and Wingina to the east. Route 56 is also one of the few roads that cross the mountains, connecting with the Blue Ridge Parkway and accessing destinations in the Shenandoah National Park, such as Crabtree Falls.

With speed limits of 55 mph, the road does move traffic relatively quickly on straight stretches. The exception is the far western end of the County, between Rockbridge County and Route 151, where the road includes several challenging curves and poor sight distances as it climbs through the foothills and mountains. In these areas, the speed limit is appropriately reduced to 45 mph. Regardless, these western sections can be difficult to navigate, particularly in poor weather.

The following are additional facts and data on Route 56:

- In the segment that merges with Route 151, the road is defined as a Rural Major Collector.
- West of Route 151, this road is a designated Virginia Scenic Byway.
- The average daily trips range from 300 to 2,000. The highest counts are near Lovingsston, on the eastern side of Rte 29, while some of the lowest counts are to the west, between Montebello and Nash. To the east, the counts decrease again, to 275 daily trips, near Wingina.
- On average, the road has 9 to 10-foot lanes. In addition, there are usually 1 to 2-foot shoulders.

- There are 11-foot lanes and wider shoulders east of Lovingson, between Rte 772 and the Buckingham County line.
- The road has minor capacity issues between the Rockbridge County line and Nash. There are similar issues around Tyro and the Massies Mill area. Between Lovingson and shipman, the road is nearing capacity, which could lead to travel delays.

Route 60:

Route 60 only has a short 6-mile segment in Nelson County, in its southeastern corner of Gladstone, which is shown in the Future Land Use Plan as rural and farming. Route 60 is called Richmond Highway and serves as one of Nelson's two major crossings over the James River.

The following are additional facts and data on Route 60:

- The state categorizes this road as a Rural Minor Arterial.
- There are around 1,500 average daily trips.
- It is a 2-lane road with 10 to 11-foot lanes and 2-foot shoulders.
- The Speed limit is 55mph.

Route 151:

Route 151 begins in western Albemarle County at the intersection with U.S. Route 250, and enters Nelson County approximately 1 mile to the south. Route 151 starts in the northern end of Nelson County, where it connects with U.S. 250 in Albemarle County. It runs Running roughly parallel to Route 29, and later it continues south for 28 miles before entering Amherst County, as it heads south. Route 151 accounts for 28 miles and holds threetwo names; Critzer Shop Road, Rockfish Valley Highway, and Patrick Henry Highway. It serves as the primary access to Wintergreen, and also provides access to. It also connects places like Piney River, Roseland, Nellysford, Greenfield and Avon.

In recent years, the Critzer Shop Road and Rockfish Valley Highway portions of Route 151 have become heavily traveled as the primary corridor for Nelson County's burgeoning tourism industries. Continued heavy use and additional tourism-related activities and development are anticipated for this corridor. As such, VDOT commissioned the Route 151 Corridor Study in 2013 to evaluate safety and mobility issues with Route 151 from Beech Grove Road to U.S. Route 250.

The following are additional facts and data on Route 151:

- The ~~state designates this road as a Virginia Byway~~ road is defined as a ~~and~~ Rural Minor Arterial.
- Route 151 is designated a Virginia Scenic Byway from its northern terminus at Route 250 to the intersection with Crabtree Falls Highway in Roseland.
- On the border with Amherst County, there are approximately 2,500 average daily trips.
- Further north, daily trips decreases to nearly 1,500 until Wintergreen, where volumes reach over 4,000.
- From the intersection with Route 6 at Greenfield to the Albemarle County line, daily trips reach almost 8,500.
- This is a 2-lane road with 10-foot travel lanes, along with 1 to 2-foot shoulders.
- The road widens near Albemarle County with 22 to 24 feet of pavement and 2 to 3-foot shoulders.
- The speed limit is 55mph, with a section where the speed limit is 45 mph.
- Near Roseland and the intersection with Route 56, the road is nearing capacity. Further south, near Piney River and the Amherst County Line, there are minor capacity issues.

Route 250:

U.S. 250 only briefly passes through the northernmost tip of Nelson County, near the base as it ascends to Rockfish Gap near the top of Afton Mountain. This short 2-mile section is also referred to as Rockfish Turnpike. The road design creates a higher capacity facility for the surrounding rural area and through-traffic. While only a small section is within the County, this road does have significant influence on Nelson by providing access to and from its northern areas. It also helps take pressure off of other west/east roadways within the County.

The following are additional facts and data on Route 250:

- The state designates Route 250 as a Virginia Scenic Byway and as a Rural Minor Arterial.
- This is a two-lane road with shoulders, making up 30 feet of pavement. There is a section on Afton Mountain where there are two lanes going westbound, almost to the top of the mountain.
- The speed limit is 55 mph.

Secondary Routes

The remaining public road network consists of state secondary roads that are not designed to carry heavy traffic loads. Most originated over the last century as pathways between farms and market areas. The routes and road beds were established long

before suburban growth, and therefore, the roads are generally narrow with poor horizontal and vertical alignment. Issues facing many secondary roads include:

- Limited right-of-way.
- Natural or constructed obstacles located close to the right-of-way, making improvements to the road expensive with numerous design challenges.
- Mountainous terrain that make road improvements challenging
- Rural secondary roads that are increasingly being used to carry extensive subdivision development.

The following table provides detailed descriptions of several of the more significant roadways.

Rte #	Name	Category	Daily Trips	Description
617	-Rockfish River Road	- Rural Minor Collector	138 – 340	Rte 617 intersects with Rte 29, north of Lovingston, and runs generally parallel with Rte 6 to the east, where it enters <u>before entering</u> Albemarle County. The 2-lane road is about 9 miles long, with 8-foot travel lanes and 1 to 3-foot shoulders.
622	-Allens Creek Road	- Rural Minor Collector	141	Rte 622 is located in the southeastern tip of Nelson, in the Gladstone area. The northern end begins with Norwood Road (Rte 626). Heading south, it crosses Rte 60 and enters the corner of Amherst County. This is a narrow road, with 9-foot travel lanes and a foot of shoulders. One section with several sharp turns can be challenging for motorists.
626	-Norwood Road -Union Hill Drive -Cabell Road	- Connector Route to scenic road - Rural Minor Collector	155	Rte 626 runs parallel with the James River. The southern end starts at Rte 60, before it passes over Rte 56 and heads northeast into Albemarle County. This is a narrow 2-lane road with 7-foot travel lanes and 1-foot shoulders.
635	-Greenfield Road -Craigs Store Road -Cold Creek Lane	- Rural Major Collector - Rural Minor Collector - Rural Local	353 – 972	Rte 635 is in the northwestern portion of Nelson, connecting Rte 6 in the Greenfield areas and Albemarle County. <u>This is a 2-lane road with 8 to 9-foot lanes and 1-foot shoulders.</u> There is <u>also</u> a small segment also on the west side of Rte 6 (<u>Rockfish School Lane</u>), which dead ends. This is a 2-lane road with 8 to 9-foot lanes and 1-foot shoulders.

639	-Nelson Avenue -CraigTown Road -Laurel Road	- Rural Major Collector	212 – 498	Rte 639 runs parallel with Rte 29, connecting Rtes 56 and 6 to the east. It passes through the Shipman and Rockfish areas. This is a narrow and occasionally winding road, with 7 to 8-foot lanes and 1-foot shoulders.
650	-Oak Ridge Road -High Peak Lane	- Rural Major Collector - Rural Local	896	Rte 650 runs parallel with Rte 29, just east of Lovingston. It connects Rte 653 with Rte 56, from the Oak Ridge to Shipman areas. It is a 2-lane road with 9 –foot travel lanes and 1-foot shoulders.
653	-Freshwater Cove Lane -Oak Ridge Road -Wilson Road	- Rural Major Collector - Rural Local	886	Rte 653 is roughly parallel with Rte 56. To the south of Lovingston, it connects Rtes 655, 650 and U.S. 29. To the west it dead ends as Freshwater Cove Lane. The 2-lane road has 10 –foot travel lanes and 1-foot shoulders.
655	-Roseland Road -Colleen Road -Arrington Road -Variety Mills Road	- Rural Major Collector	840 – 1,141	Rte 655 winds across the southern part of the County, running east/west. The western end begins at Rte 151/56, in the Roseland area. Heading east, it crosses Rte 29 at Colleen and into the Arrington area. On the far eastern end, it dead ends into the Norwood area, at Rte 626. There are two 9-foot lanes for this entire stretch, with 1 to 2-foot shoulders.
656	-Gladstone Road	- Rural Major Collector	149	Rte 656 passes through the Gladstone area of Nelson. It connects Rte 60 with 622. This is a very narrow 2-lane road. There are 7-foot travel lanes and 1-foot shoulders.
657	-Tye River Road -Piedmont Road	- Rural Minor Collector - Rural Major Collector	310 – 782	Rte 657 is located in the southeastern corner of Nelson, running parallel to the Amherst County line. It begins just east of Rte 29 and passes over Rte 60, before heading into Amherst. The northern end is narrower, with 8-foot lanes and 1-foot shoulders. As it winds to the south, Rte 657 widens to 10-foot lanes with 2-foot shoulders.
661	-Phoenix Road	- Rural Major Collector	993	Rte 661 is in the southeast quadrant of Nelson, beginning in the Arrington area before it leads south for about 4 miles. While the traffic counts are relatively low, VDOT identifies this road as having issues with Level of Service. There is “unstable flow at or near capacity” for sections of this route. The travel lanes are narrow, at 9 feet and 1-foot shoulders.

664	-Beech Grove Road	- Rural Major Collector - Virginia Byway	1,786 – 2,481	Rte 664 begins in the Wintergreen area, at Rte 151. To the west, it climbs into the mountains, crossing the Blue Ridge Parkway and leading into Waynesboro. There are relatively high levels of traffic, creating issues with SOL. Near the Augusta County line, there is “high density flow”, though this 2-lane road is wide, with 10 to 12-foot lanes.
665	-Old Rose Mill Road -Wilson Hill Road	- Rural Minor Collector - Rural Major Collector	405	Rte 665 crosses east/west, over Nelson’s southern part of the U.S. 29 corridor. This road is split into two segments. The west side connects Amherst with Rte 29 and the eastern half is flanked by Rte 29 and the Arrington area. This is a narrow two lane road, with 8-foot lanes and 1-foot shoulders.
666	-Jonesboro Road -Dickie Road -Woodson Road	- Rural Minor Collector - Rural Major Collector	37 – 273	In the south-central part of Nelson, Rte 666 connects Rtes 151 and 56. It then hugs the Amherst County line and enters the Lowesville area. In this southern segment, the road is wider, with 9-foot lanes and 2-foot shoulders. Further north it narrows to 7-foot lanes and no shoulders in some areas, though it widens again to 9 feet at the northern end.
676	-Clay Pool Road -Buffalo Mines Road	- Rural Minor Collector	145	Rte 676 branches off from the southern portion of Rte 151. From there it goes south, towards the Amherst County line and Lowesville. This is a very narrow 2-lane road. There are 7-foot lanes and 1-foot shoulders.
679	-Level Green Road -Castle Creek Lane	- Rural Local	15	In the Massies Mill area, Rte 679 is a short stretch of road near the confluence of Rtes 151 and 56. The road is very narrow, with 7-foot lanes and no shoulders. With such little traffic, this width is sufficient.
710	-Oak Ridge Road	- Rural Major Collector	899	Rte 710 is less than 2 miles long, but carries relatively high level of traffic. Located in the Oak Ridge area, it connects Rtes 653 and 650. It has 9-foot lanes and 2-foot shoulders.
739	-Tye River Road -Boxwood Farm Road -Napier Loop	- Rural Minor Collector - Rural Local	724	Near the Amherst County line, Rte 739 intersects with Rte 29 and leads east, along the Tye River and into Amherst. With 8-foot lanes and 2-foot shoulders, the road is relatively narrow.
750	-Old Turnpike Road	- Rural Local	152	In the northern tip of Nelson, Rte 750 creates another connection between Rtes 250 and 6. The 8-foot lanes are narrow, but there are few daily trips along this

				stretch.
778	-Lowesville Road	- Rural Major Collector	616	Rte 778 is located near the Amherst County line, west of Rte 151. It connects the Piney River area with Lowesville. With 9-foot lanes and 2-foot shoulders, the road is sufficient to handle the existing traffic.
800	-Schuyler Road	- Scenic Road, - Rural Local	678	Near the northern county line, Rte 800 passes through the Schuyler area into Albemarle. This road is relatively wide, with 10-foot lanes and a foot of shoulder on either side.
814	-Campbells Mountain Road -Love Road	- Rural Local	119	Rte 814 is located in the western end of Nelson. From the Nash area, it connects with Rte 56 and leads north, into the mountains. After crossing the Blue Ridge Parkway, it enters Augusta County. This is a narrow road with 8-foot lanes and several sharp turns as it winds into the mountains. With <u>limited</u> shoulders and poor sight distances, this can be a challenging road for motorists.
1001	-Main Street -Court Street -Ridge Lane	- Rural Local	1,999	Rte 1001 functions as the main street for the village of Lovingston. The street is flanked by small town development and ushers drivers through this small community.

Rural Transit and Carpooling

A commute is defined as a home-to-work or work-to-home trip, and is one of the main functions of a transportation network. While there are other types of trips, commuting patterns are consistent, predictable and make up a major portion of roadway traffic. Assessing these travel patterns is a vital exercise in understanding a community and how its transportation system functions.

While some people commute into Nelson County for work, the major traffic pattern involves trips out to employment centers in the surrounding areas. According to 2008 American Community Survey data (U.S. Census), there are 4,607 people who live in Nelson, but work outside of the County. Conversely, there are 1,558 workers who work in Nelson but who live in the surrounding jurisdictions. This equates to a net out commute that is three times larger than the number of people commuting into the County for work. Another group, those who live and work in the County, make up 1,741 of the labor force.

According to the U.S. Census, over 40 percent of Nelson workers travel to the Charlottesville/Albemarle County area for their employment. This is the dominant commuting pattern, with people traveling along the Route 29 corridor and surrounding roadways. This commuting pattern contributes to the traffic counts along Route 29 and 151. Smaller numbers of commuters travel to Augusta County, Amherst, Lynchburg, Waynesboro, and places beyond.

Most people in Nelson typically have to rely on automobiles for these trips and other travel. The costs of repair, expansion and new construction of roads are high and commonly come with logistical obstacles, such as obtaining additional right-of-way. Transportation Demand Management (TDM) services, such as rural transit and carpooling, are a way of maximizing the existing road infrastructure.

Rural Transit

Nelson County's relatively low population density makes extensive fixed-route transit system unfeasible. On-demand or rural transit is reasonable alternative for Nelson County from a financial and logistical perspective.

On-demand public transportation is characterized by flexible routes and schedules, typically using small buses to provide shared occupancy, doorstep, or curbside personalized transportation service. For Nelson County, JAUNT provides this service. Its eighty-vehicle fleet makes over 270,000 trips annually within their service area,

including commuter, health service, and general errand trips. Most trips are scheduled by the passenger, but some fixed routes are available that allow access to urbanized areas. JAUNT buses are all equipped with computers that plan the most effective pick-up and drop-off routes. Federal, state and local funding supplement the agency payments and passenger fares help to keep the cost of service low for those who use it.

In Nelson County, JAUNT offers four separate services: commuter routes to Charlottesville, Wintergreen service, midday service to Charlottesville and intra-county service. The commuter routes to Charlottesville include a Lovington Express Route, which makes stops along Route 29 and in the UVA area. The second commuter route under this service is the Roseland Route. These commuters ride along State Routes 151 and 56, as they head east to Route 29. These passengers arrive to Charlottesville in the morning, with drop offs in the downtown and UVA areas. The Wintergreen service travels from the resort to areas throughout the County, as JAUNT carries passengers to and from Charlottesville. The midday service to Charlottesville is a door-to-door service that is available in all of Nelson County, requiring riders to contact JAUNT to schedule a pickup. Finally, the intra-county service offers trips to various destinations within the County, also requiring appointments. Passengers are encouraged to call JAUNT at (434) 296-3184 or toll-free at 800-36JAUNT. Updated information on JAUNT services are also found at their website: <http://www.ridejaunt.org/nelson.asp>.

Carpooling

Another way for communities to maximize their existing road capacity is to encourage carpooling services. In this region, the RideShare program (housed by the TJPDC) plays a key role in these strategies. The program helps residents identify and ride with others who are traveling along the same routes. By riding in someone else's vehicle, people save on gas, car maintenance and parking. For groups of seven or more people who want to carpool together, RideShare has a vanpool program. Riders lease vans from a designated agency and pay a fee to cover the cost of the lease and gas. Maintenance, license and insurance costs are included in the lease.

RideShare also offers a Guaranteed Ride Home program to provide free rides in an emergency. The idea is to encourage residents to ride public transit or carpool at least twice a week. If they do so, and must get home when transit or a carpool is unavailable, the agency will pay for their taxi or rental car. People can take advantage of the service up to five times per year.

Another RideShare initiative is SchoolPool, designed to help parents who have limits on how much time they can spend shuttling their children to and from school and after-

Nelson County Comprehensive Plan – Transportation Chapter (Drafted May 2011)

school activities. The program acts as a liaison to link parents to others who live within a convenient distance and whose children attend the same school. As with RideShare's carpool programs, the purpose of SchoolPool is to save families money. It can also help reduce congestion during morning and afternoon pick-up times in school parking and entrance areas. A school must apply to be part of the program; at this time no Nelson County schools are participating.

Employers can also take advantage of RideShare. The program will help companies encourage their employees to carpool or vanpool or ride JAUNT buses. RideShare also provides education to employers on how to take advantage of tax breaks for encouraging transit or carpooling.

In Nelson County, RideShare only services a portion of the commuters that carpool in the community. While there are 45 people registered, many more carpool informally by sharing trips with friends, colleagues and other acquaintances. The latest figures from the American Community Survey indicate that over 16 percent of Nelson commuters carpool to work, making up a significant share of commutes. This is noticeable higher than the carpooling rates for the state, which are approximately 10.6 percent.

Park and Ride Lots

Park and ride Lots go hand and hand with transportation options like on-demand transit and carpooling. Particularly in rural areas, these facilities are critical for these alternate modes of travel. With homes generally separated by larger distances, these rural park and rides allow people to meet in convenient places, saving time and bringing greater ease to carpooling and transit commuter routes.

In Nelson County, there are four informal park and rides, along with one that is officially designated. Of the informal lots, one is in the Greenfield/Nellysford area, at the intersection of Routes 151 and 6, in the power substation lot. This allows for 15 spaces. The second lot is located at the intersection of Route 29 and Route 6 East, providing 6 spaces and JAUNT service. The third informal lot is located at the intersection of Route 29 and Route 6 West, with 15 parking spaces and JAUNT service. A fourth is located at US 29 at Freshwater Cove. The only official park and ride facility is along Route 29 South, at Route 1001 in Lovington. The lot is behind the volunteer fire department building, offering users with 20 spaces and pickup from JAUNT.

Given the high rates of carpooling in the County and the importance of JAUNT, there is a need for expanded park and ride lots in Nelson. New or expanded lots may

encourage these alternative transportation choices, helping to take additional traffic off local roadways. Providing additional facilities would also further encourage service to those with limited means of transportation, such as those that are elderly and those with disabilities. There are logistical and legal obstacles to establishing new park and ride facilities. By working with the RideShare program, Nelson County may be able to find ways to address those issues and provide for these amenities.

DRAFT

Rail and Freight Plan

One of the major functions of the transportation system is moving goods. This is usually done with rail cars or trucks, as businesses receive and ship out raw materials and finished products. The following sections outline the current character and capacity of rail and freight in Nelson County.

Freight Generators and Destinations

Nelson County has several employers that may require freight service. Wintergreen resort and Food Lion are the major freight destinations, followed by Central Virginia Electric Cooperative, California Side Car, American Fibers and Yarn, and overnight package delivery services. Each of these employers receives freight via truck from locations outside of Nelson County. This means additional trucks on roads that lead to and from these areas.

Rail Facilities

Nelson County has two rail lines: Norfolk Southern Railroad and CSX Railroad. The Norfolk Southern line cuts through the middle of the county, passing Faber, Rockfish, Shipman, and Arrington. CSX follows the Tye River along Nelson County's southern border, and passes through Howardsville, Warminster, Wingina, Norwood, Greenway and Gladstone. Both lines service a number of rail carriers that transport goods cross-country; however, neither line routinely stops in Nelson County. Instead, the majority of goods that travel in and out of Nelson are moved via truck.

Freight

Trucks are the single most-used mode to move freight, especially for distances less than 500 miles. In 2007, trucks moved 69 percent of the weight and 65 percent of the value of freight throughout the country. According to the Freight Analysis Framework, a dataset issued by the Federal Highway Administration, trucks routinely travel to and through Nelson County. The primary trucking routes are US 29, state highways 151 and highway 6, and, to a much lesser degree, the Blue Ridge Parkway.

Route 29 is by far the most used road for freight in Nelson County. Long distance truck traffic predominantly uses this road to pass through Nelson County. The majority of local truck traffic is also on US 29. Very few freight trips are made on Hwy 151, despite being a major thoroughfare for Nelson County. This may be due to the fact that Hwy 151 is narrower, has lower speed limits, and has fewer businesses located along the route.

By 2040, annual average daily truck traffic (AADTT) is expected to increase dramatically on US 29, carrying well over 2,500 trucks per day. AADTT is expected to stay the same on the Blue Ridge Parkway and 151, but will increase on Hwy 6. This increase on 6 is most likely due to trucks feeding onto US 29. It is also expected that long distance truck traffic will no longer use Hwy 151 by 2040. These projections indicate that businesses requiring freight, or wishing to capture trucking business, should ideally locate along US 29.

DRAFT

Recommendations and Vision

The following goals and principles state the long-term expectations for the County's transportation system. Under each goal, principles are stated. Principles are a more specific statement of the actions intended to achieve the broad goal.

Goal – Promote a safe, efficient and diverse transportation system to serve both local and regional traffic.

Principle – Emphasize the importance of safety on county roads and publicize the negative affects of speeding.

Principle – Ensure that through truck traffic is meeting state standards.

Principle – Encourage the use of the county's existing rail lines for the movement of commercial and industrial goods and for passenger service, including tourists.

Principle – Increase the mobility of the general public, and especially the elderly, handicapped and economically disadvantaged by encouraging walking, bicycling, bus and van services, park and ride lots, and carpooling.

Principle – Support the development of strategically-located greenways that provide non-motorized transportation connections between the county's community assets and tourism attractions as a way of increasing the quality of life for residents; attracting new residents, businesses, and other private investments; and maximizing the county's increasingly successful tourism niche industries.

Goal – Enhance the internal and external flow of traffic within designated development areas.

Principle – Promote internal vehicular, pedestrian, and bicycle connections within development areas.

Principle – Encourage a network of streets for internal traffic flow within development areas that limit "cut through" traffic.

Principle – For large scale industrial and commercial park development off Route 29, limit access to locations established in the Route 29 Corridor Development Study when possible.

Principle – Support improvements to designated roadways that include facilities for bicyclists, following the Regional Bicycle and Pedestrian Plan.

DRAFT

Long Range Project List

The following list identifies 45 transportation projects for Nelson County. This list includes a Map Key of the project or how the project is labeled on the accompanying map. Beside each key is a description, including the location of the project and whether that project is an intersection improvement or a segment improvement. The project description also indicates the system deficiency, the timeline and the recommendation for the planned improvement. *Refer to the key on the map for color meaning.*

Road Projects

- 10 US 29/VA 655
Short-term improve signage; Mid-term lengthen turn lanes. (Local Priority)
- 16 US 60 (Richmond Hwy.)/VA 622 (Allen's Creek Rd.)
Mid-term improve intersection to address site distance deficiency. (Local Priority)
- 20 VA 151 (Rockfish Valley Hwy.)/VA 627 (Spruce Creek Lane)
Long-term reconstruct intersection to improve horizontal and vertical curves. (Local Priority)
- 22 VA 151 (Rockfish Valley Hwy.)/VA 613 (Rodes Farm Dr.)
Mid-term improve intersection to address sight distance deficiency. (Local Priority)
- 26 VA 151 (Rockfish Valley Hwy.)/VA 635 (Greenfield Rd.)
Short-term study intersection to identify safety improvements. (Local Priority)
- 10 VA 635 (~~Greenfield~~~~Creek~~ Rd.)/VA 6/VA 151 to VA 633
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Local Priority)

35

VA 6 West (River Rd.)/VA 634 (Old Roberts Mt. Lane)

Short-term improve signage; Mid-term add turn lanes.(Local Priority)

1

VA 666 (Dickie Rd.)/VA 827 to VA 679 West

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

2

VA 676 (Clay Pool Rd.)/VA 778 to VA 151

Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

3

VA 705/VA 676 to 0.5 mi. North of VA 676

Mid-term repave roadway.

4

VA 780/VA 674 to End State Maintenance

Mid-term repave roadway.

5

VA 666 (Jonesboro Rd.)/VA 679 East to VA 56 South

Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

6

VA 681/0.1 mi. North of VA 666/VA 769

Mid-term repave roadway.

7

VA 151 (Patrick Henry Hwy.)/VA 56 (Tye Brook Hwy.)

Mid-term improve intersection to address sight distance deficiency.

8

VA 151/VA 151 to VA 56

Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

9

VA 56/VA 151 to US 29

Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

11

VA 665 (Wilson Hill Rd.)/US 29 North to VA 655

Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

- 12** VA 739/VA 657 to US 29 South
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 13** VA 658 (Tye River Rd.)/VA 721 to VA 739
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 14** VA 622/VA 739 to 0.5 mi. North of VA 739
Mid-term repave roadway.
- 15** VA 626 (Cabell Rd.)/US 60 to VA 606 South
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 17** VA 656/US 60 to VA 622
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18** VA 680/0.515 mi. North VA 699 to 3.043 mi. North VA 699
Mid-term repave roadway.
- 19** VA 814/Blue Ridge Pkwy. to Augusta County Line
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 21** VA 613/VA 612 to 1.0 mi. South of VA 612
Mid-term repave roadway.
- 23** VA 151/VA 613 to 0.050 mi. N. VA 613
Mid-term reconstruct road to address geometric deficiencies.
- 24** VA 151/VA 6
Deficiency with low priority; Continue to monitor for potential improvements.
- 25** VA 6/VA 6 South to VA 6 North
Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).

- 28 **VA 151 at VA 6/VA 638**
Deficiency with low priority; Continue to monitor for potential improvements.
- 29 **VA 151/VA 6 North to Albemarle County Line**
Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).
- 30 **VA 250/Augusta County Line to Albemarle County Line**
Long-term widen road to increase capacity and address geometric deficiencies (including full-width lanes and shoulders).
- 31 **I-66/Augusta County Line to Albemarle County Line**
Long-term widen road to six lanes to increase capacity and accommodate existing and future travel demand.
- 32 **US 29 (Thomas Nelson Hwy.)/VA 775 (Anderson Lane/Lewis Lane)**
Short-term improve signage; Long-term consider closing median opening and installing rumble strips.
- 33 **VA 756/VA 623 to End State Maintenance**
Mid-term repave roadway.
- 34 **VA 828/US 29 to End State Maintenance**
Mid-term repave roadway.
- 36 **VA 617 (Rockfish River Road)/VA 639 South to US 29**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 37 **VA 639 (Laurel Rd./Rockfish River Rd.)/VA 643 to VA 800**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 38 **VA 639 (Laurel Rd.)/VA 719 to VA 643**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

- 39** **VA 639 (Craigtown Rd.)/VA 56 East to VA 719**
Long-term reconstruct road to address geometric deficiencies (including full width-lanes and shoulders).
- 40** **VA 694/VA 649 to End State Maintenance**
Mid-term repave roadway.
- 41** **VA 56 (James River Rd.)/VA 647 (Findlay Mt. Rd.)**
Mid-term improve intersection to address sight distance deficiency.
- 42** **US 29 (Thomas Nelson Hwy.)/Bus. 29 (Callohill Dr./Front St.)**
Short-term modify signal timing and improve signage and pavement markings.
- 43** **US 29 Bus. (Front St.)/US 29 North to US 29 South**
Mid-term improve intersection to address sight distance deficiency and install sidewalks. (Town of Lovingston)
- 44** **VA 56 Extension**
Mid-term study extension of Rt. 56 to Rt. 29 to create safer intersection. (Town of Lovingston)
- 45** **VA 604/VA 626 to 2.0 mi. West of VA 626**
Mid-term repave roadway.