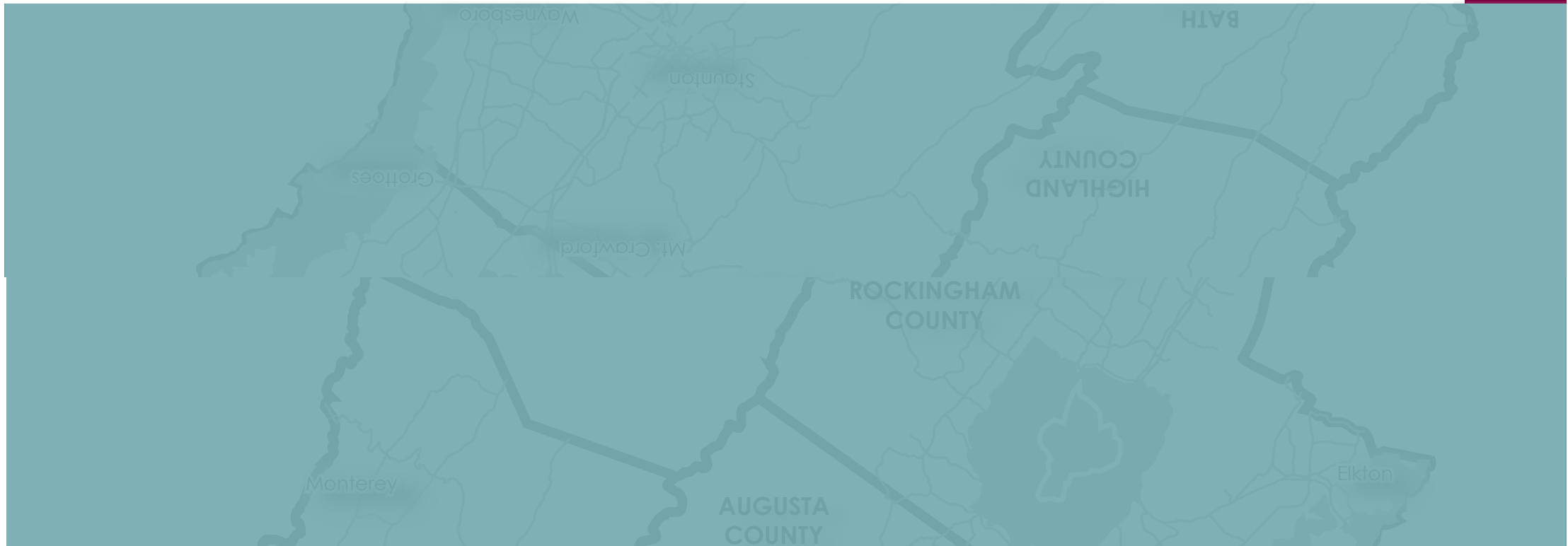




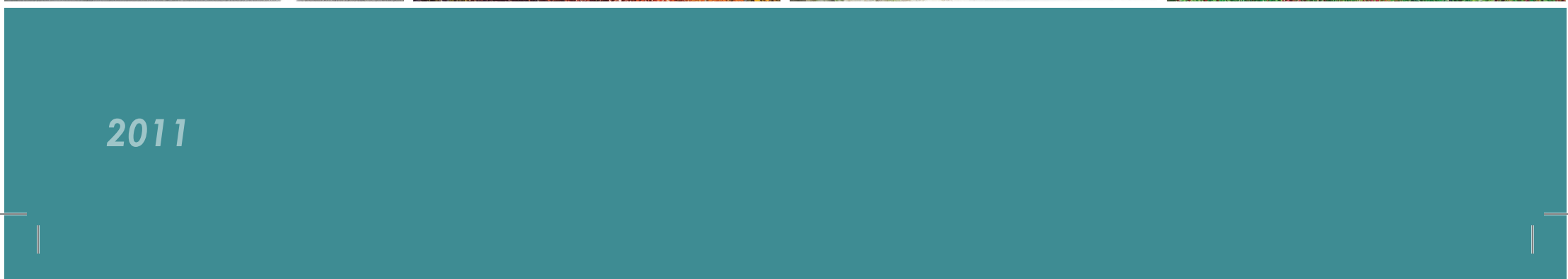
Please visit the VDOT website to find additional information regarding this and other important transportation initiatives in your area.

www.cspdc.org

www.virginiaidot.org



CENTRAL SHENANDOAH PLANNING DISTRICT COMMISSION
 2035 RURAL LONG RANGE TRANSPORTATION PLAN



2011

CENTRAL SHENANDOAH PLANNING DISTRICT COMMISSION

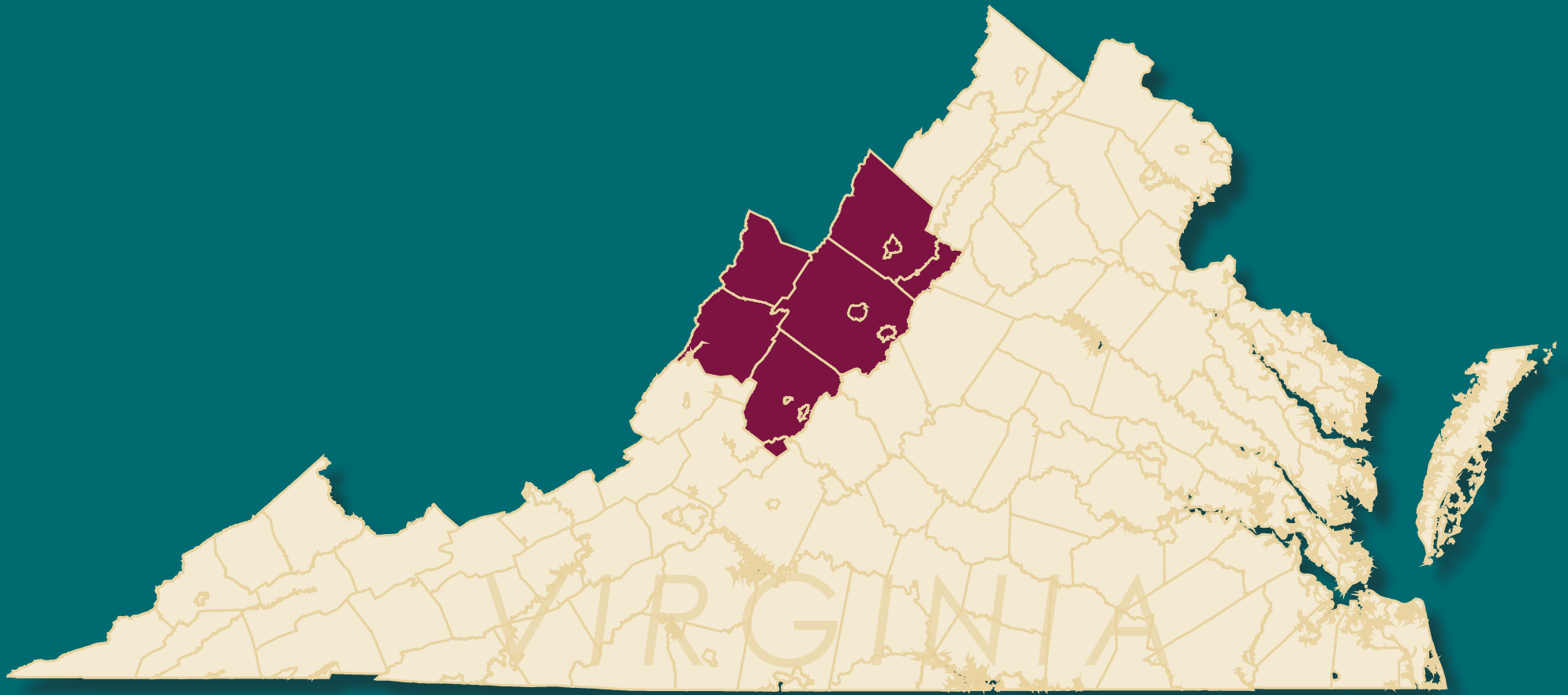


TABLE OF CONTENTS

INTRODUCTION AND PURPOSE

OVERVIEW OF THE REGION

Description and Function of the Central Shenandoah
Planning District Commission
Summary of Transportation Network
Regional Transportation Goals

DEMOGRAPHIC AND LAND USE TRENDS

Relationship of Land Use and Development to Transportation
Population Trends
Demographic Trends
Transportation Implications

REGIONAL TRANSPORTATION SYSTEM

Roadways
Public Transportation
Bicycle and Pedestrian Facilities
Airports
Land Use
Goods Movement
Travel Demand Management

TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

Roadways
Safety
Operations and Maintenance
Capacity
Public Transportation
Land Use and Future Growth
Bicycle and Pedestrian Facilities
Airports
Goods Movement
Travel Demand Management

PLAN ADOPTION

REFERENCES

INTRODUCTION & PURPOSE

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop *VTrans 2035*, the Commonwealth's multi-modal long range plan and a more detailed subset report known as the *2035 Surface Transportation Plan*. The highway element of the *2035 Surface Transportation Plan* includes proposed improvements on Virginia's federal functionally classified roadways. This *Rural Long Range Transportation Plan* is one piece of the 2035 Plan. VDOT, Virginia's Planning District Commissions (PDCs), and the local governments they represent are partners in the development of this new initiative to create regional transportation plans in rural and small urban areas that complement those in Virginia's metropolitan areas.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - are recommended that can best satisfy existing and future needs. Some of the PDCs contain urbanized areas whose transportation needs are coordinated by a metropolitan planning organization (MPO). In the case of the Central Shenandoah Planning District Commission (CSPDC), the majority of the region is rural; however, the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) conducts the transportation planning for the City of Harrisonburg, the urbanized area of Rockingham County, and the Towns of Bridgewater,



Dayton, and Mt. Crawford. The HRMPO is responsible for developing a long-range transportation plan for the MPO area: the 2035 Fiscally Constrained Long Range Transportation Plan, which is a separate component of the 2035 Surface Transportation Plan. For the purposes of this Plan, only the transportation network outside of the MPO is analyzed and addressed in this report.

Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth upon the transportation system. This plan will be reviewed and updated as needed. Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that each regional plan will be used as a basis to identify transportation funding priorities. Additional details on topics discussed in this plan can be found in the Technical Report.

OVERVIEW OF THE REGION

Description and Function of the Central Shenandoah Planning District Commission

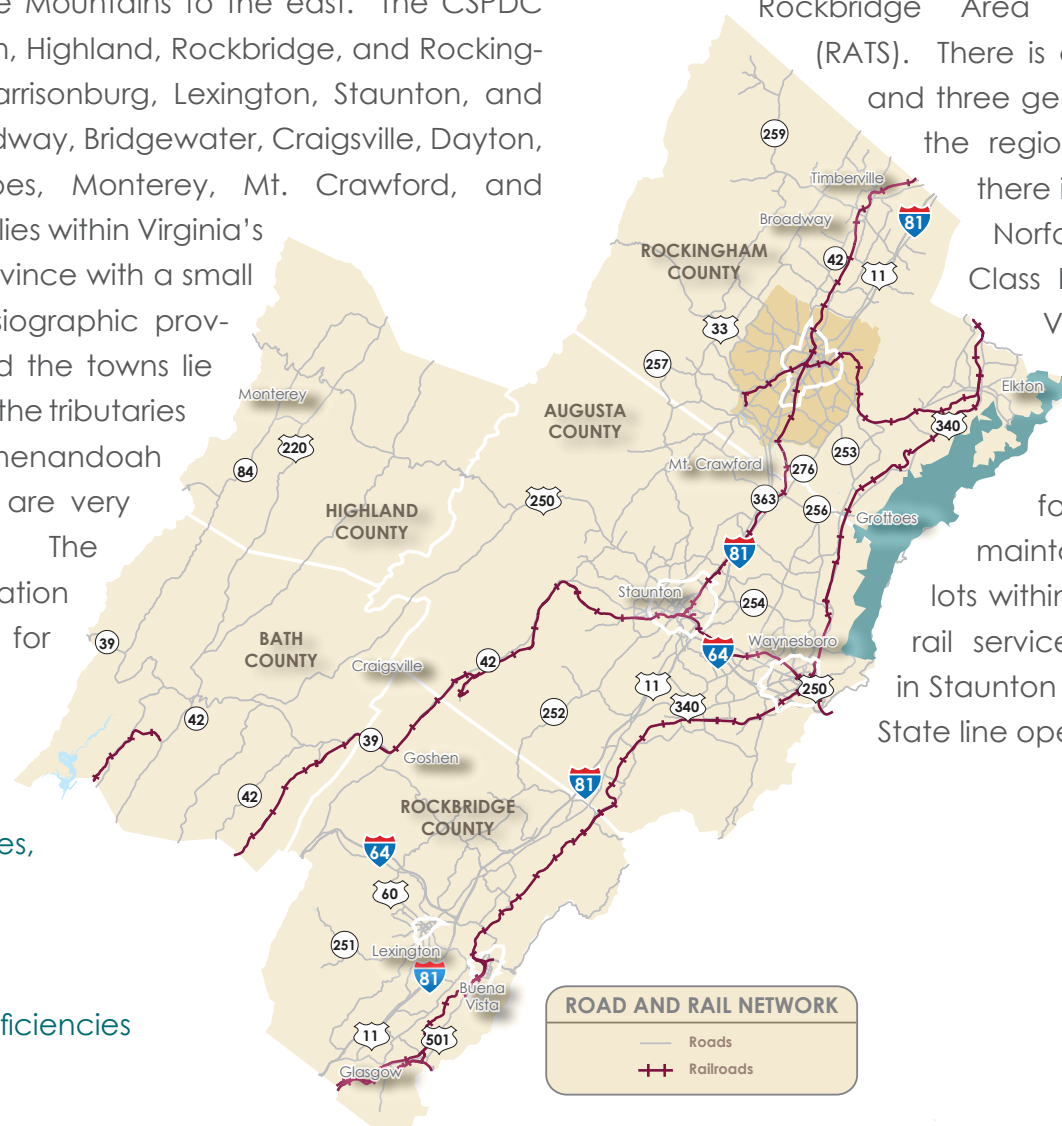
The Central Shenandoah Valley contains the valley around the Shenandoah River and the Allegheny Mountains west of the valley to West Virginia and the Blue Ridge Mountains to the east. The CSPDC serves the Counties of Augusta, Bath, Highland, Rockbridge, and Rockingham, the Cities of Buena Vista, Harrisonburg, Lexington, Staunton, and Waynesboro and the Towns of Broadway, Bridgewater, Craigsville, Dayton, Elkton, Glasgow, Goshen, Grottoes, Monterey, Mt. Crawford, and Timberville. The majority of the area lies within Virginia's Valley and Ridge physiographic province with a small portion within the Blue Ridge physiographic province. The majority of the cities and the towns lie within the Shenandoah Valley along the tributaries and north and south forks of the Shenandoah River. The surrounding rural areas are very mountainous with narrow valleys. The Valley has been a major transportation corridor and agricultural region for hundreds of years.

STUDY APPROACH

- Development of regional transportation goals and objectives,
- Public involvement,
- Data compilation and collection,
- Data Analysis,
- Identification of transportation deficiencies and recommendations, and
- Environmental and cost reviews.

Summary of Transportation Network

I-81 and I-64 pass through the region. Primary east-west corridors include US 33, US 60, and US 250. The main north-south corridors are US 11, US 220, US 501, US 340, VA 42, VA 252, VA 259, and VA 276. Public transportation in the region is provided by the City of Harrisonburg, Virginia Regional Transit (VRT), and Rockbridge Area Transportation System (RATS). There is one commercial airport and three general aviation airports in the region. Within the CSPDC, there is one Class I rail carriers, Norfolk Southern, and three Class III carriers, Shenandoah Valley Railroad, Buckingham Branch, and Chesapeake Western Railroad. There are fourteen official VDOT-maintained park and ride lots within the region. Passenger rail service is currently available in Staunton on the Cardinal/Hoosier State line operated by Amtrak.



Central Shenandoah Planning District Commission Regional Transportation Goals

Needs for each regional plan were developed based on regional and statewide goals and objectives. Similar concepts within the goals of the PDCs were found and used to shape common regional long range plan goals (at right) to address rural transportation planning across the Commonwealth. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the CSPDC was developed with this primary goal in mind, along with other goals including consideration of environmental issues and local travel desires. Each PDC developed transportation goals and objectives that were used to guide the development of the Regional Long Range Transportation Plan for their area. Rural transportation planning in the CSPDC is guided by the Rural Technical Advisory Committee (RTAC). The committee, with support from the CSPDC, established goals and objectives in order to address particular transportation concerns within the region:

- GOAL 1** Increase the safety of the transportation system.
- GOAL 2** Protect and enhance the natural, historic, and neighborhood environment while making improvements to the existing system or building new sections.
- GOAL 3** Preserve the existing transportation system.
- GOAL 4** Align transportation projects with economic development goals and opportunities.
- GOAL 5** Improve the coordination of transportation planning between VDOT, cities, counties, and towns.

A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods.



CENTRAL SHENANDOAH PLANNING DISTRICT COMMISSION



Common Rural Long Range Plan Goals

In addition to the regional goals, a number of goals have been developed to address rural transportation planning across the Commonwealth. These were developed using input from each of the 20 PDCs in Virginia that include rural areas within their boundaries. These goals are consistent with those of VTrans 2035:

- GOAL 1** Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.
- GOAL 2** Provide a safe and secure transportation system.
- GOAL 3** Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing inter-modal connectivity.
- GOAL 4** Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.
- GOAL 5** Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.
- GOAL 6** Encourage land use and transportation coordination, including but not limited to, development of procedures or mechanisms to incorporate all modes, while engaging the private sector.

DEMOGRAPHIC AND LAND USE TRENDS

Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and in the Central Shenandoah Valley 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. There is a broad spectrum of the amount of growth and land use changes occurring throughout the Commonwealth and in the CSPDC, based particularly on proximity to urban areas. Many of the rural counties throughout the Commonwealth 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 general 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 the Central Shenandoah Valley: changes in population within the region itself; population growth in the cities; and the location of two interstate corridors which traverse the region,

I-64 and I-81. Harrisonburg and Rockingham County have experienced the most growth in the region, which is projected to continue. This growth has already affected land use, which is expected to continue and to affect future travel demand on the regional roadway network. However, due to the steep slopes of the western portion of the region, development, has almost exclusively concentrated in the valleys. Population changes have not prompted major changes in growth and development, and development remains along the valley floors and the major roadways. This trend will affect future land use in Bath and Highland Counties and could intensify travel demand on the roadway network. Development along both I-64 and I-81 has intensified, which can affect access to and mobility on the transportation network.

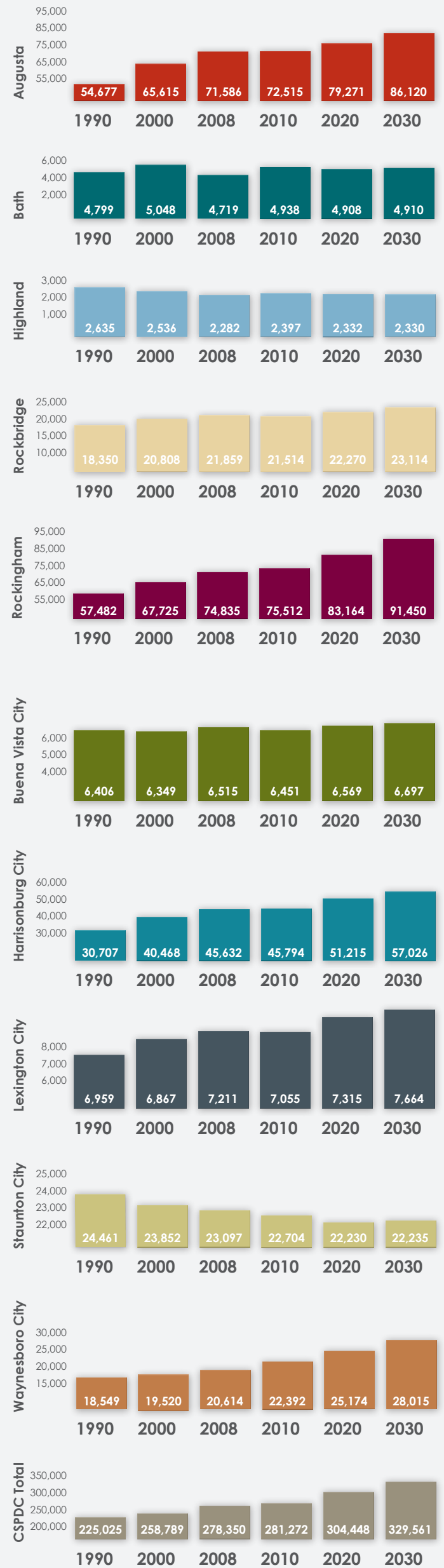
Population Trends

The Central Shenandoah region had an estimated population of 278,350 in 2008 (Weldon, 2009). Population in most of the region is expected to steadily increase. The population in Rockingham County and Harrisonburg comprises 40% of the regional population. This is also true for Augusta County and Staunton and Waynesboro. Therefore, of the ten jurisdictions, half contain over 80% of the population. This is projected to remain the same through 2030. In addition, the rate of growth has not been distributed evenly throughout the region. Bath and Highland Counties lost population between 2000 and 2008, while population in both Harrisonburg and Rockingham County grew by more than 10%.

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 the Central Shenandoah Valley, increasing pressure on the network has already resulted in changes to the network such as additional capacity demands on the roadways and additional demand for public transportation and travel demand management services. The region has also experienced growth in through traffic, particularly along I-64 and I-81.



Current and Projected Population



Source: US Census, 1990, 2000, Weldon 2009; Virginia Employment Commission, 2009.



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 the elderly, persons with disabilities, persons with low-income, and minorities, as defined by the US Census. In the 2000 US Census, all of the jurisdictions had a minority population percentage lower than that of the state (29.9 percent). In 2000, Highland County and all of the cities had low-income populations above the state percentage of 9.6 percent. The portion of the population with disabilities in all jurisdictions, except Harrisonburg and Lexington, is above the state percentage of 18.1 percent. In 2000, all of the jurisdictions, except Harrisonburg, had elderly populations in a higher proportion than the statewide average of 11.2 percent. The presence of universities in Harrisonburg and Lexington has an effect on the portion of the population in poverty (higher due to the presence of full-time students), the elderly population, and the population with disabilities.

Transportation Implications

US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed-route and demand-responsive transit. 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 CSPDC, 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: limited demand-responsive transit service, limited fixed-route service, determination of a single point of contact for providers, and funding constraints. Some of these needs were also identified in the Central Shenandoah Valley and are discussed under the recommendations.

In 2000, all of the jurisdictions, except Harrisonburg, had elderly populations in a higher proportion than the statewide average of 11.2 percent.

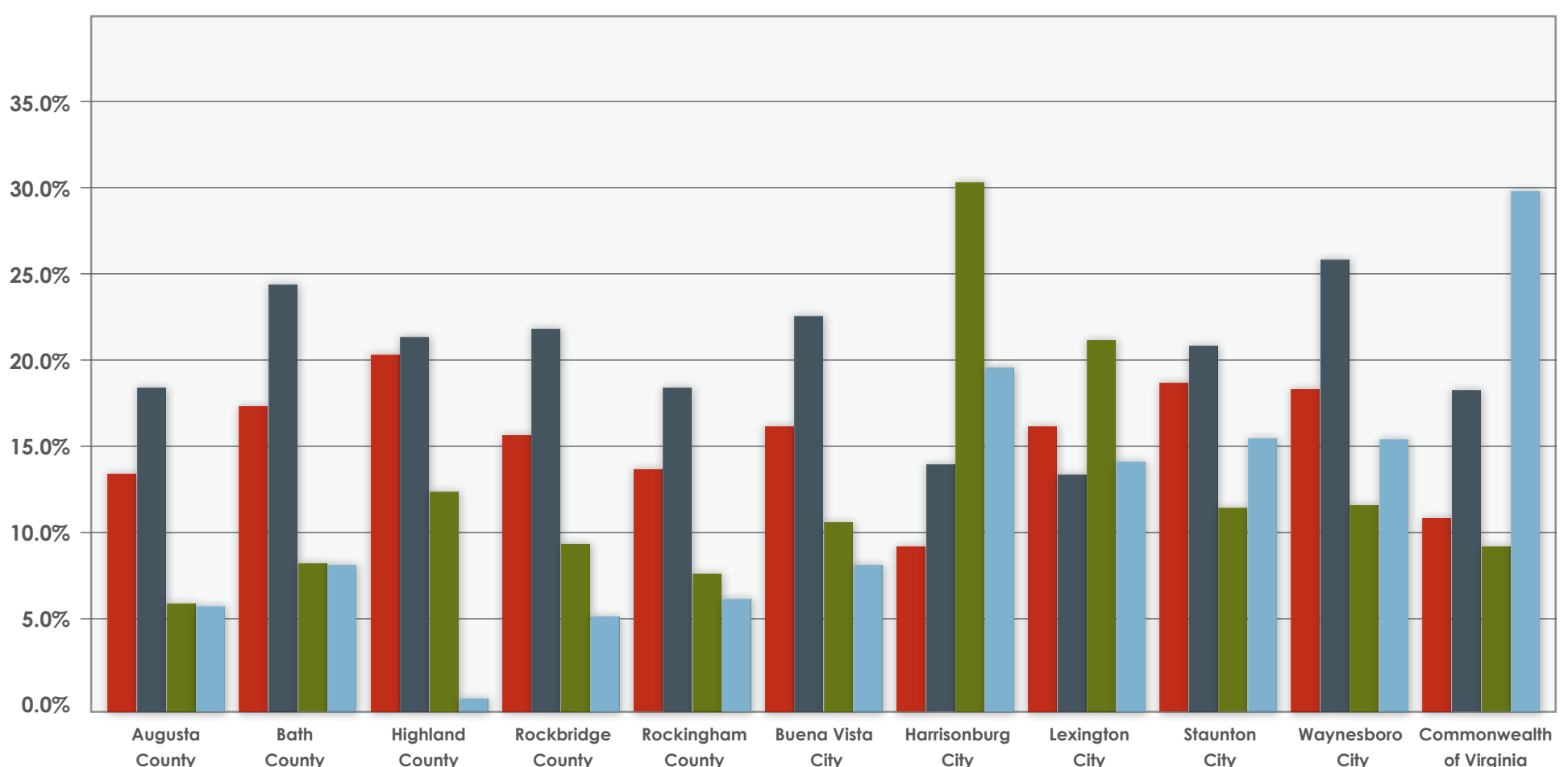
LEGEND

- Elderly
- Disability
- Low-Income
- Minority



Source: US Census, 2000.
Note: Disability is based on the population over 5 years of age. Low-income is a percentage of the population for whom poverty is determined.

Elderly, Disability, Low-Income, and Minority Populations in the CSPDC



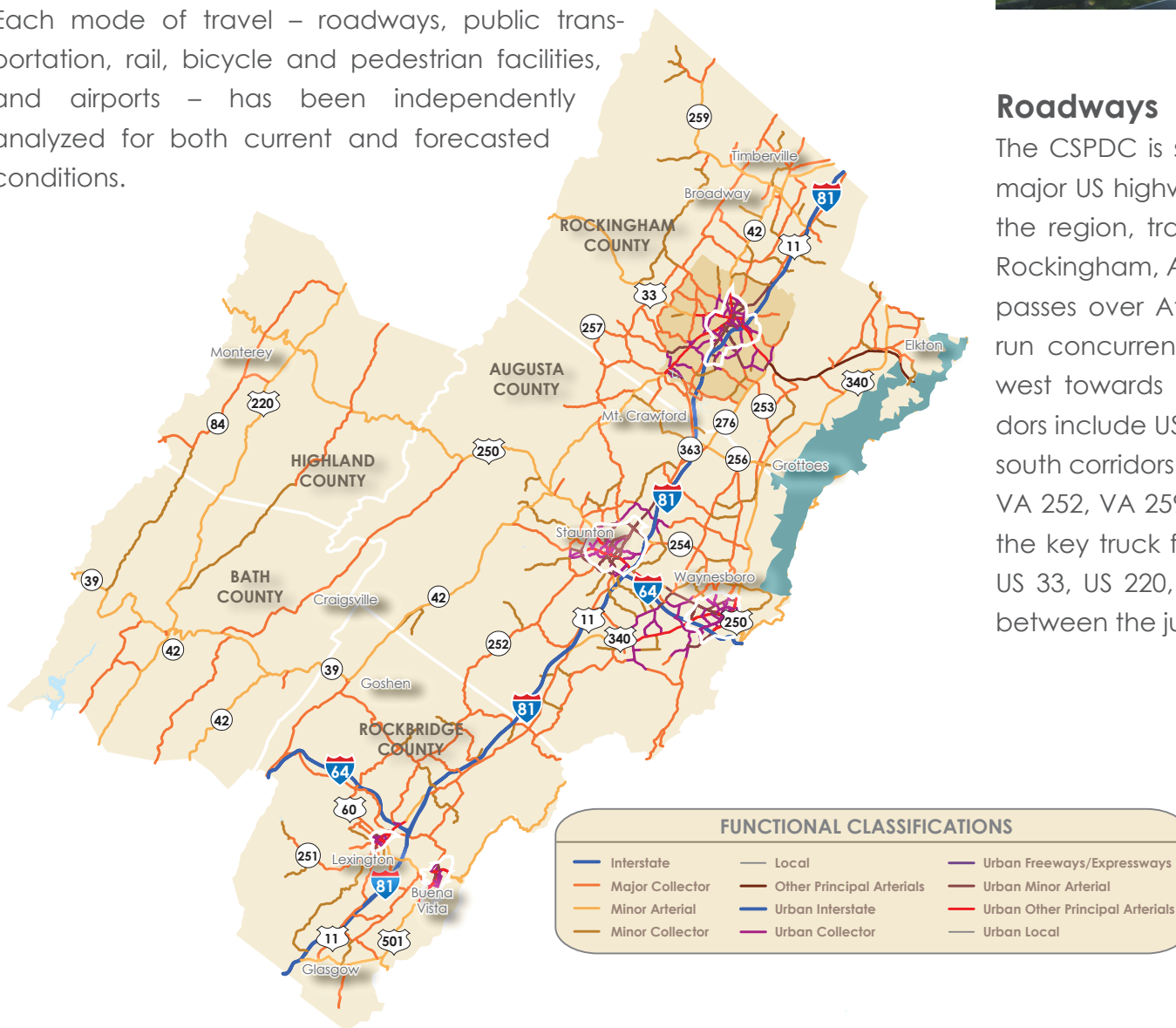
REGIONAL TRANSPORTATION SYSTEM

Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – has been independently analyzed for both current and forecasted conditions.



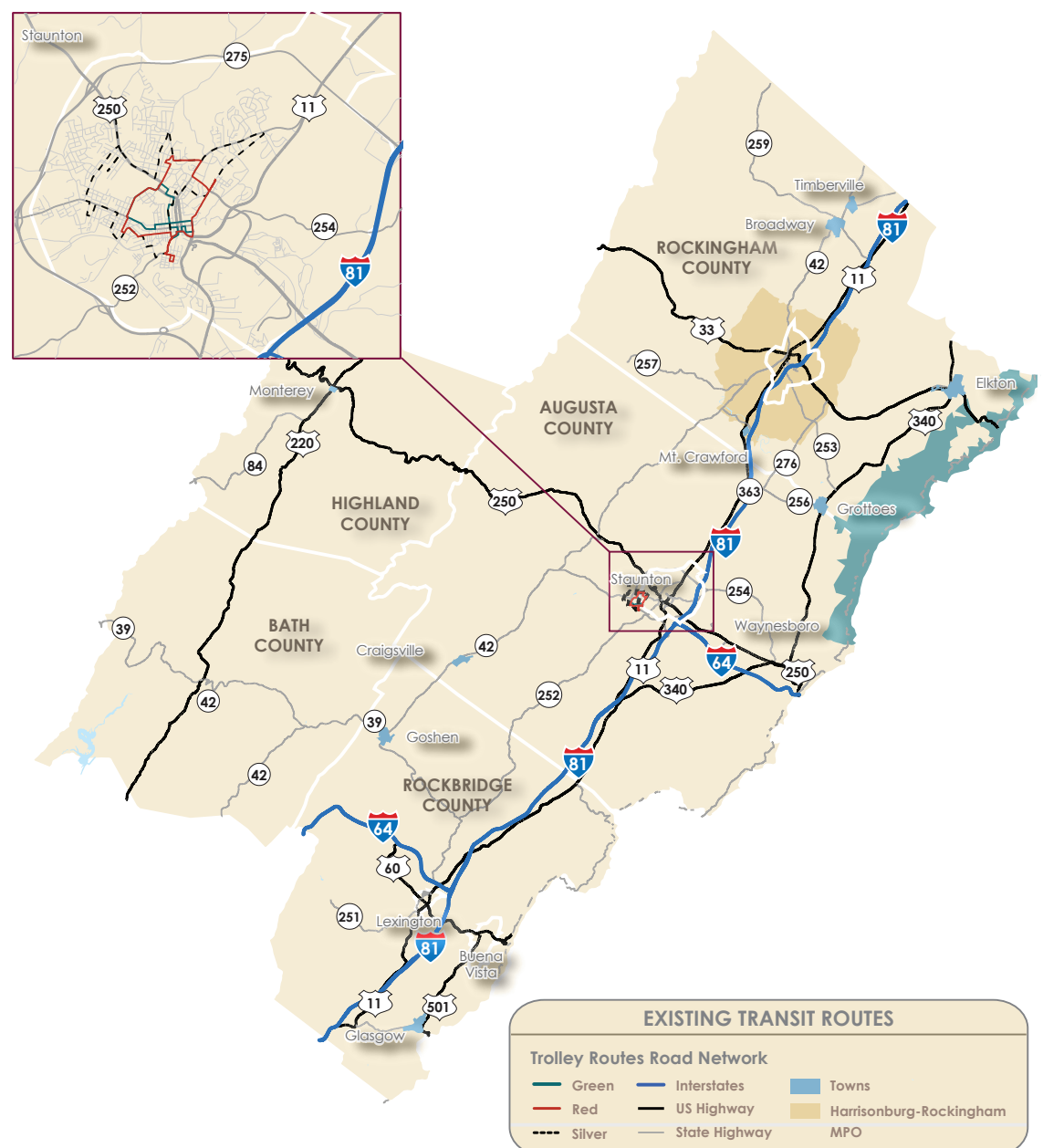
Roadways

The CSPDC is served by a number of interstates and major US highways. I-81 passes through the center of the region, traveling northeast to southwest through Rockingham, Augusta, and Rockbridge Counties. I-64 passes over Afton Mountain into Augusta County to run concurrently with I-81 until Lexington, then turns west towards West Virginia. Primary east-west corridors include US 33, US 60, and US 250. The main north-south corridors are US 11, US 220, US 501, US 340, VA 42, VA 252, VA 259, and VA 276. I-81 and I-64 are two of the key truck freight corridors in the Commonwealth. US 33, US 220, and US 250 are essential connections between the jurisdictions.



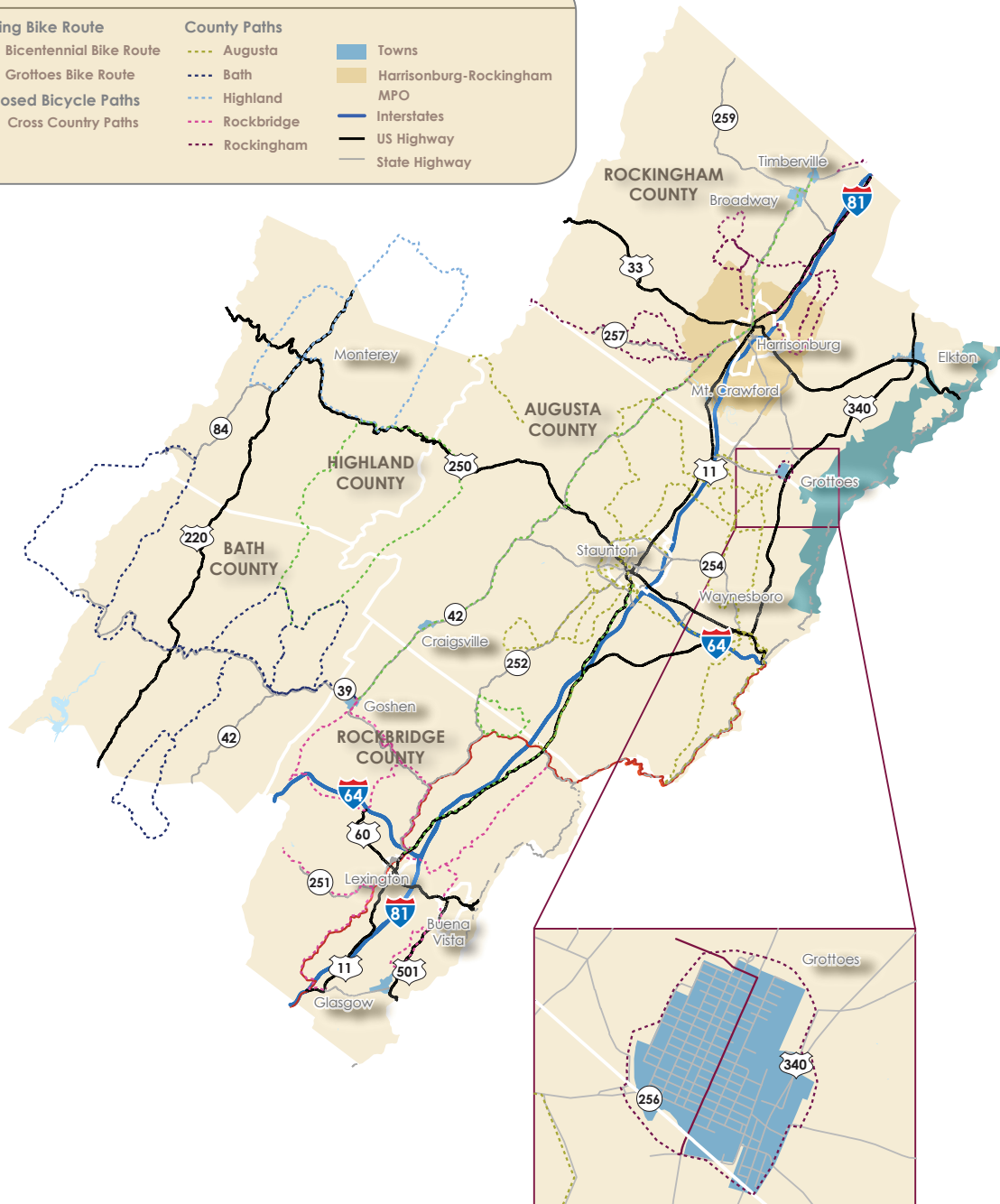
Public Transportation

Public transportation includes public transit, both fixed-route and demand-responsive, volunteer transportation, and private providers. Public transportation in the region is provided by the City of Harrisonburg, Virginia Regional Transit (VRT), and Rockbridge Area Transportation System (RATS). The Harrisonburg Transit fixed routes are all within the HRMPO and are therefore not discussed in this Plan. VRT operates several fixed-route services: the 250 Connector, the Blue Ridge Community College (BRCC) Shuttle, the Coordinated Area Transportation System (CATS) in Augusta County, the Staunton Trolley, and the Waynesboro Circulator. RATS currently operates demand-responsive transit only. Demand-responsive transit is provided by multiple public transit and private social service agencies. RATS has recently added service in the region by contracting with Roanoke-Area-Dial-A-Ride (RADAR) to provide a flexible fixed-route service between Lexington and Buena Vista, Monday through Saturday.



EXISTING BICYCLE FACILITIES

Existing Bike Route	County Paths	Towns
— Bicentennial Bike Route	— Augusta	■ Harrisonburg-Rockingham MPO
— Grottoes Bike Route	— Bath	■ Interstates
Proposed Bicycle Paths	— Highland	— US Highway
— Cross Country Paths	— Rockbridge	— State Highway
	— Rockingham	



Bicycle and Pedestrian Facilities

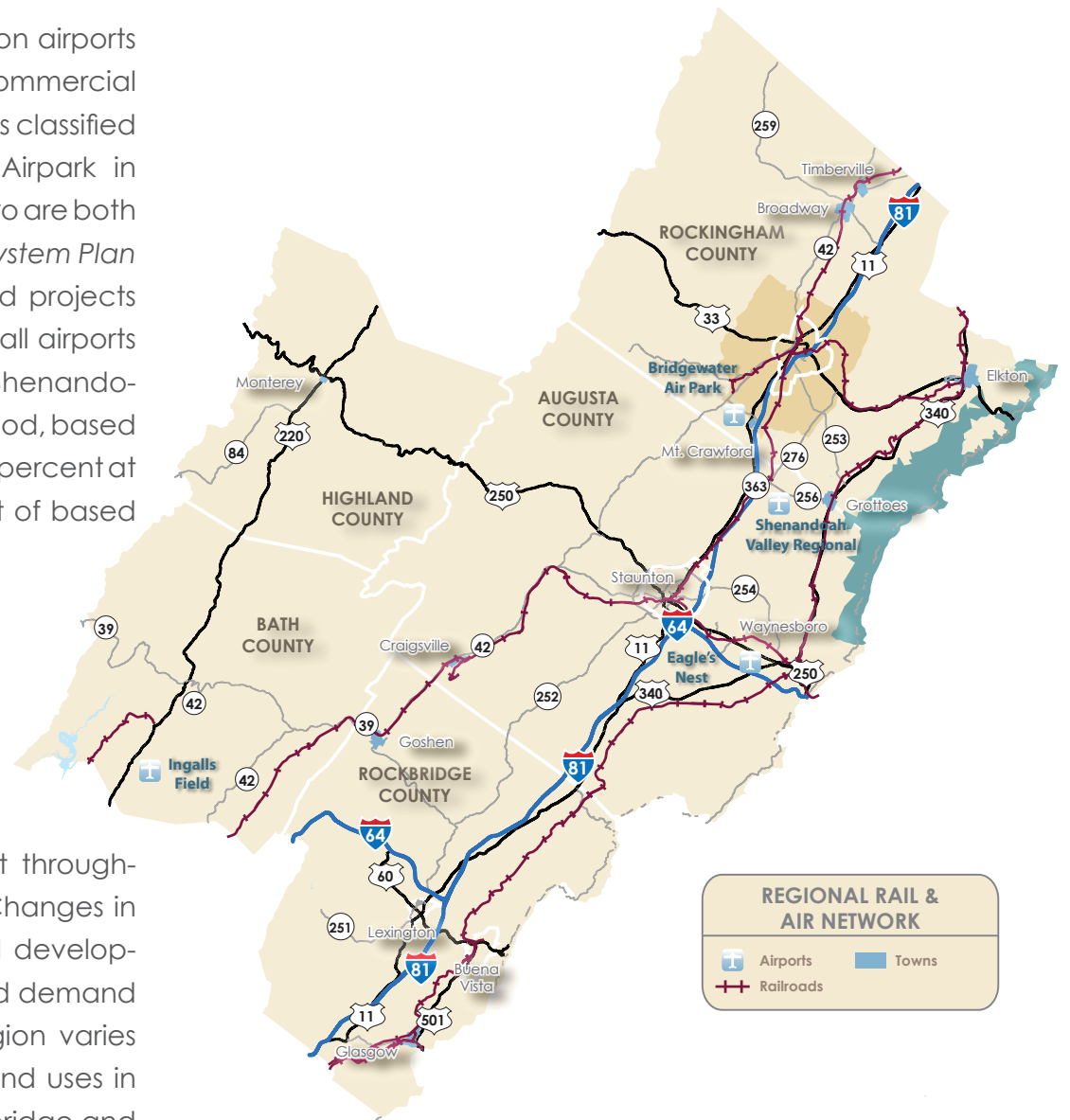
The CSPDC completed the *Central Shenandoah Valley Regional Bicycle Plan* in 2005. The bike plan covers the entire region and documents the numerous bicycle facilities that run throughout the region. The Regional Plan was developed through a process of regional analysis, including fieldwork, and extensive public and jurisdictional input. The plan formulates a vision for bicycle facilities in the Central Shenandoah Valley, assesses existing facilities, and provides general and specific recommendations and strategies for bicycle accommodations throughout the region. The CSPDC also maintains an online bicycle resource in the Central Shenandoah Valley, BikettheValley.org. The web site offers maps, events, and general bicycling information for valley residents and tourists. Existing facilities total 75 miles throughout the region.

Airports

There is one commercial airport and three general aviation airports in the region. Shenandoah Valley Regional provides both commercial and general aviation services. Ingalls Field in Bath County is classified as a general aviation regional airport. Bridgewater Airpark in Rockingham County and Eagle's Nest Airport in Waynesboro are both classified as local airports. The *Virginia Air Transportation System Plan Update* analyzes past growth rates in based aircraft and projects future average annual growth rates for based aircraft at all airports (DOAV, 2003). Between 1990 and 2000, based aircraft at Shenandoah Valley Regional grew by 4.1 percent. Over the same period, based aircraft grew by 0.4 percent at Ingalls Field, and grew by 0.3 percent at Bridgewater Airpark. Eagle's Nest Airport lost 2.0 percent of based aircraft over the same period.

Land Use

The location and extent of land use and development throughout the region is reviewed as a part of traffic analysis. Changes in existing land use and geographic shifts of land use and development can have a long-term effect on traffic forecasts and demand on the transportation network. The land use in the region varies widely from almost exclusive agricultural and forested land uses in Bath and Highland Counties and western Augusta, Rockbridge and Rockingham Counties, to more intensive residential and commercial development within the Shenandoah Valley itself. There are large parcels of National Forests and Parks in the PDC, including the George Washington and Jefferson National Forests and Shenandoah National Park.

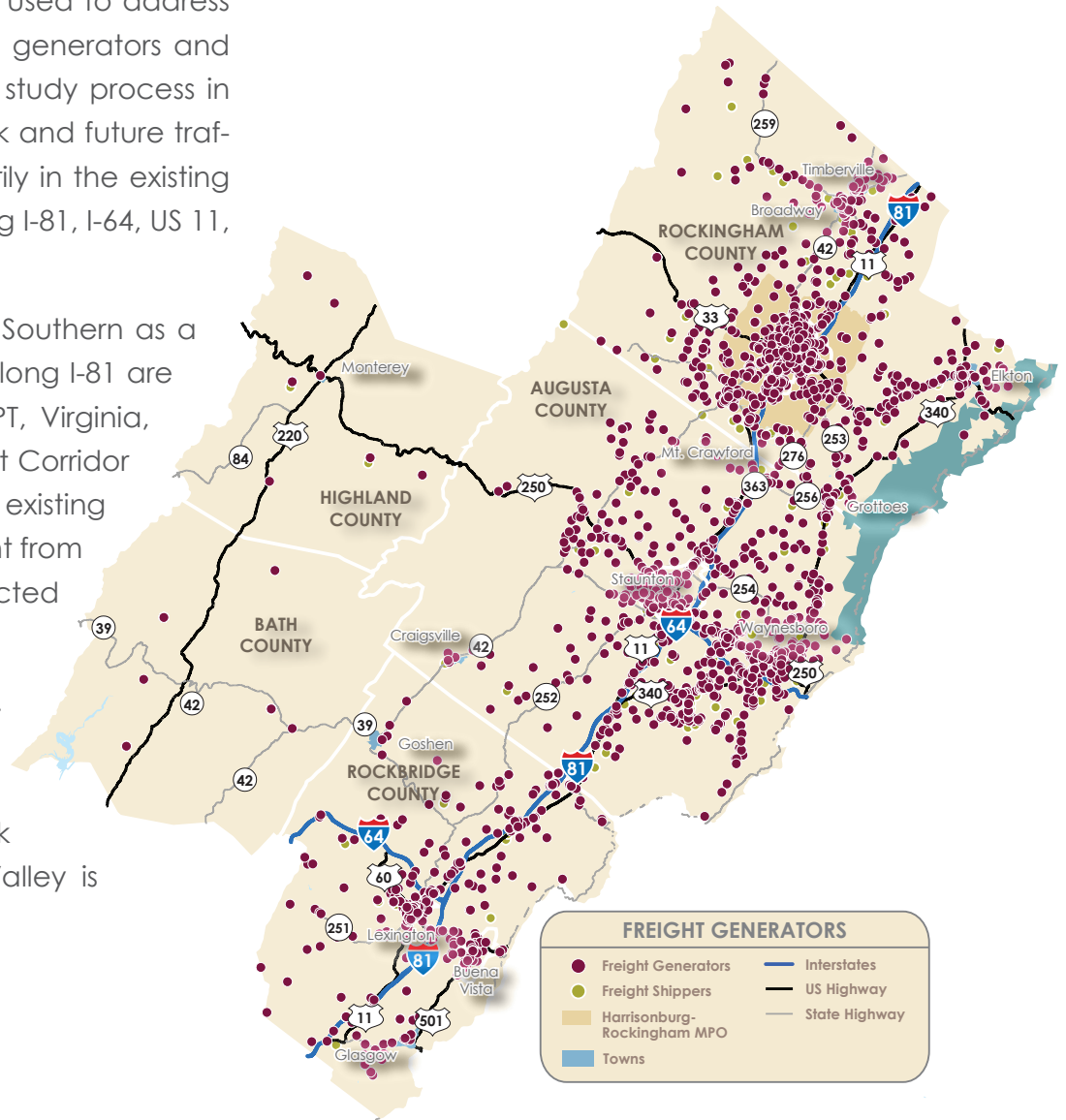


Goods Movement

Goods movement in the region is by both truck and rail services. Truck freight primarily utilizes I-64, I-81, US 60, US 220, and US 250. I-81 is one of the primary truck freight corridors on the eastern seaboard. A tiered Environmental Impact Statement (EIS) process has been used to address the needs and deficiencies of the I-81 corridor. Freight generators and shippers were identified by the CSPDC as a part of this study process in order to assess their effects on the transportation network and future traffic forecasts (adjacent map). They are centered primarily in the existing towns and immediately surrounding areas as well as along I-81, I-64, US 11, US 33, and US 250.

The Class I rail lines in the region are owned by Norfolk Southern as a part of its Crescent Corridor. The trains on the corridor along I-81 are intermodal, general merchandise, and auto trains (DRPT, Virginia, 2008). There are on-going improvements to the Crescent Corridor to expand freight rail operations while continuing to serve existing passenger rail service. An increase in the transfer of freight from truck to rail will occur; however, I-81 and I-64 are still expected to be key freight corridors.

There are three Class III or shortline railroads in the region. The Shenandoah Valley and the Buckingham Branch both interchange with Norfolk Southern. The Chesapeake Western Railroad is operated as a subsidiary of the Norfolk Southern, but the line from Harrisonburg to Pleasant Valley is owned by Shenandoah Valley Railroad.

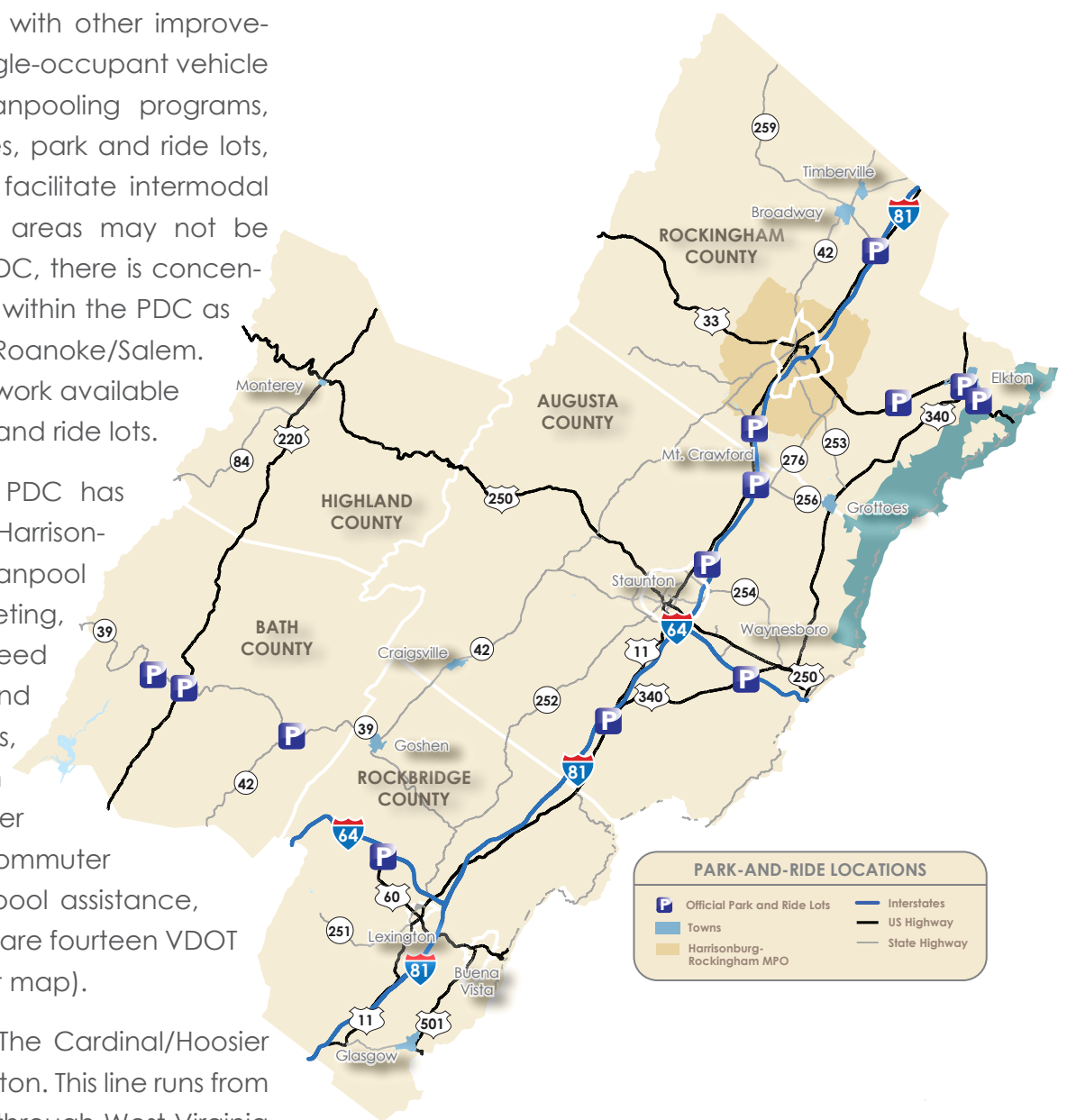


Travel Demand Management

Travel Demand Management (TDM) holds the potential for enhancing many elements of the transportation network, and with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas may not be conducive to major shifts to mass transit, in the CSPDC, there is concentration of commuter destinations including the cities within the PDC as well as the Charlottesville area, Winchester, and Roanoke/Salem. Commuter-oriented pieces of the transportation network available in the region include ridesharing programs and park and ride lots.

The RideShare program in the Thomas Jefferson PDC has recently expanded to include the CSPDC and the Harrisonburg metro area. The services include car and vanpool matching, referrals to transit providers, inventory, marketing, developing park and ride lots, operating the Guaranteed Ride Home Program, and promoting bicycle and pedestrian transportation. In addition, RIDE Solutions, administered in the Roanoke Valley, has riders from the Central Shenandoah region as well as the other regions around Roanoke. The service offers commuter matching, a guaranteed ride home program, vanpool assistance, and bicycle information and resources. Finally, there are fourteen VDOT maintained park and ride lots in the region (adjacent map).

Passenger rail service is an additional link in TDM. The Cardinal/Hoosier State line operated by Amtrak currently stops in Staunton. This line runs from New York via Washington, DC and beyond Staunton through West Virginia to Cincinnati, Indianapolis, and Chicago. Service is three times per week.



TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

Roadways

Roadway analysis focused on safety, geometry and structure, and congestion. Through the review of available data, input at public meetings, and information provided by local and regional officials, the CSPDC, in conjunction with the local jurisdictions, prepared a list of priority locations. The priority study location list is based on roadway performance measures, safety considerations, or a combination of the two. Some priority locations had current improvement recommendations from recent studies and required no further analysis. Other priority locations required a new or updated analysis. Within the CSPDC, 35 priority locations were

Roadway analysis focused on safety, geometry and structure, and congestion.

analyzed. Ten of these locations were identified for assessment of both safety and congestion concerns, eighteen were analyzed for safety only, and seven for congestion only. The safety assessment locations were identified using safety and crash database information, and input from local officials and the public. All improvements would incorporate the most current accessibility standards and guidelines for sidewalks, intersections, and pathways. A more detailed discussion of all deficiencies and recommendations with planning-level cost estimates is located in the Technical Report.



1. Safety

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.

2. Operations and Maintenance

a. 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. Recommendations to address these needs are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

b. 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.

3. Capacity

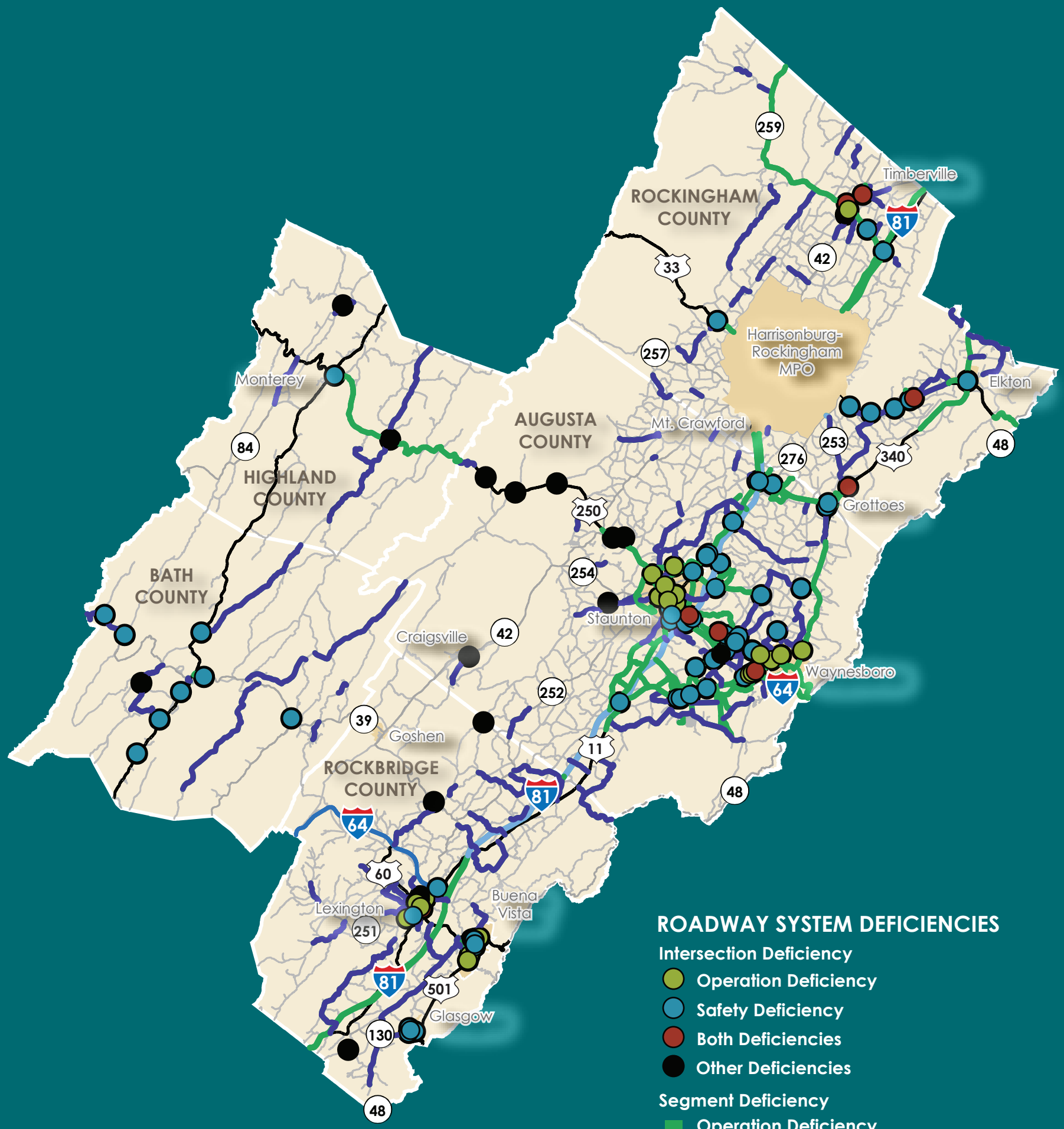
Level of service analyses were performed on all functionally classified roadways in the CSPDC to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by the CSPDC and local governments as priority study locations. The recommendations to 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.

Safety assessment locations were identified using safety and crash database information and input from local officials and the public.

Bridge Deficiency Summary

Bridge Sufficiency Rating	Functionally Obsolete			Structural Deficiency		
	REPLACE	UPGRADE/REPAIR		REPLACE	UPGRADE/REPAIR	
	0-50	51-80	80+	0-50	51-80	80+
Augusta	14	85	15	46	14	2
Bath	2	10	6	9	13	0
Highland	1	9	2	4	6	0
Rockbridge	13	52	11	23	31	1
Rockingham	7	52	6	31	13	0
Buena Vista	0	2	0	0	1	0
Lexington	2	2	1	0	1	0
Staunton	0	0	1	0	0	0
Waynesboro	1	3	0	2	1	0
CSPDC Total	40	215	42	115	80	3

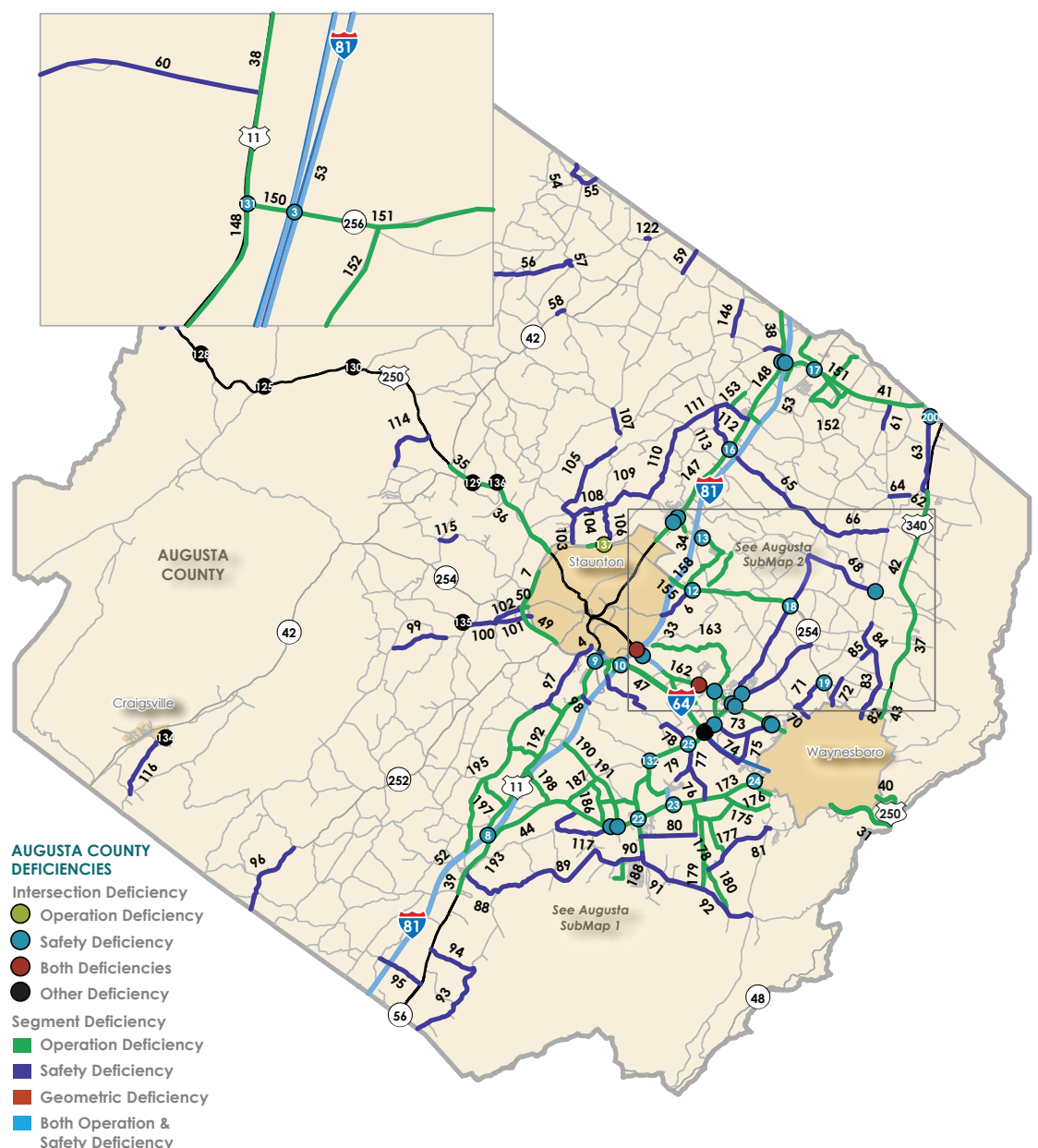


ROADWAY SYSTEM DEFICIENCIES

- Intersection Deficiency**
 - Operation Deficiency
 - Safety Deficiency
 - Both Deficiencies
 - Other Deficiencies
- Segment Deficiency**
 - Operation Deficiency
 - Safety Deficiency
 - Geometric Deficiency
 - Both Operation and Safety Deficiency

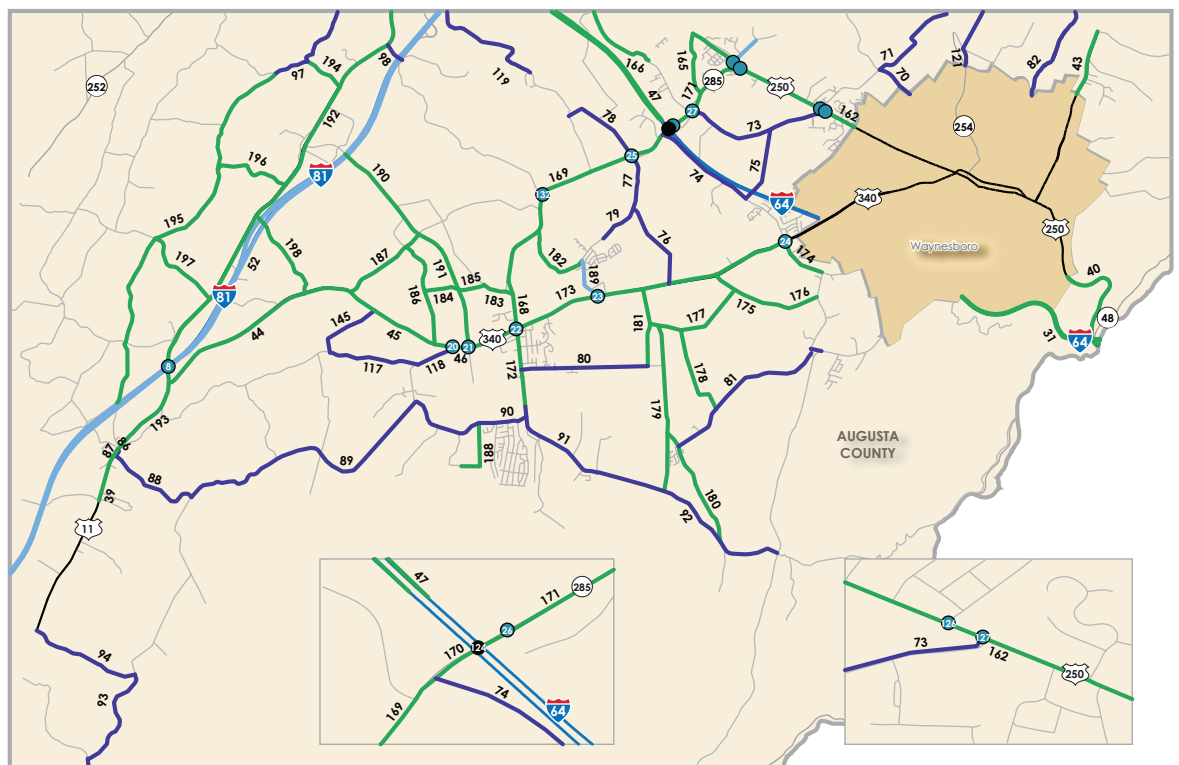
AUGUSTA COUNTY RECOMMENDATIONS

- 1 US 250 (Jefferson Hwy.)/VA 358 (Woodrow Wilson Ave.)**
Short-term implement safety improvements such as updating signage or refreshing pavement markings and ensure signal clearance intervals meet standards; Mid-term optimize signal timing, add southbound and westbound double left turn lanes with appropriate receiving lanes, or consider second access to school from US 250.
- 2 US 250 (Jefferson Hwy.)/VA 285 (Tinkling Springs Rd./Station House Rd.)**
Short-term refresh pavement markings and relocate signage to improve sight distance; Mid-term upgrade signal to mast arms and reconstruct eastbound approach to improve sight distance and turning radius; Long-term apply access management techniques.
- 3 I-81/VA 256 (Weyers Cave Rd.)**
Mid-term install turn lanes; Long-term reconstruct I-81 interchange (project in Environmental Stage) and widen VA 256.
- 4 VA 613 (Old Greenville Rd.) from VA 262 to SCL of Staunton**
Long-term upgrade to urban design standards.
- 5 US 250 (Hankey Mountain Hwy.) from Highland Co. Line to 2.5 Mi. W. VA 716**
Long-term widen pavement and passing lanes and reconstruct where feasible to improve horizontal and vertical alignment corridor wide.
- 6 VA 254 (New Hope Rd.) from ECL of Staunton to VA 262/VA 254 (Hermitage Rd.)**
Long-term upgrade to rural design standards.
- 7 VA 262 (Woodrow Wilson Pkwy.) from WCL of Staunton to VA 254 (Parkersburg Turnpike)**
Long-term widen to rural four-lane roadway with median.
- 8 I-81/US 11 (Lee Jackson Hwy.)**
Mid-term implement access management; Long-term improve roadway (project in Environmental Stage).
- 9 US 11 (Lee Jackson Hwy.)/VA 644 (Frontier Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.
- 10 I-64/I-81**
Long-term improve interchange (project in Environmental Stage).
- 11 US 250 (Jefferson Hwy.)/VA 792 (Sanger's Lane/Brand Station Rd.)**
Mid-term implement safety improvements such as reducing sign clutter, refreshing pavement markings, and updating signage to standards; Long-term install near-side signal head for the southbound approach and modify westbound approach to provide separate left and right turn lanes.
- 12 VA 254 (Hermitage Rd.)/VA 262 (Woodrow Wilson Parkway)**
Deficiency with low priority; Continue to monitor for potential improvements.
- 13 VA 612/VA 792**
Deficiency with low priority; Continue to monitor for potential improvements.
- 14 US 11 (Lee Jackson Hwy.)/VA 612**
Deficiency with low priority; Continue to monitor for potential improvements.
- 15 US 11 (Lee Jackson Hwy.) VA 919**
Deficiency with low priority; Continue to monitor for potential improvements.
- 16 US 11 (Lee Jackson Hwy.)/VA 616**
Deficiency with low priority; Continue to monitor for potential improvements.
- 17 VA 256/VA 276/VA 750**
Short-term improve left turn lanes.
- 18 VA 254/VA 608**
Deficiency with low priority; Continue to monitor for potential improvements.
- 19 VA 640/VA 254**
Deficiency with low priority; Continue to monitor for potential improvements.
- 20 US 340/VA 657**
Mid-term extend turn bays.
- 21 US 340/VA 654/VA 909**
Deficiency with low priority; Continue to monitor for potential improvements.
- 22 US 340/VA 608**
Deficiency with low priority; Continue to monitor for potential improvements.
- 23 US 340/VA 649**
Deficiency with low priority; Continue to monitor for potential improvements.
- 24 US 340/VA 631**
Deficiency with low priority; Continue to monitor for potential improvements.
- 25 VA 608/VA 635**
Deficiency with low priority; Continue to monitor for potential improvements.
- 26 VA 285/I-64 Westbound Ramp**
Deficiency with low priority; Continue to monitor for potential improvements.
- 27 VA 285/VA 636/640**
Deficiency with low priority; Continue to monitor for potential improvements.
- 28 US 250 (Jefferson Hwy.)/VA 642 (Barren Ridge Rd./Mule Academy Rd.)**
Short-term relocate some signage to improve overall visibility of all signage, modify signal phasing to split phasing to reduce vehicular conflicts, and revise clearance intervals; Mid-term install island median to better guide vehicles and adjust signal heads to improve visibility.
- 29 US 250/VA 608**
Short-term implement safety improvements such as refreshing pavement markings and removing commercial signage and vegetation from intersection to improve visibility; Mid-term install ADA compliant ramps and signals; Long-term apply access management, widen southbound approach to two lanes, and regrade steep vertical curve.
- 30 VA 608/VA 796**
Deficiency with low priority; Continue to monitor for potential improvements.
- 31 I-64 from ECL of Waynesboro to Nelson Co. Line**
Long-term widen to rural six-lane roadway with median.
- 32 I-81 from VA 262 to US 250**
Long-term improve roadway (project in Environmental Stage).
- 33 I-81 from US 250 to VA 275**
Long-term improve roadway (project in Environmental Stage).
- 34 I-81 from VA 275 to VA 612**
Long-term improve roadway (project in Environmental Stage).
- 35 US 250 (Churchville Ave.) from VA 42 W. to VA 42 E.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 36 US 250 (Churchville Ave.) from VA 42 E. to WCL of Staunton**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 37 US 340 (East Side Hwy.) from .42 Mi. N. VA 611 to VA 612**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 38 US 11 (Lee Jackson Hwy.) from VA 646 to Rockingham Co. Line**
Long-term widen to rural four-lane roadway with median.



AUGUSTA COUNTY RECOMMENDATIONS (continued)

- 39 US 11 (Lee Jackson Hwy.) from VA 675 (Broadhead School Rd.) to VA 662 (Doctors Rd.)**
Long-term widen to rural four-lane roadway with median.
- 40 US 250 from ECL of Waynesboro to Nelson Co. Line**
Long-term widen to rural four-lane roadway with median.
- 41 VA 256 (Weyers Cave Rd.) from VA 771 (New Airport Rd.) to Rockingham Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 42 US 340 (East Side Hwy.) from VA 612 to VA 778 N. (Patterson Run Rd.)**
Long-term widen to rural four-lane roadway with median.
- 43 US 340 (East Side Hwy.) from NCL of Waynesboro to VA 611 (Dooms Landing Rd.)**
Long-term widen to rural four-lane roadway with median.
- 44 US 340 (Stuarts Draft Hwy.) from US 11 (Lee Jackson Hwy.) to VA 652 N.**
Long-term widen to rural four-lane roadway with median.
- 45 US 340 (Stuarts Draft Hwy.) from VA 652 North to VA 657**
Long-term widen to rural four-lane roadway with median.
- 46 US 340 (Stuarts Draft Hwy.) from VA 657 to VA 654 (White Hill Rd.)**
Long-term widen to rural four-lane roadway with median.
- 47 I-64 from I-81 to VA 285**
Long-term widen to rural four-lane roadway with median and full shoulders.
- 48 VA 275 (Woodrow Wilson Pkwy.) from NCL of Staunton to VA 613 (Spring Hill Rd.)**
Long-term widen to rural four-lane roadway with median.
- 49 VA 262 from VA 254 (Parkersburg Tnpk.) to VA 252 (Middlebrook Ave.)**
Long-term widen to rural four-lane roadway with median.
- 50 VA 254 (Parkersburg Tnpk.) from VA 262 to WCL of Staunton**
Long-term perform study for ramp termini improvements at interchange.
- 51 VA 254 (Hermitage Rd.) from VA 792 (Balsley Rd.) to VA 608 (Long Meadow Rd.)**
Long-term develop parallel grid system.
- 52 I-81 from Rockbridge Co. Line to VA 262**
Long-term improve roadway (project in Environmental Stage).
- 53 I-81 from VA 612 to Rockingham Co. Line**
Long-term improve roadway (project in Environmental Stage).
- 54 VA 730 (North River Rd.) from VA 727 S. to Rockingham Co. Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 55 VA 727 (Millers Saw Rd.) from VA 730 E. (N. River Rd.) to Rockingham Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 56 VA 747 (Freemason Run Rd.) from VA 730 to VA 731 (Natural Chimney Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 57 VA 731 (Natural Chimney Rd.) from VA 756 to VA 747 (Freemason Run Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 58 VA 731 (Moscow Loop) from VA 42 to VA 607**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 59 VA 699 (Centerville Rd.) from VA 646 N. to Rockingham Co. Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 60 VA 646 (Fadley Rd.) from VA 749 to US 11 (Lee Jackson Hwy.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 61 VA 865 (Rockfish Rd.) from VA 608 to VA 256 (Weyers Cave Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 62 VA 778 (Patterson Run Rd.) from VA 825 (S. River Rd.) to US 340**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 63 VA 825 (South River Rd.) from VA 778 (Patterson Run Rd.) to Rockingham Co. Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 64 VA 778 (Patterson Run Rd.) from VA 865 to VA 779**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 65 VA 616 (Dam Town Rd.) from VA 777 to VA 608 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 66 VA 616 (Humbert Rd.) from VA 608 E. to VA 608 W.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 67 VA 608 (Long Meadow Rd.) from VA 796 (Kiddsville Rd.) to VA 612**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 68 VA 612 from VA 608 (Long Meadow Rd.) to VA 865**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 69 VA 796 (Kiddsville Rd.) from VA 608 (Long Meadow Rd.) to VA 254**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 70 VA 795 (Entry School Rd.) from VA 640 (Old Whitebridge Rd.) to WLC of Waynesboro**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 71 VA 640 (Old Whitebridge Rd.) from VA 795 (Entry School Rd.) to VA 254**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 72 VA 828 (Cattle Scales Rd.) from VA 827 to VA 611**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 73 VA 640 (Goose Creek Rd.) from VA 285 to VA 250 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 74 VA 631 (Ladd Rd.) from VA 608 to VA 834 (Hickory Hill Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 75 VA 834 (Hickory Hill Rd.) from VA 631 (Ladd Rd.) to VA 640 (Goose Creek Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 76 VA 635 (Kindig Rd.) from US 340 (Stuart Hwy.) to VA 643 (Augusta Farms Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 77 VA 635 (Kindig Rd.) from VA 643 (Augusta Farms Rd.) to VA 608**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 78 VA 635 (Ramsey Rd.) from VA 608 to VA 637 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 79 VA 643 (Augusta Farms Rd.) from 0.5 Mi. N. of VA 649 to VA 635 (Kindig Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 80 VA 639 (Wayne Ave.) from VA 608 to VA 635**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 81 VA 624 (Lyndhurst Rd.) from VA 634 to VA 894**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

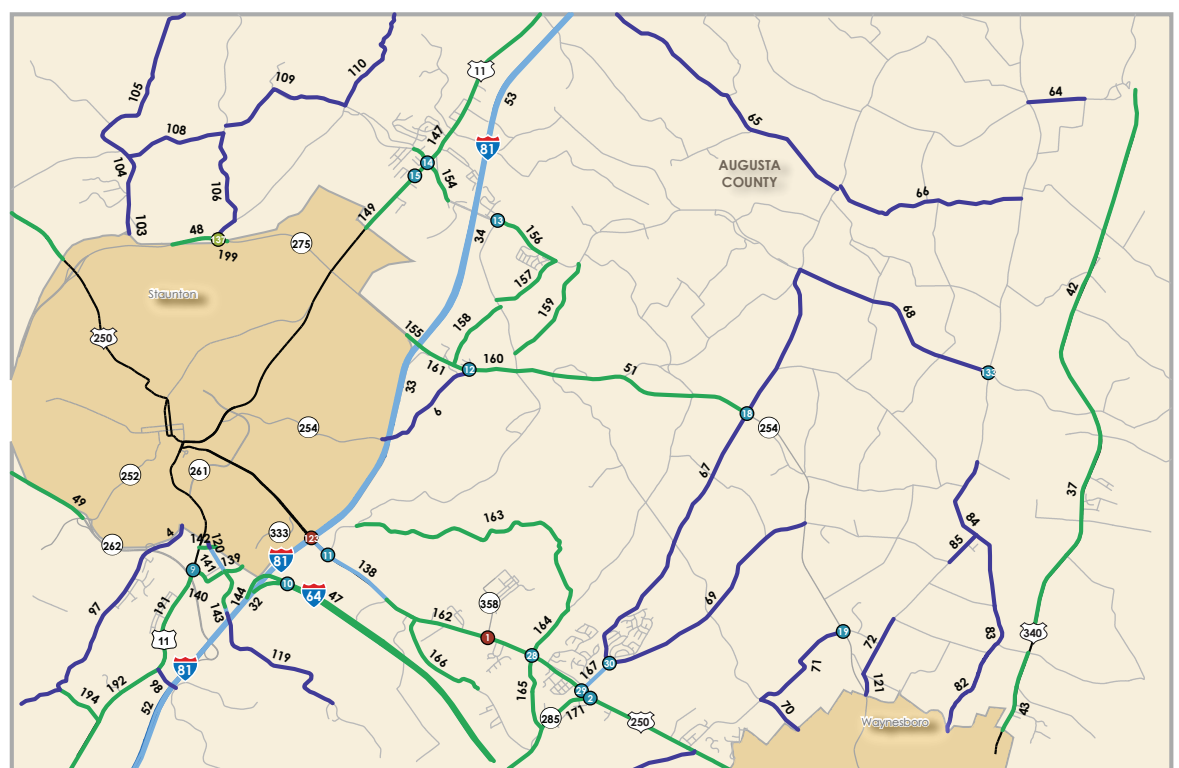


AUGUSTA COUNTY (SUBMAP 1) DEFICIENCIES

● Intersection Deficiency	■ Operation Deficiency
● Operation Deficiency	■ Safety Deficiency
● Safety Deficiency	■ Geometric Deficiency
● Both Deficiencies	■ Both Operation & Safety Deficiency
● Other Deficiency	

AUGUSTA COUNTY RECOMMENDATIONS (continued)

- 82 VA 865 (Rockfish Rd.) from NCL of Waynesboro to VA 611 S.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 83 VA 865 (Rockfish Rd.) from VA 611 S. to VA 796**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 84 VA 865 (Rockfish Rd.) from VA 796 to VA 619 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 85 VA 828 (Cattle Scales Rd.) from VA 796 N. to VA 865**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 86 VA 662 (Doctors Rd.) from US 11 (Lee Jackson Hwy.) to VA 1205 (Main St.)**
Long-term reconstruct to urban two-lane standards.
- 87 VA 1205 (Main St.) from VA 662 (Doctors Rd.) to VA 662 (Greenville School Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 88 VA 662 (Greenville School Rd.) from VA 1205 (Main St.) to VA 608 (Cold Springs Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 89 VA 608 (Cold Springs Rd.) from VA 662 (Greenville School Rd.) to VA 842 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 90 VA 608 (Cold Springs Rd.) from VA 842 N. to South River**
Long-term reconstruct to urban four-lane standards.
- 91 VA 610 (Howardsville Tnpk.) from VA 608 (Cold Springs Rd.) to VA 848**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 92 VA 610 (Howardsville Tnpk.) from VA 848 to VA 664**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 93 VA 608 (Cold Springs Rd.) from Rockbridge Co. Line to VA 666 (Lofton Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 94 VA 666 (Lofton Rd.) from US 11 (Lee Jackson Hwy.) to VA 608 (Cold Springs Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 95 VA 620 (Spottwood Rd.) from VA 671 to US 11 (Lee Jackson Hwy.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 96 VA 252 (Middlebrook Rd.) from Rockbridge Co. Line to VA 682**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 97 VA 613 (Old Greenville Rd.) from VA 872 to VA 262**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 98 VA 647 (Christian Creek Rd.) from US 11 (Lee Jackson Hwy.) to VA 648**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 99 VA 708 (Glebe School Rd.) from VA 876 E. to VA 711**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 100 VA 703 (Hebron Rd.) from VA 708 W. to VA 693 W. (Reedy Creek Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 101 VA 693 (Reedy Creek Rd.) from VA 703 S. (Hebron Rd.) to VA 254**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 102 VA 703 (Buttermilk Spring Rd.) from VA 693 (Reedy Creek Rd.) to WCL of Staunton**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 103 VA 714 (Shutterlee Mill Rd.) from NCL of Staunton to VA 742 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 104 VA 742 (Shutterlee Mill Rd.) from VA 714 to VA 728**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 105 VA 742 (Shutterlee Mill Rd.) from VA 728 to VA 613 W.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 106 VA 613 (Spring Hill Rd.) from NCL of Staunton to VA 612 S. (Pleasant View Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 107 VA 613 (Spring Hill Rd.) from Middle River to VA 607 (Mount Solon Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 108 VA 612 (Pleasant View Rd.) from VA 742 E. (Shutterlee Mill Rd.) to VA 613 W. (Spring Hill Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 109 VA 612 (Quicks Mill Rd.) from VA 613 (Spring Hill Rd.) to VA 626 (Limestone Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 110 VA 626 (Limestone Rd.) from VA 612 (Quicks Mill Rd.) to VA 742**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 111 VA 626 (Cider Mill Rd.) from VA 742 to VA 616 (Fort Defiance Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 112 VA 626 (Seawright Spring Rd.) from VA 616 (Fort Defiance Rd.) to US 11 (Lee Jackson Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 113 VA 616 (Fort Defiance Rd.) from VA 626 (Cider Mill Rd.) to US 11 (Lee Jackson Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 114 VA 720 (Jerusalem Church Rd.) from US 250 (Hankey Mount Hwy.) to VA 725**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 115 VA 720 (Morris Mill Rd.) from VA 833 to Middle River**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 116 VA 684 (Little River Rd.) from VA 601 to VA 685**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 117 VA 657 (Indian Ridge Rd.) from VA 652 N. to VA 656 (Offlitter Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 118 VA 657 (Offlitter Rd.) from VA 656 (Offlitter Rd.) to US 340 (Stuart Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 119 VA 635 (Barterbrook Rd.) from Christians Creek to VA Frontage Rd. 217**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 120 VA 635 (Barterbrook Rd.) from Frontier Dr. extension to SCL of Staunton**
Long-term reconstruct to urban three-lane standards.



AUGUSTA COUNTY (SUBMAP 2) DEFICIENCIES

● Intersection Deficiency	■ Segment Deficiency
● Operation Deficiency	■ Operation Deficiency
● Safety Deficiency	■ Safety Deficiency
● Both Deficiencies	■ Geometric Deficiency
● Other Deficiency	■ Both Operation & Safety Deficiency

AUGUSTA COUNTY RECOMMENDATIONS (continued)

- 121 VA 827 (Henkel Rd.) from VA 828 (Cattle Scales Rd.) to VA 254 E. (Hermitage Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 122 VA 809 (Iron Works Rd.) from VA 747 (Mossy Creek Rd.) to VA 42 (Scenic Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 123 Richmond Ave. (US 250)/I-81 Interchange**
Long-term widen southbound off-ramp termini to provide dual left turn lanes and realign northbound ramps into single intersection. I-81 environmental study ongoing to finalize improvements.
- 124 I-64/Exit 91 Bridge**
Mid-term rehabilitate bridge.
- 125 US 250/Bridge over Cowpasture River**
Short-term replace bridge.
- 126 US 250 (Jefferson Hwy.)/VA 640 (Old White Bridge Rd.)**
Short-term refresh pavement markings; Mid-term install near-side signal head on southbound approach; Long-term align north leg to the realigned south leg to form a traditional four-legged intersection when the SR 640 (Goose Creek Road) realignment occurs.
- 127 US 250 (Jefferson Hwy.)/VA 640 (Goose Creek Rd.)**
Short-term implement safety improvements such as removing vegetation and upgrading signage; Mid-term improve westbound left turn movement; Long-term realign SR 640 per proposed VDOT plan.
- 128 US 250/Bridge over Ramsey's Draft**
Short-term replace bridge.
- 129 US 250/Bridge over Whiskey Creek**
Short-term replace bridge.
- 130 US 250/Bridge over White Oak Draft**
Short-term replace bridge.
- 131 VA 262/US 11**
Short-term extend left and right turn lanes.
- 132 VA 608/VA 648**
Short-term construct turn lanes as identified in Six Year Improvement Program.
- 133 VA 612/VA 865**
Short-term continue to monitor for need of additional improvements.
- 134 VA 685/Bridge over Little Calpasture River**
Short-term replace bridge.
- 135 VA 703/Bridge over Edison Creek**
Short-term replace bridge.
- 136 VA 801/Bridge over Jennings Branch**
Short-term replace bridge.
- 137 Staunton Bypass/VA 613**
Mid-term replace at-grade intersection with diamond interchange.
- 138 Richmond Ave. (US 250) from I-81 interchange to Desper Hollow Rd.**
Long-term apply access management, widen roadway to accommodate dedicated on-street bike lanes, and develop parallel grid system.
- 139 Frontier Dr. from just S. of Red Oak Dr. to Barterbrook Rd.**
Long-term upgrade roadway to two-lane standards, realign Frontier Drive to intersect Frontier Drive Extension at the north end, and realign onto Barterbrook Road at the south end.
- 140 Frontier Dr. from Barterbrook Rd. to US 11**
Long-term upgrade roadway to two-lane standards.
- 141 VA 635 (Barterbrook Rd.) from Frontier Dr. Extension to US 11**
Long-term upgrade roadway to urban three-lane standards and realign northwest end to intersect US 11 south of current intersection.
- 142 Frontier Dr. Extension from US 11 to Staunton Corporate Limits**
Long-term construct four-lane standard roadway on new alignment, with tie-in to US 11 north of shopping center.
- 143 VA 635 (Barterbrook Rd.) from VA F-217 to VA 1428**
Long-term upgrade to two-lane standards, realigning northern end of this segment to intersect Frontier Drive further south.
- 144 Barterbrook Rd. from VA 1428 to Frontier Dr.**
Long-term upgrade to two-lane standards, realigning northern end of this segment to intersect Frontier Drive further south.
- 145 VA 652 (University Farm Rd.) from VA 657 to US 340**
Short-term widen roadway, improve drainage, and hard-treat the surface.
- 146 VA 696 (Coffman Rd.) from VA 646 to VA 690**
Short-term widen roadway, improve drainage, and hard-treat the surface.
- 147 US 11 from VA 612 (Quicks Mill Rd.) to VA 775**
Mid-term implement spot improvements along corridor; Long-term widen to four-lane urban roadway with median and develop parallel grid system.
- 148 US 11 from VA 775 to Rt. 646 (Fadely Rd.)**
Mid-term implement spot improvements along corridor; Long-term develop parallel grid system.
- 149 US 11 from NCL of Staunton to VA 612 (Laurel Hill Rd.)**
Long-term develop parallel grid system.
- 150 VA 256 (Weyers Cave Rd.) from US 11 to I-81**
Mid-term implement spot improvements along corridor; Long-term widen to four-lane urban roadway with median and develop parallel grid system.
- 151 VA 256 (Weyers Cave Rd.) from I-81 to VA 771 (New Airport Rd.)**
Mid-term implement spot improvements along corridor; Long-term develop parallel grid system.
- 152 VA 768 (Dices Spring Rd.) from VA 750 (Keezletown Rd.) to I-81 Overpass**
Long-term reconstruct roadway to two-lane rural standards.
- 153 VA 768 (Dices Spring Rd.) from 0.82 miles west Keezletown Rd. to Sidney Gap Hwy.**
Long-term reconstruct roadway to two-lane rural standards.
- 154 VA 612 (Laurel Hill Rd.) from approx 1/4 Mi. W. of US 11 to approx 1/2 Mi. E. of US 11**
Mid-term implement spot improvements along corridor.
- 155 VA 262 (Woodrow Wilson Pkwy.) from ECL of Staunton to I-81 Interchange**
Long-term develop parallel grid system.
- 156 VA 612 (Laurel Hill Rd.) from VA 792 (Indian Mountain Rd.) to VA 790 (West Amber Rd.)**
Mid-term implement spot improvements along corridor.
- 157 VA 790 (West Amber Rd.) from VA 792 (Indian Mountain Rd.) to VA 612 (Laurel Hill Rd.)**
Mid-term implement spot improvements along corridor.
- 158 VA 790 (Lewis Creek Rd.) from VA 262 (Hermitage Rd.) to VA 792 (Indian Mountain Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 159 VA 789 (Pleasant Grove Rd.) from VA 612 (Laurel Hill Rd.) to VA 792 (Indian Mountain Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 160 VA 254 (New Hope Rd.) from VA 262 (Hermitage Rd.) to VA 792 (Balsley Rd.)**
Mid-term implement spot improvements along corridor; Long-term develop parallel grid system.
- 161 VA 262 (Hermitage Rd.) from I-81 Interchange to VA 254 (New Hope Rd.)**
Long-term develop parallel grid system.
- 162 US 250 (Jefferson Hwy.) from Desper Hollow Rd. to WCL of Waynesboro**
Long-term develop parallel grid system.
- 163 VA 794 (Sangers Lane) from VA 792 (Balsley Rd.) to VA 642 (Barrenridge Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 164 VA 642 (Barrenridge Rd.) from VA 794 (Sangers Lane) to US 250 (Jefferson Hwy.)**
Long-term reconstruct roadway to two-lane rural standards.
- 165 VA 642 (Mule Academy Rd.) from VA 285/608 (Tinkling Spring Rd.) to US 250 (Jefferson Hwy.)**
Long-term reconstruct roadway to two-lane rural standards.
- 166 VA 636 (Goose Creek Rd.) from railroad tracks to US 250 (Jefferson Hwy.)**
Long-term reconstruct roadway to two-lane rural standards.
- 167 VA 608 (Long Meadow Rd.) from VA 796 (Kiddsville Rd.) to US 250 (Jefferson Hwy.)**
Mid-term implement spot improvements along corridor; Long-term widen to four-lane rural roadway with median.
- 168 VA 285/608 (Tinkling Spring Rd.) from US 340 (Stuart Hwy.) to VA 609**
Mid-term implement spot improvements along corridor; Long-term widen to four-lane urban roadway.
- 169 VA 285/608 (Tinkling Spring Rd.) from VA 609 to VA 631/VA 935**
Mid-term implement spot improvements along corridor; Long-term widen to four-lane rural roadway with median.
- 170 VA 285/608 (Tinkling Spring Rd.) from VA 631/VA 935 to I-64**
Mid-term implement spot improvements along corridor; Long-term widen to four-lane rural roadway with median.
- 171 VA 285 (Tinkling Spring Rd.) from I-64 to US 250 (Jefferson Hwy.)**
Mid-term implement spot improvements along corridor; Long-term widen to four-lane rural roadway with median.
- 172 Main St. from South River to US 340 (Stuart Hwy.)**
Mid-term implement spot improvements along corridor; Long-term widen to four-lane urban roadway.
- 173 US 340 (Stuart Hwy.) from VA 654 (White Hill Rd.)/VA 909 (Johnson Dr.) to VA 631 (Ladd Rd.)**
Long-term develop parallel grid system.
- 174 VA 631 (Ladd Rd.) from US 340 (Stuart Hwy.) to VA 664 (Lynhurst Rd.)**
Mid-term implement spot improvements along corridor.

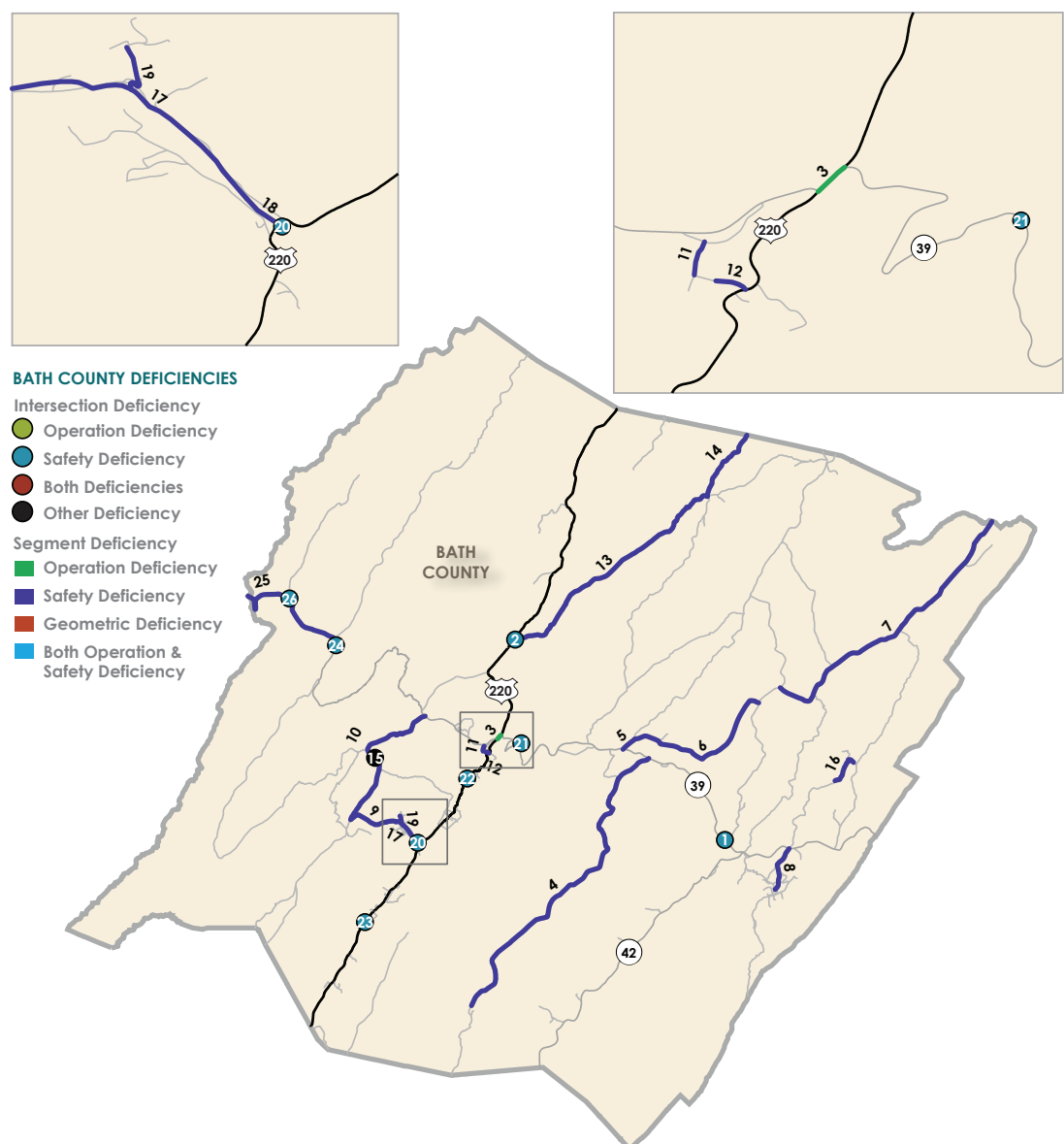
AUGUSTA COUNTY RECOMMENDATIONS (continued)

- 175 VA 632 (Shalom Rd.) from US 340 (Stuart Hwy.) to South River (Western Branch)**
Long-term reconstruct roadway to two-lane rural standards.
- 176 VA 632 (Shalom Rd.) from South River (Western Branch) to VA 664 (Lynhurst Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 177 VA 970 (Hall School Rd.) from VA 632 (Shalom Rd.) to VA 635 (Mount Vernon Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 178 VA 971 (Lipscomb Rd.) from VA 970 (Hall School Rd.) to VA 664 (Lynhurst Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 179 VA 633 (Patton Farm Rd.) from VA 610 (Howardsville Rd.) to VA 970 (Hall School Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 180 VA 634 (China Clay Rd.) from VA 610 (Howardsville Rd.) to VA 633 (Patton Farm Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 181 VA 635 (Mount Vernon Rd.) from VA 639 (Wayne Ave.) to US 340 (Stuart Hwy.)**
Mid-term implement spot improvement along corridor.
- 182 VA 649 (Roundhill Dr.) from VA 643 (Augusta Farms Rd.) to VA 608 (Tinkling Spring Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 183 VA 651 (Churchmans Mill Rd.) from VA 653 (Twin Hill Rd.) to VA 608 (Tinkling Spring Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 184 VA 653 (Twin Hill Rd.) from VA 831 (Old White Hill Rd.) to VA 654 (White Hill Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 185 VA 653 (Twin Hill Rd.) from VA 654 (White Hill Rd.) to VA 651 (Churchmans Mill Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 186 VA 831 (Old White Hill Rd.) from US 340 (Stuart Hwy.) to VA 652 (Guthrie Rd.)**
Long-term reconstruct roadway to two-lane rural standards.
- 187 VA 652 (Guthrie Rd.) from US 340 (Stuart Hwy.) to VA 654 (White Hill Rd.)**
Long-term reconstruct roadway to two-lane rural standards.

- 188 Horseshoe Circle from VA 608 (Cold Springs Rd.) to southern terminus of roadway**
Long-term reconstruct roadway to two-lane rural standards.
- 189 VA 643 (Augusta Farms Rd.) from VA 649 (Roundhill Dr.) to US 340 (Stuart Hwy.)**
Mid-term implement spot improvements along corridor.
- 190 VA 654 (White Hill Rd.) from I-81 to VA 651 (Churchmans Mill Rd.)**
Mid-term implement spot improvements along corridor.
- 191 VA 654 (White Hill Rd.) from VA 651 (Churchmans Mill Rd.) to VA 644 (Frontier Dr.)**
Mid-term implement spot improvements along corridor.
- 192 US 11 from US 340 (Stuart Hwy.) to VA 647**
Long-term develop parallel grid system.
- 193 US 11 from VA 662 (Greenville School Rd.) to US 340 (Stuart Hwy.)**
Mid-term implement spot improvements along corridor;
Long-term develop parallel grid system.
- 194 VA 871 (Crockan's Mill Rd.) from US 11 to VA 613 (Mill Creek Lane)**
Long-term reconstruct roadway to two-lane rural standards.
- 195 VA 613 (Old Greenville Rd.) from I-81 to VA 872 (Mill Creek Lane)**
Long-term reconstruct roadway to two-lane rural standards.
- 196 White Oak Gap Rd. from VA 613 (Old Greenville Rd.) to US 11**
Long-term reconstruct roadway to two-lane rural standards.
- 197 VA 694 (Chestnut Ridge Rt.) from VA 613 (Old Greenville Rd.) to US 11**
Long-term reconstruct roadway to two-lane rural standards.
- 198 VA 655 (Walnut Hills Rd.) from US 11 to US 11**
Long-term reconstruct roadway to two-lane rural standards.
- 199 Woodrow Wilson Pkwy. from Springhill Rd. to Staunton NCL**
Long-term perform study to identify improvements along roadway, including appropriate access points from adjacent development, and develop parallel grid system (Requires coordination between VDOT/City/developer(s).)
- 200 Dogwood Ave./Caverns Blvd.**
Short-term convert intersection to all-way stop control.

BATH COUNTY RECOMMENDATIONS

- 1 VA 39 (Mountain Valley Rd.)/VA 690 (Windy Cove Rd.)**
Mid-term install turn lanes on VA 39; Long-term flatten westbound approach if feasible and eliminate VA 690 access point.
- 2 US 220 (Sam Snead Hwy.)/VA 614 (Muddy Run Rd.)**
Short-term remove vegetation along west side of US 220; Mid-term install turn lanes on US 220; Long-term reconstruct and realign US 220 and reconstruct VA 614 approach to intersect at 90 degree angle.
- 3 US 220 from VA 39 to VA 39 N.**
Long-term continue to monitor for need of improvements, while taking into consideration the presence of historic properties.
- 4 VA 629 (Douthat Rd.) from Douthat State Park to VA 39 S. (Mount Valley Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 5 VA 629 from VA 39 N. (Mount Valley Rd.) to VA 625**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 6 VA 629 from VA 625 to VA 678 S.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 7 VA 629 from VA 678 N. to Augusta Co. Line**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 8 VA 635 (T. C. Walker Rd.) from VA 633 to VA 39 (Mount Valley Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 9 VA 615 from VA 687 (Jackson River Tnpk.) to VA 644 W.**
Short-term perform shoulder and ditch maintenance; Long-term reconstruct road to address geometric deficiencies, including full-width lanes and shoulders and improvements to VA 615.
- 10 VA 687 (Jackson River Tnpk.) from VA 615 to VA 39**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes), except for portion through the village of Bacova, which is to be rehabilitated/repaved.
- 11 VA 645 (Old Mill Rd.) from VA 619 (Courthouse Hill Rd.) to VA 692**
Long-term rehabilitate roadway as needed.
- 12 VA 619 (Courthouse Hill Rd.) from 0.10 Mi. E. of VA 645 (Old Mill Rd.) to VA 220 W.**
Long-term rehabilitate roadway as needed.
- 13 VA 614 (Muddy Run Rd.) from US 220 (Stuart Hwy.) to VA 609**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

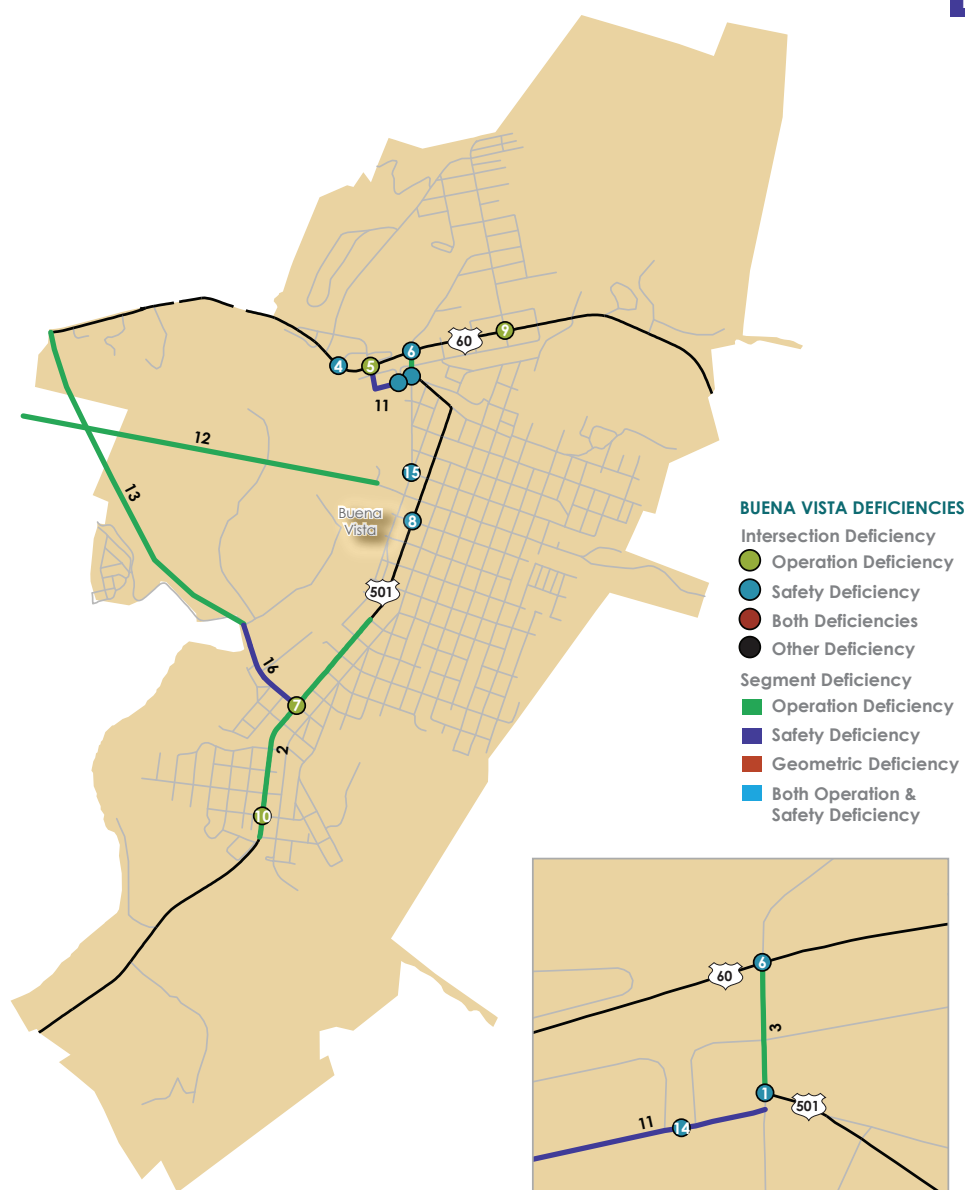


BATH COUNTY RECOMMENDATIONS (continued)

- 14 **VA 609 (Dry Run Rd.) from VA 614 (Muddy Run Rd.) to Highland Co. Line**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 15 **Jackson River Tnpk./Cowardin Run**
Short-term replace bridge.
- 16 **VA 635 (Ridge Rd.) from 3.84 Mi. N. of VA 39 to hard surface portion of VA 635 at the W. end of the Mill Creek Bridge**
Short-term widen roadway, improve drainage, and hard-treat the surface.
- 17 **VA 615/VA 644 from VA 644 West to 0.19 Mi. W. of US 220**
Short-term perform shoulder and ditch maintenance; Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18 **VA 615 from 0.19 Mi. W. of US 220 to US 220 (in Hot Springs)**
Short-term perform shoulder and ditch maintenance.
- 19 **VA 616 (Pinehurst Heights) from VA 615 to End of Road**
Long-term upgrade roadway to standards.
- 20 **US 220/VA 615**
Short-term ongoing study underway to identify needed improvements.
- 21 **Ingalls Overlook on VA 39, E. of US 220 ~ 1-2 Mi.**
Short-term add advance signal warning signs; Long-term improve line-of-sight by cutting mountain back adjacent to curve.
- 22 **US 220/VA 682**
Mid-term perform safety study.
- 23 **US 220 at Rubino Hill just north of Cascade Golf Course, south of Homestead Road/Valley Farm Road**
Mid-term perform safety study.
- 24 **Rt. 39/Culvert/Little Back Creek (just S. of VA 600)**
Short-term replace culvert.
- 25 **Rt. 39 from West Virginia State Line to VA 600 (Big Back Creek Rd.)**
Mid-term resurface roadway.
- 26 **Rt. 39/VA 601**
Mid-term rehabilitate bridge.

CITY OF BUENA VISTA RECOMMENDATIONS

- 1 **US 501 (Beech Ave.)/US 501 (Park Ave.)**
Short-term refresh pavement markings and relocate poles from sidewalks; Mid-term upgrade pedestrian facilities to ADA standards, eliminate channelization, bring westbound right turns under signal control with overlap phase, and lengthen right turn bay.
- 2 **Magnolia Ave. from 2nd St. to 15th St.**
Long-term reconfigure roadway to two-lane urban standards.
- 3 **Beech Ave. from Park Ave. to 29th St.**
Long-term widen roadway to four-lane urban standards.
- 4 **US 60 (Lexington Ave.)/Brook St.**
Short-term close Brook Street and reroute traffic to Orchard Street.
- 5 **US 60 (29th St.)/Alleghany Ave.**
Short-term install signal and improve turning radii for truck traffic.
- 6 **US 60/US 501 (Beech Ave.)/Rockbridge St.**
Short-term upgrade signal to incorporate protective left turn phase for US 60 left turning traffic.
- 7 **US 501 (Magnolia Ave.)/10th St.**
Short-term install signal.
- 8 **US 501 (Sycamore Ave.)/20th St.**
Short-term perform study to identify needed improvements and then construct improvements.
- 9 **US 60 (29th St.)/Catalpa Ave.**
Mid-term install signal.
- 10 **US 501 (Magnolia Ave.)/Third St.**
Short-term install signal.
- 11 **Alleghany Ave./Factory St. from US 60 (Lexington Ave.) to Beech Ave.**
Long-term reconstruct roadway to two-lane standards, including realignment of the Park Avenue/Factory Street intersection.
- 12 **21st St. Extension from 21st St. to Sycamore St.**
Long-term construct 21st Street extension to two-lane urban standards, including sidewalks and bicycle lanes.
- 13 **West Side Connector from Paxton House Dr. to WCL**
Long-term construct West Side Connector to two-lane urban standards, including sidewalks and bicycle lanes.
- 14 **Factory St. at Railroad Crossing**
Short-term install railroad gates (safety crossing arms).
- 15 **US 501 (Sycamore Ave.)/22nd St.**
Mid-term perform safety study.
- 16 **W. 10th Street from West Side Connector to US 501 (Magnolia Avenue)**
Long-term reconstruct roadway to two-lane urban standards, including new sidewalk on the north side of roadway and bicycle lanes. (Project ties into West Side Connector project.)



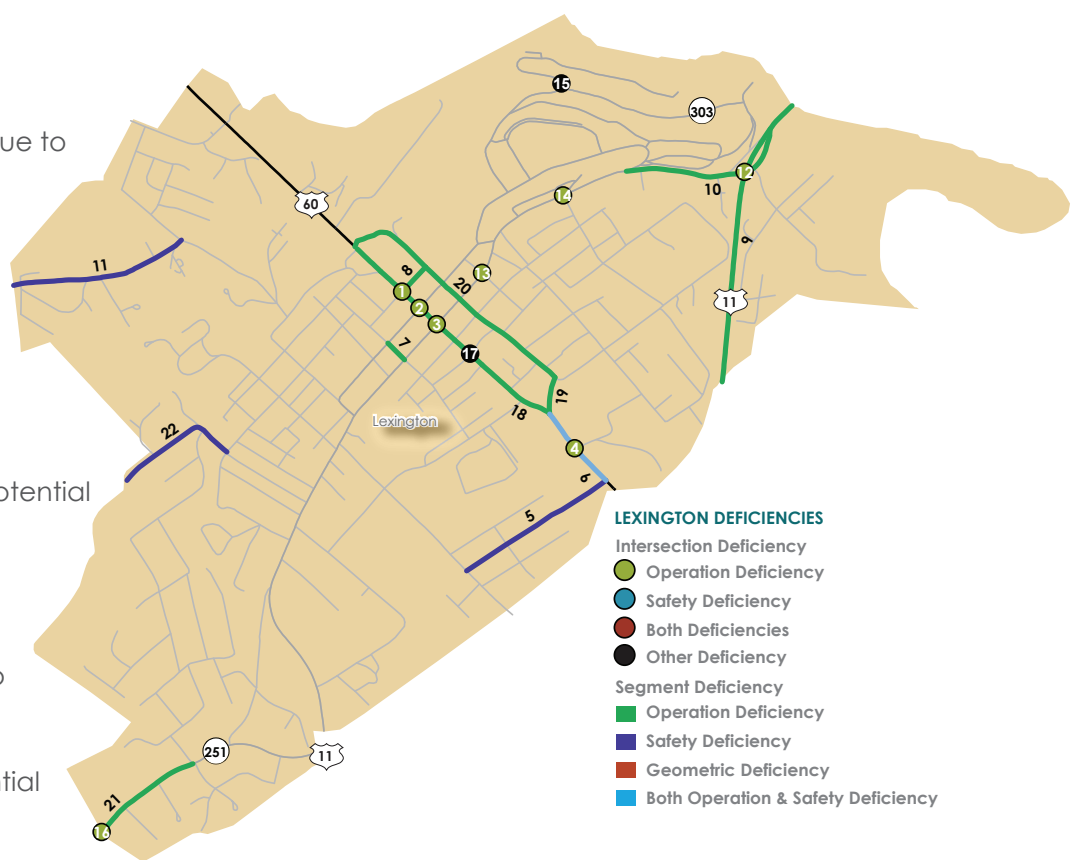
HIGHLAND COUNTY RECOMMENDATIONS

- 1 US 250 (Main St.) at VA 649 (Myers-Moon Rd.)**
Mid-term install turn lanes on US 250 to accommodate buses and implement access management.
- 2 US 250 (Highland Tnpk.) from ECL of Monterey to Augusta Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 3 VA 678 from VA 609 (Burnsville Rd.) to VA 615**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 4 VA 678 from VA 615 to US 250**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 5 VA 654 (Johnston Rd.) from US 250 to VA 617 N.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 6 VA 654 (Johnston Rd.) from VA 617 N. to West Virginia State Line**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 7 VA 640 (Meadowdale Rd.) from VA 84 (Mill Gap Rd.) to US 250**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 8 VA 642 from VA 637 to VA 642 N.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 9 VA 640 at Potomac River (South Branch)**
Mid-term replace bridge.
- 10 US 250 (Highland Tnpk.) at Bridge over Crab Run (between VA 645 and VA 654 in the Village of McDowell)**
Mid-term replace bridge.
- 11 VA 615 (Davis Run Rd.) from 2.5 Mi. W. of VA 678 to VA 678**
Short-term widen roadway, improve drainage, and hard-treat the surface. (Road is in Rural Rustic Road Program.)



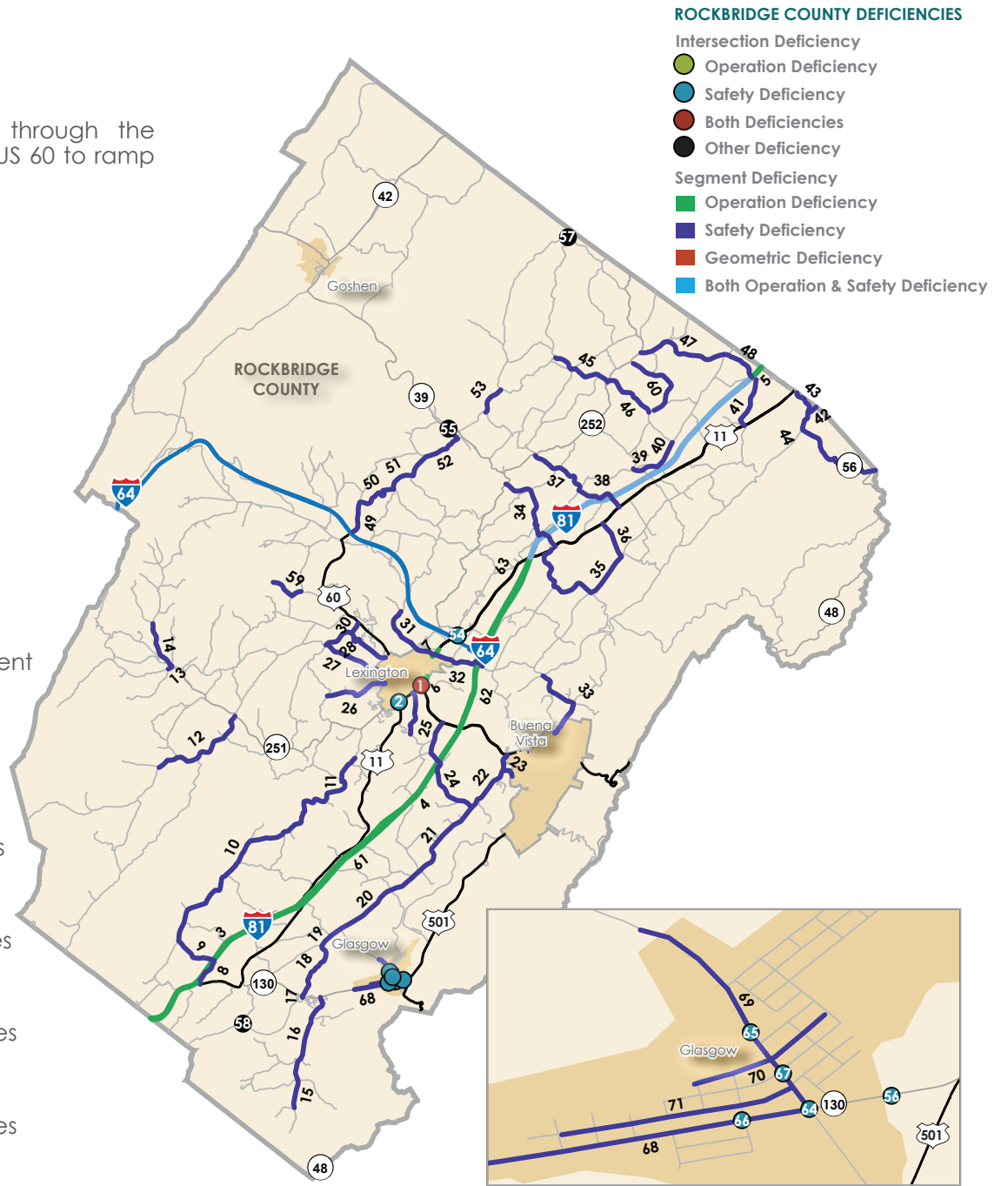
CITY OF LEXINGTON RECOMMENDATIONS

- 1 US 60 (Nelson St.)/Lee Ave.**
Long-term deficiency with low priority. Optimize signals and continue to monitor for potential improvements.
- 2 US 60 (Nelson St.)/Jefferson St.**
Short-term remove parking within 50 feet on all legs of intersection; Long-term optimize signals and continue to monitor for potential improvements.
- 3 US 60 (Nelson St.)/Main St.**
Long-term deficiency with low priority. Optimize signal as needed and continue to monitor for potential improvements.
- 4 US 60 (Nelson St.)/New Market Place**
Long-term deficiency with low priority. Continue to monitor for potential improvements such as separate turning lanes.
- 5 Walker St. from Houston St. to Nelson St.**
Long-term upgrade to urban design standards.
- 6 US 60 (Nelson St.) from Lewis St. to Walker St.**
Short-term repaint all pavement markings; Long-term upgrade to urban design standards (including curb and gutter).
- 7 Preston St. from Jefferson St. to Main St.**
Deficiency with low priority; Continue to monitor for potential improvements.
- 8 Lee Ave. from Nelson St. to Washington St.**
Deficiency with low priority; Continue to monitor for potential improvements.
- 9 US 11 (Lee Jackson Hwy.) from SCL of Lexington to NCL of Lexington**
Long-term widen to rural four-lane roadway with median.
- 10 US 11 Business (Main St.) from Letcher Ave. to US 11 (Lee Jackson Hwy. north)**
Deficiency with low priority; Continue to monitor for potential improvements.
- 11 Enfield Rd. from WCL of Lexington to Lime Kiln Rd.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 12 North Lee Jackson Hwy. at Main St.**
Mid-term reconstruct interchange to provide for all movements.
- 13 Main St. at Henry St.**
Mid-term install signal when warranted.
- 14 Main St. at Diamond St.**
Mid-term install signal when warranted.
- 15 Anderson Dr./Bridge over Woods Creek**
Mid-term replace bridge.
- 16 Thornhill Rd./Country Club Rd./Birdfield Rd.**
Mid-term provide left turn lanes.
- 17 East Nelson St. at Bridge and Approaches over Varner Lane**
Short-term replace bridge.
- 18 Nelson St. from Glasgow St. to Lewis St.**
Mid-term convert Nelson Street, along with Lewis and Washington Streets, to one-way pairs.
- 19 Lewis St. from Nelson St. to Washington St.**
Mid-term convert Lewis Street, along with Nelson and Washington Streets, to one-way pairs.
- 20 Washington St. from Lewis St. to Nelson St.**
Mid-term convert Washington Street, along with Lewis and Nelson Streets, to one-way pairs.
- 21 Thornhill Rd. from McCormick St. to SCL**
Mid-term widen to three-lane roadway to provide left turn lanes.
- 22 Ross Rd. from WCL to Jackson Ave.**
Long-term reconstruct roadway to two-lane standards.



ROCKBRIDGE COUNTY RECOMMENDATIONS

- 1 US 11/US 60 (Midland Trail)**
Mid-term install signal; Long-term widen Nelson Street through the interchange to provide for appropriate left turn lanes from US 60 to ramp and provide separate right turn lanes on ramps.
- 2 US 11/Main St.**
Long-term continue to monitor for need of improvements.
- 3 I-81 from US 11 S. to US 11 N.**
Long-term widen to rural six-lane roadway with median (project in Environmental Stage).
- 4 I-81 from VA 679 OP to US 60**
Long-term widen to rural six-lane roadway with median (project in Environmental Stage).
- 5 I-81 from VA 606 to Augusta Co. Line**
Long-term widen to rural six-lane roadway with median (project in Environmental Stage).
- 6 US 11 (Lee Jackson Hwy.) from VA 60 to SCL of Lexington**
Long-term widen to rural four-lane roadway with median.
- 7 US 11 (Lee Jackson Hwy.) from NCL of Lexington to VA 752**
Long-term continue to monitor traffic and implement improvements as needed.
- 8 VA 609 from US 11 (Lee Jackson Hwy.) to VA 692 S.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 9 VA 692 from VA 610 to VA 609 E.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 10 VA 610 from VA 692 to VA 678**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 11 VA 610 from VA 678 to VA 764**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 12 VA 612 (Blue Grass Trail) from VA 667 to VA 251**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).



- 13 VA 657 from VA 655 to VA 770 (Turnpike Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 14 VA 646 (Big Hill Rd.) from VA 770 (Turnpike Rd.) to VA 651**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 15 VA 759 from VA 802 to VA 781 S.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 16 VA 759 from VA 781 S. to VA 130 (Jackson Lee Hwy.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 17 VA 772 from VA 130 (Jackson Lee Hwy.) to VA 688**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 18 VA 688 from VA 772 to VA 608**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 19 VA 608 from VA 688 to VA 684 S.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 20 VA 608 (Forge Rd.) from VA 684 S. to VA 680 (Falling Spring Dr.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 21 VA 608 from VA 680 (Falling Spring Dr.) to VA 699 S.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 22 VA 608 from VA 699 S. to US 60 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 23 VA 745 from VA 608 to WCL of Buena Vista**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 24 VA 699 from US 60 to VA 608**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 25 VA 671 from VA 701 to SCL of Lexington**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 26 VA 687 from VA 674 to WCL of Lexington**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

- 27 Enfield Rd. from VA 670 South to WCL of Lexington**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 28 VA 670 (Beatty Hollow Rd.) from VA 672 N. to VA 669**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 29 VA 670 from VA 669 to WCL of Lexington**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 30 VA 669 from VA 670 (Beatty Hollow Rd.) to US 60**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 31 VA 631 from VA 664 to VA 763**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 32 VA 631 from VA 763 to 0.10 Mi. E. of VA 705**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 33 VA 631 from VA 608 to NCL of Buena Vista**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 34 VA 716 from VA 39 (Maury Hwy.) to VA 706 (Borden Grant Trail)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 35 VA 706 (Borden Grant Trail) from VA 716 (Timber Ridge Rd.) to VA 714 (Mackey's Lane)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 36 VA 714 (Mackey's Lane) from US 11 (Lee Jackson Hwy.) to VA 706 (Borden Grant Trail)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 37 VA 712 from VA 252 to VA 717 W.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 38 VA 712 (Decatur Rd.) from VA 717 E. to US 11 (Lee Jackson Hwy.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 39 VA 710 (Rockbridge School Rd.) from VA 717 W. to VA 613**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

ROCKBRIDGE COUNTY RECOMMENDATIONS (continued)

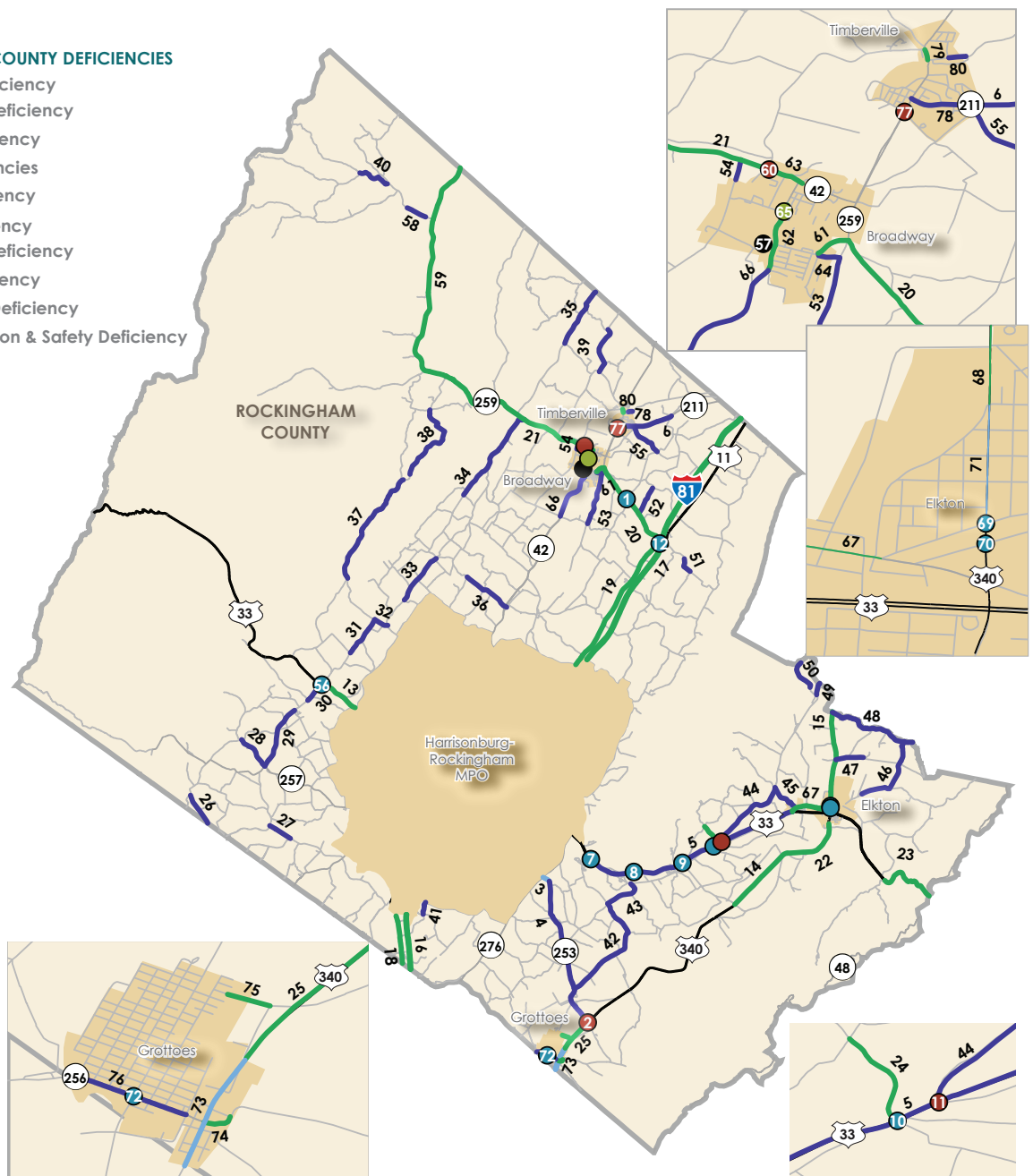
- 40 VA 613 from VA 710 (Rockbridge School Rd.) to VA 724**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 41 VA 706 (Steele's Fort Rd.) from US 11 (Lee Jackson Hwy.) to VA 606 (Raphine Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 42 VA 608 from VA 56 N. to Augusta Co. Line**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 43 VA 56 from Augusta Co. Line to VA 608 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 44 VA 56 from VA 608 W. to Nelson Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 45 VA 724 from VA 731 E. to VA 252 W.**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 46 VA 724 from VA 252 East to VA 717 W.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 47 VA 606 from VA 252 to VA 613**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 48 VA 606 from VA 613 to I-81**
Long-term reconstruct to urban two-lane standards.
- 49 VA 623 (Fredericksburg Rd.) from I-64 to VA 622 S. (Maple Swamp Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 50 VA 622 (Maple Swamp Rd.) from VA 623 S. (Fredericksburg Rd.) to VA 624 E. (Maple Swamp Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 51 VA 624 (Maple Swamp Rd.) from VA 622 (Maple Swamp Rd.) to VA 602**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 52 VA 602 (Turkey Hill Rd.) from VA 624 (Maple Swamp Rd.) to VA 39 S. (Maury Hwy.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 53 VA 602 (Walkers Creek Rd.) from VA 712 to VA 731 S.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 54 US 11/VA 39**
Short-term improve lane markings on all approaches and add street names signs to mast arms.
- 55 VA 39/Bridge over Maury River**
Mid-term replace bridge.
- 56 VA 130/Bridge over Maury River**
Mid-term add street lighting and provide proper pedestrian facilities.
- 57 VA 602/Bridge over Walker Creek**
Short-term replace bridge.
- 58 VA 708 (Gilmore's Mill Rd.)/Bridge/Intersection with VA 608**
Short-term replace bridge.
- 59 VA 639 (Higgins Hollow Rd.) from VA 638 to Dead End of VA 639**
Short-term widen roadway, improve drainage, and hard-treat the surface. (Road is in Rural Rustic Road Program.)
- 60 VA 717 (Goose Creek Rd.) from 0.2 Mi. E. of VA 724 to 0.8 Mi. E. of VA 721**
Short-term widen roadway, improve drainage, and hard-treat the surface. (Road is in Rural Rustic Road Program.)
- 61 I-81 from Botetourt Co. Line to VA 679 OP**
Long-term improve roadway (project in Environmental Stage).
- 62 I-81 from US 60 to US 11**
Long-term improve roadway (project in Environmental Stage).
- 63 I-81 from US 11 to VA 606**
Mid-term construct truck climbing lane; Long-term improve roadway (project in Environmental Stage).
- 64 VA 130 (Rockbridge Rd.)/VA T-684 (Blue Ridge Rd.)**
Mid-term implement access management. (Glasgow)
- 65 Blue Ridge Rd. (at Railroad Crossing)**
Long-term perform feasibility study to grade separate roadway from railroad. (Glasgow)
- 66 VA 130 (Wert Faulkner Hwy./Rockbridge Rd.)/10th St.**
Short-term consider signing intersection to encourage trucks to use Blue Ridge Road and Rockbridge Road. (Glasgow)
- 67 Blue Ridge Rd./Anderson St.**
Short-term consider signing intersection to encourage trucks to use Blue Ridge Road and Rockbridge Road. (Glasgow)
- 68 VA 130 (Wert Faulkner Hwy./Rockbridge Rd.) from WCL to Blue Ridge Rd.**
Mid-term add sidewalks. (Glasgow)
- 69 Blue Ridge Rd. from VA 130 (Wert Faulkner Hwy./Rockbridge Rd.) to NCL of Glasgow**
Mid-term add sidewalks. (Glasgow)
- 70 McCulloch St. from 6th St. to 11th St.**
Mid-term perform Town Circulation Study. (Glasgow)
- 71 Fitzlee St. from Blue Ridge Rd. to Western End**
Mid-term perform Town Circulation Study. (Glasgow)

ROCKINGHAM COUNTY RECOMMENDATIONS

- 1 VA 259 (Mayland Rd.)/VA 619 (Wampler Rd.)**
Short-term install stops bars and "STOP" on VA 619 and relocate stop signs; Mid-term apply access management techniques; Long-term reconstruct roadway to improve vertical alignment.
- 2 US 340 (S. East Hwy.)/VA 253 (Port Republic Rd.)**
Short-term install signal; Mid-term add northbound and southbound left turn lanes; Long-term install signal when warranted.
- 3 VA 253 (Port Republic Rd.) from VA 276 (Crosskeys Rd.) to VA 708**
Long-term upgrade roadway to urban four-lane standards.
- 4 VA 253 (Port Republic Rd.) from VA 708 to US 340**
Long-term upgrade to primary road design standards.
- 5 US 33 (Spotswood Trail) from VA 655 E. to US 33 BUS. (Old Spotswood Trail in Elkton)**
Long-term implement access management and install left turn lanes at crossovers and intersections where feasible.
- 6 US 211 from ECL of Timberville to VA 953 (Plain Mills Rd.)**
Long-term upgrade to primary road design standards.
- 7 US 33/VA 655**
Deficiency with low priority; Continue to monitor for potential improvements.
- 8 US 33/.50 Mi. E. VA 842**
Deficiency with low priority; Continue to monitor for potential improvements.
- 9 US 33/VA 649**
Deficiency with low priority; Continue to monitor for potential improvements.
- 10 US 33/VA 644**
Deficiency with low priority; Continue to monitor for potential improvements.
- 11 US 33/VA 602/VA 981**
Short-term implement safety improvements such as new stop bars and new signage; Mid-term extend northbound and southbound right turn tapers to current standards; Long-term install signal when volumes meet warrant.
- 12 US 11 (North Valley Pike)/VA 259 (Mayland Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements.
- 13 Rawley Pike from VA 613 to VA 752 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 14 South East Side Hwy. from VA 649 to VA 754**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 15 North East Side Hwy. from NCL of Elkton to Page Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 16 I-81 from Augusta Co. Line to North River Bridge**
Long-term widen to rural six-lane roadway with median (project in Environmental Stage).
- 17 I-81 from VA 724 Overpass to Shenandoah Co. Line**
Long-term widen to rural six-lane roadway with median (project in Environmental Stage).
- 18 US 11 (Lee Jackson Hwy.) from Augusta Co. Line to North River Bridge/South MPO Boundary**
Long-term widen to rural four-lane roadway with median.
- 19 US 11 (North Valley Pike) from VA 765/North MPO Boundary to VA 259 (Mayland Rd.)**
Long-term widen to rural four-lane roadway with median.
- 20 VA 259 (Mayland Rd.) from US 11 (North Valley Pike) to VA 1421 (East Springbrook Rd.)**
Long-term widen to rural four-lane roadway with median.
- 21 VA 259 (Brocks Gap Rd.) from WCL of Broadway to VA 613 South (Turkeytown Rd.)**
Long-term perform study to identify optimal cross-section and implement improvements, such as a four-lane section, two-lane section with turn lanes, or truck climbing lanes.
- 22 US 340 (South East Hwy.) from VA 754 to SCL of Elkton**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 23 US 33 (Spotswood Trail) from VA 628 to Greene Co. Line**
Long-term widen to rural four-lane roadway with median.
- 24 VA 644 (Mount Olivet Church Rd.) from US 33 (Spotwood Trail) to VA 646 (Bloomer Springs Rd.)**
Long-term monitor northern end of segment to evaluate need for further widening.
- 25 US 340 (East Side Hwy.) from NCL of Grottoes to VA 253 (Port Republic Rd.)**
Long-term widen to rural four-lane roadway with median.
- 26 VA 730 (Community Center Rd.) from VA 731 to Augusta Co. Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 27 VA 613 (Jordan Hill Rd.) from VA 727 S. (Spring Creek Rd.) to VA 727 (Sangerville Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 28 VA 742 (Waggys Creek Rd.) from VA 257 (Briery Branch Rd.) to VA 731**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 29 VA 613 (Clover Hill Rd.) from VA 257 (Briery Branch Rd.) to VA 714 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 30 VA 613 (Clover Hill Rd.) from VA 732 S. to US 33 (Rawley Pike)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 31 VA 613 (Whitmore Shop Rd.) from VA 762 to VA 763 S. (Hopkins Gap Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

ROCKINGHAM COUNTY DEFICIENCIES

- Intersection Deficiency**
- Operation Deficiency
 - Safety Deficiency
 - Both Deficiencies
 - Other Deficiency
- Segment Deficiency**
- Operation Deficiency
 - Safety Deficiency
 - Geometric Deficiency
 - Both Operation & Safety Deficiency

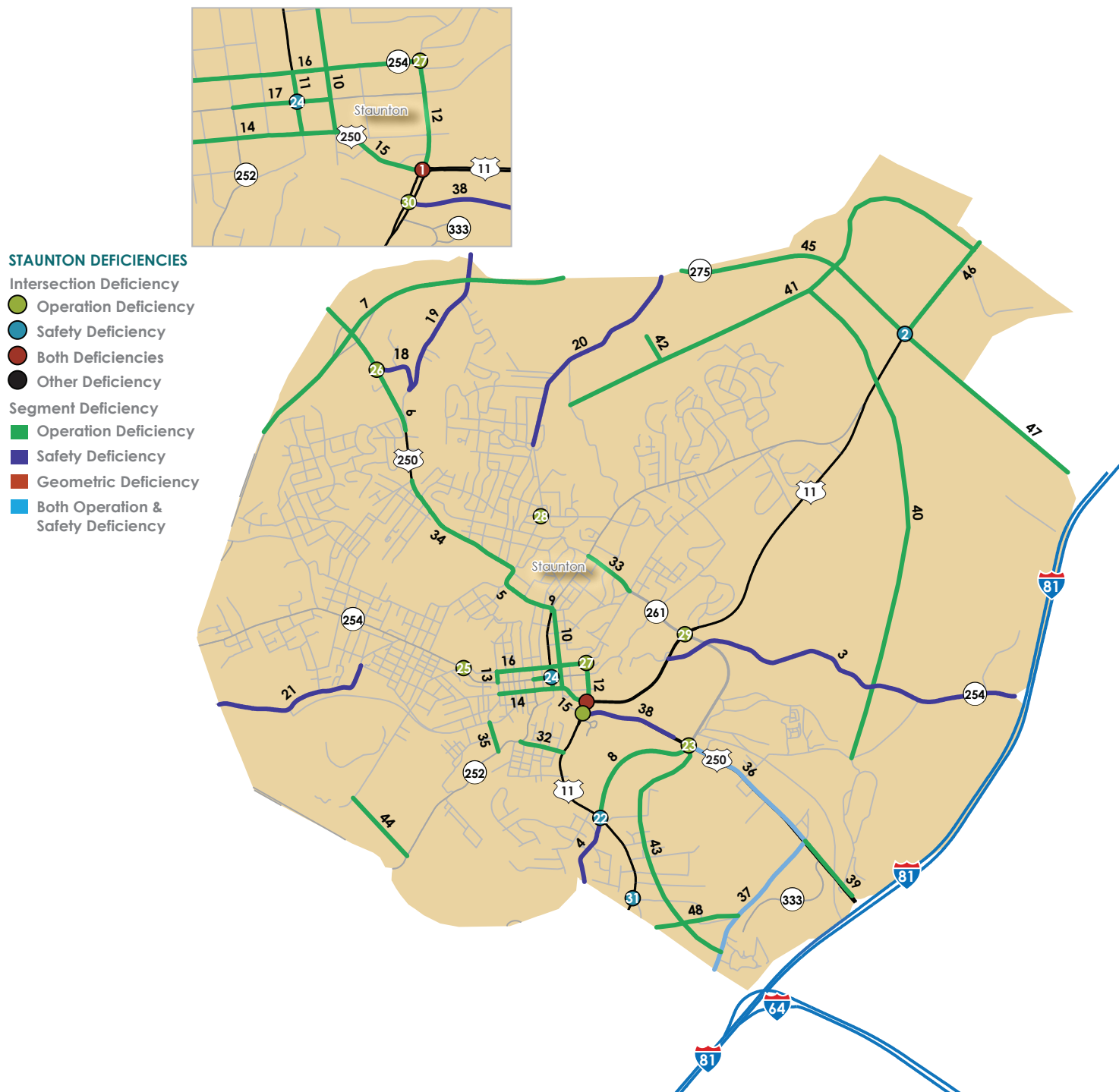


ROCKINGHAM COUNTY RECOMMENDATIONS (continued)

- 32 VA 613 (Whitmore Shop Rd.) from VA 763 S. (Hopkins Gap Rd.) to VA 763 N. (Singers Glen Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 33 VA 613 (Singers Glen Rd.) from VA 772 S. to VA 721**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 34 VA 613 (Turkeytown Rd.) from VA 753 to VA 259 S. (Brocks Gap Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 35 VA 613 (North Mountain Rd.) from VA 881 (Orchard Dr.) to S. VA 832**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 36 VA 721 (Green Hill Rd.) from VA 761 to VA 42 (Harpine Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 37 VA 612 (Peake Mountain Rd.) from VA 763 to VA 817**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 38 VA 612 (Hopkins Gap Rd.) from 0.46 Mi. N. of VA 817 to VA 815**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 39 VA 614 (Mechanicsville Rd.) from VA 881 (Orchard Dr.) to VA 812**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 40 VA 865 (Bergton Rd.) from VA 823 to VA 820**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 41 VA 867 (North River Rd.) from VA 693 to VA 682**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 42 VA 655 (Lawyer Rd.) from VA 672 to VA 253 (Port Republic Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 43 VA 672 (Pineville Rd.) from VA 655 to VA 996**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 44 VA 602 (East Point Rd.) from US 33 to VA 637 N.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 45 VA 637 (Florist Rd.) from VA 602 (East Point Rd.) to NCL of Elkton**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 46 VA 759 (Newtown Rd.) from VA 861 to VA 609**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 47 VA 607 (Bear Lithia Rd.) from US 340 (North East Side Hwy.) to VA 965**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 48 VA 609 (Naked Creek Rd.) from US 340 (North East Side Hwy.) to Page Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 49 VA 602 (East Point Rd.) from VA 601 to Page Co. Line**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 50 VA 601 (Rinacas Corner Rd.) from 0.5 Mi. N. of VA 602 to VA 600**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 51 VA 608 (Mauzy Athlone Rd.) from 0.53 Mi. E. VA 717 to VA 807**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 52 VA 830 (Bulldog Hollow) from VA 259 (Mayland Rd.) to VA 798**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 53 VA 803 (Daphna Rd.) from VA 809 to VA 1437**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 54 VA 617 (North Sunset Rd.) from NCL of Broadway to VA 259 S. (Brocks Gap Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 55 VA 793 (Long Meadow Dr.) from VA 618 to VA 619**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 56 US 33/VA 613**
Short-term implement safety improvements such as refreshing pavement markings and upgrading signage; Mid-term fix drainage along eastbound VA 613; Long-term reconstruct northbound approach to reduce vertical curve.
- 57 VA 1421/Linville Creek**
Short-term replace bridge.
- 58 VA 820 from 1.130 Mi. W. of VA 259 to 0.306 Mi. W. of VA 259 Intersection**
Mid-term reconstruct roadway to two-lane standards.
- 59 VA 259 (Brocks Gap Rd.) from VA 613 S. (Turkeytown Rd.) to West Virginia State Line**
Long-term perform study to identify optimal cross-section and implement improvements, such as a four-lane section, two-lane section with turn lanes, or truck climbing lanes. (Coordinate efforts with West Virginia.)
- 60 VA 259 (Lee St.)/VA 617 (Spar Mine Rd.)**
Mid-term install right turn only lane beginning west of intersection and continuing to entrance of school and install east and westbound left turn lanes to provide storage for turning vehicles; Long-term realign intersection with school driveway. (Broadway)
- 61 VA 1421 (East Springbrook Rd.) from VA 803 to VA 259 (Mayland Rd.)**
Deficiency with low priority; Continue to monitor for potential improvements. (Broadway)
- 62 VA 42 (West Ave.) from SCL of Broadway to Alt. VA 259 (Mayland Rd.)**
Long-term perform study to develop potential bypass around Broadway. (Broadway)
- 63 VA 259 (West Lee St.) from VA 42 (Main St.) to WCL of Broadway**
Long-term reconstruct to urban three-lane standards. (Broadway)
- 64 Daphna Rd. from VA 1437 to VA 1421**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes). (Broadway)
- 65 Main St./Turner Ave.**
Mid-term install traffic signal if warrants are met. (Broadway)
- 66 VA 617 (Sunset Dr.) from SCL to VA 809 (Trissels Rd.)**
Mid-term widen roadway to two-lane rural standards with 10 feet lanes. (Broadway)
- 67 Spotswood Ave. from US 33 (Spotwood Trail)/Corporate Limits of Elkton to Spotwood Terrace**
Long-term reconstruct to urban three-lane standards. (Elkton)
- 68 North Stuart Ave. from F St. to NCL of Elkton**
Long-term reconstruct to urban three-lane standards. (Elkton)
- 69 US 340 (Stuart Ave.)/Spotswood Ave.**
Short-term install pedestrian signal heads at existing signalized intersection. (Elkton)
- 70 US 340 (Stuart Ave.)/Rockingham St.**
Short-term install new stop sign at proper mounting height for the westbound approach and install advance warning flashers on existing signs for the main roadway. (Elkton)
- 71 North Stuart Ave. from Spotswood Ave. to F St.**
Short-term reconstruct to two-lane standards; Long-term continue to monitor for need for additional improvements. (Elkton)
- 72 Dogwood Ave./Third St.**
Mid-term construct northbound and southbound left-turn lanes. (Grottoes)
- 73 Augusta Ave. from NCL to SCL**
Short-term complete missing segments of the sidewalk; Long-term reconstruct to three-lane urban roadway standards. (Grottoes)
- 74 Third St. from Augusta Ave. to VA 663**
Long-term extend Third Street to provide additional route for mobility and construct to two-lane urban standards. (Grottoes)
- 75 19th St. Extension from eastern Terminus to US 340/Randall Rd.**
Deficiency with low priority; Continue to monitor for potential improvements. (Grottoes)
- 76 3rd St. from WCL of Grottoes to Aspen St.**
Mid-term reconstruct to two-lane standards. (Grottoes)
- 77 VA 42 (Timber Way)/VA T-800 (American Legion Rd.)**
Long-term continue to monitor for need of improvements. (Timberville)
- 78 US 211 from VA 42 (Main St.) to ECL of Timberville**
Long-term upgrade to primary road design standards. (Timberville)
- 79 VA 42 (Main St.) from VA 617 S. (Church St.) to VA 617 N. (Spar Mine Rd.)**
Long-term widen to urban three-lane standards to accommodate two-way left turn lane. (Timberville)
- 80 VA 617 S. (Church St.) from VA 1504 to ECL of Timberville**
Long-term reconstruct to urban two-lane standards. (Timberville)

CITY OF STAUNTON RECOMMENDATIONS

- 1 Commerce Rd./Coalter St. & US 11/US 250 (Greenville Rd.)**
Short-term remove yield sign and place eastbound right turn under signal control; Long-term convert intersection to roundabout.
- 2 Commerce Rd./Woodrow Wilson Pkwy.**
Short-term add "Deer Crossing" warning signs; Long-term continue to monitor for additional improvements.
- 3 VA 254 (New Hope Rd.) from US 11 (Commerce Rd.) to ECL of Staunton**
Long-term upgrade to design standards.
- 4 VA 613 (Old Greenville Rd.) from Southern Corporate Limits of Staunton to US 11 (Greenville Ave.)**
Long-term upgrade to design standards.
- 5 US 250 (Churchville Ave.) from Thornrose Ave. to Augusta St.**
Long-term reconstruct to urban three-lane standards.
- 6 US 250 (Churchville Ave.) from WCL of Staunton to Englewood Dr.**
Long-term reconstruct to rural three-lane standards.
- 7 VA 626 (Woodrow Wilson Pkwy.) from WCL of Staunton to NCL of Staunton**
Long-term widen to rural four-lane roadway with median.
- 8 Statler Blvd. from Richmond Ave. to Greenville Ave.**
Long-term widen to urban four-lane roadway with median.
- 9 Sunnyside St. from New St. to Augusta St.**
Long-term reconstruct to urban two-lane standards.
- 10 New St. from Johnson St. to Sunnyside St.**
Long-term continue to monitor traffic after improvements outside downtown core are completed.
- 11 Augusta Ave. from Frederick St. to Johnson St.**
Long-term continue to monitor traffic after improvements outside downtown core are completed.
- 12 Coalter St. from Frederick St. to Commerce Rd.**
Long-term reconstruct to urban three-lane standards.
- 13 Jefferson St. from Frederick St. to Beverley St.**
Long-term reconstruct to urban two-lane standards.
- 14 Johnson St. from Jefferson St. to New St.**
Long-term reconstruct to urban two-lane standards and accommodate on-street parking on one side only.
- 15 Greenville Ave. from New St. to Commerce Rd.**
Long-term reconstruct to urban three-lane standards.
- 16 Frederick St. from Jefferson St. to Coalter St.**
Long-term continue to monitor traffic after improvements outside downtown core are completed.
- 17 Beverly St. from Lewis St. to New St.**
Long-term continue to monitor traffic after improvements outside downtown core are completed.
- 18 Englewood Dr. from Churchville Ave. to Schuttlerlee Mill Rd.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 19 Schuttlerlee Mill Rd. from Englewood Dr. to NCL of Staunton**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 20 Spring Hill Rd. from Donaghe St. to NCL of Staunton**
Long-term reconstruct to urban two-lane standards.
- 21 VA 703 (Buttermilk Spring Rd.) from WCL of Staunton to Pierce St.**
Long-term reconstruct to urban two-lane standards.
- 22 Greenville Ave./VA 261 (Statler Blvd.)**
Short-term prohibit left turns from driveways and construct medians on both Greenville approaches.
- 23 Statler Blvd./Richmond Ave.**
Short-term add a second left turn lane for the southbound Statler approach; Long-term apply access management at intersection and provide median to eliminate left turns into/out of businesses at intersection.
- 24 Beverly St./Augusta St.**
Short-term install "Signal Ahead" warning signs on all approaches.
- 25 Beverly St. at Frederick St.**
Long-term install signal when warrants are met.
- 26 Churchville Ave./Englewood Dr.**
Long-term install signal when warrants are met.
- 27 Coalter St./Frederick St.**
Long-term install signal when warrants are met.

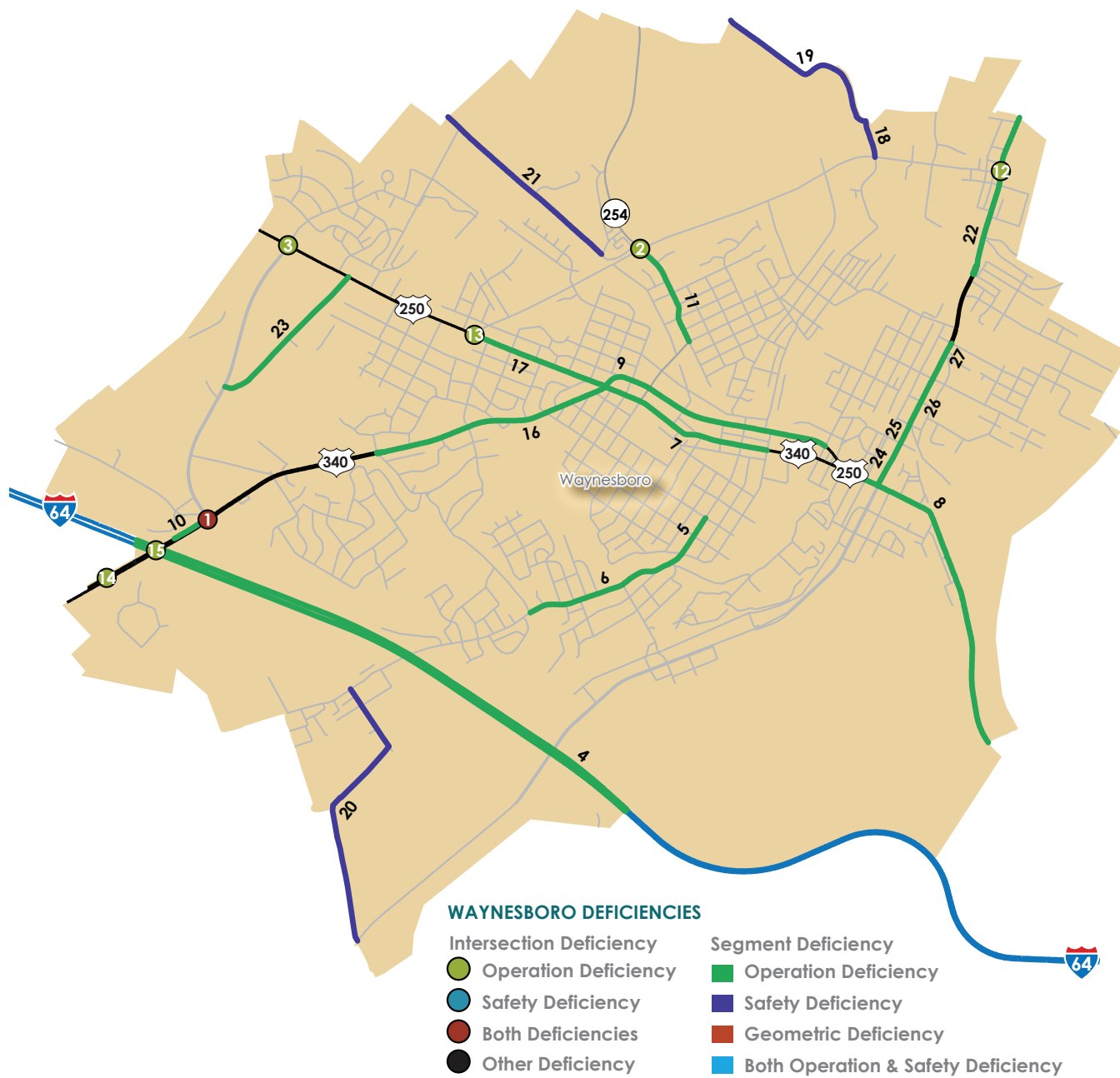


CITY OF STAUNTON RECOMMENDATIONS (continued)

- 28 Donaghe St./Lambert St.**
Long-term install signal when warrants are met.
- 29 Commerce Rd./Statler Blvd.**
Long-term add a second left turn lane for the Westbound Statler approach.
- 30 US 11/US 250 (Greenville Rd.)/Richmond Ave.**
Long-term convert intersection to roundabout.
- 31 Sterling Rd./US 11**
Long-term straighten the approach of Sterling to US 11 in conjunction with Barterbrook Road realignment.
- 32 Hampton St. from Middlebrook Ave. to Greenville Ave.**
Mid-term widen roadway to four-lane urban standards with median.
- 33 Edgewood Rd. from Coalter St. to Augusta St.**
Mid-term widen roadway to four-lane urban standards with median.
- 34 Churchville Ave. from Grubert Ave. to Thornrose Ave.**
Mid-term widen roadway to four-lane urban standards with median and realign Churchville Avenue and Thornrose Avenue to remove the offset.
- 35 Bridge St. from Middlebrook Ave. to Stuart St.**
Mid-term widen roadway to four-lane urban standards with median, including widening the bridge.
- 36 US 250 (Richmond Ave.) from Statler Blvd. to Frontier Dr.**
Long-term apply access management, add frontage roads, and reconstruct roadway, east of Community Way, to six-lane standards with on-street bike lanes.
- 37 Frontier Dr. from Richmond Ave. to SCL**
Mid-term widen roadway to four-lane urban standards with median.
- 38 Richmond Ave. (US 250) from US 11/US 250 (Greenville Rd.) to Burbank St.**
Long-term apply access management and convert roadway to two-lane urban section with on-street bike lanes.
- 39 Richmond Ave. (US 250) from Frontier Dr. to I-81 Interchange**
Long-term widen roadway to six-lane urban standards.
- 40 Northeast Connector from National Ave. to 0.9 Mi. W. of Commerce Rd.**
Long-term construct two-lane urban roadway on new alignment.
- 41 Northeast Connector from Woodlee Heights to Commerce Rd.**
Long-term construct two-lane urban roadway on new alignment.
- 42 Local Rd. Extension from local road (un-named) to Northeast Connector**
Long-term construct two-lane urban roadway on new alignment.
- 43 Southeast Connector from Frontier Dr. to Richmond Ave.**
Long-term construct two-lane urban roadway on new alignment.
- 44 Montgomery Ave. Extension from Montgomery Ave. to Middlebrook Ave.**
Long-term construct two-lane urban roadway on new alignment.
- 45 VA 262 (Woodrow Wilson Parkway) from Staunton NCL to US 11 (Commerce Rd.)**
Long-term widen to rural four-lane roadway with median and develop parallel grid system.
- 46 US 11 (Commerce Rd.) from VA 262 (Woodrow Wilson Pkwy.) to NCL of Staunton**
Long-term develop parallel grid system.
- 47 VA 262 (Woodrow Wilson Pkwy.) from US 11 (Commerce Rd.) to ECL of Staunton**
Long-term widen to rural four-lane roadway with median and develop parallel grid system.
- 48 Frontier Dr. Extension from Staunton Corporate Limits to Frontier Dr.**
Long-term construct four-lane roadway on new alignment with tie-in to US 11 north of shopping center.

CITY OF WAYNESBORO RECOMMENDATIONS

- 1 US 340 (Rosser Ave.)/VA 210 (Windigrove Dr.)/Lew Dewitt Blvd.**
Short-term implement safety improvements such as refreshing pavement markings, removing vegetation, and prohibiting southbound right-turn on red; Mid-term implement access management; Long-term modify signal phasing to split side streets, modify through lanes as a shared left-through lane on side streets, and perform study to assess feasibility of widening US 340 to six lanes.
- 2 Hopeman Parkway/VA 254 (Ivy St.)**
Mid-term install westbound right turn lane.
- 3 US 250 (Main St.)/Lew Dewitt Blvd.**
Mid-term eliminate eastbound free right turn and modify approach to accommodate right turns at the signal.
- 4 I-64 from WCL of Waynesboro to ECL of Waynesboro**
Long-term widen to rural six-lane roadway with median.
- 5 Wayne Ave. from Lyndhurst Rd. to 13th St.**
Long-term widen to rural four-lane roadway and restrict on-street parking during AM and PM peak hours.
- 6 Lyndhurst Rd. from Meadowbrook Rd. to Wayne Ave.**
Long-term widen to rural four-lane roadway and restrict on-street parking during AM and PM peak hours.
- 7 Main St. from Rosser Ave. to Arch Ave.**
Long-term reconstruct to urban three-lane standards.
- 8 Main St. from East Broad St. to ECL of Waynesboro**
Long-term reconstruct to urban four-lane standards and apply access management.
- 9 Broad St. from Rosser Ave. to Charlotte Ave.**
Long-term reconstruct to urban four-lane standards and apply access management.
- 10 Rosser Ave. from I-64 Interchange to Lew Dewitt Blvd.**
Long-term reconstruct to urban six-lane standards.
- 11 Ivy St. from Hopeman Pkwy. to King Ave.**
Long-term reconstruct to urban three-lane standards.
- 12 Delphine Ave./Hopeman Pkwy.**
Short-term realign eastbound and westbound approaches and incorporate westbound approach into the signal control.
- 13 Hopeman Pkwy./Main St.**
Short-term add additional southbound right turn lane and eastbound left turn lane.
- 14 Rosser Ave./Shenandoah Village Dr.** Short-term install signal when warranted.
- 15 Rosser Ave. I-64 Interchange**
Mid-term improve interchange.
- 16 Rosser Ave. from Northgate Ave. to Main St.**
Mid-term widen to urban four-lane standards with median.
- 17 Main St. from Rosser Ave. to Hopeman Pkwy.**
Mid-term widen to urban four-lane standards with median.
- 18 Sherwood Ave. from Hopeman Pkwy. to Duke Rd.**
Mid-term reconstruct to two-lane standards.
- 19 Duke Rd. from Sherwood Ave. to NCL**
Mid-term reconstruct to two-lane standards.
- 20 Oak Lane from Delphine Ave. to Lyndhurst Rd.**
Mid-term reconstruct to two-lane standards.
- 21 White Bridge Rd. from Guilford Lane to NCL**
Mid-term reconstruct to two-lane standards.
- 22 Delphine Ave. from Faber Ave. to NCL**
Long-term widen to urban four-lane standards with median.
- 23 Bookerdale Rd. from Main St. to Lew Dewitt Blvd.**
Mid-term reconstruct culvert and widen roadway to two lanes.
- 24 Delphine Ave. from Main St. to 7th St.**
Short-term widen to urban four-lane standards.
- 25 Delphine Ave. from 7th St. to 6th St.**
Short-term widen to urban four-lane standards.
- 26 Delphine Ave. from 6th St. to 4th St.**
Mid-term widen to urban four-lane standards.
- 27 Delphine Ave. from 4th St. to B St.**
Mid-term widen to urban four-lane standards.



Public Transportation

One set of deficiencies and recommendations (base year and forecast year) was developed for the public transportation component of the Plan. Deficiencies and recommendations were compiled primarily from the Coordinated Human Services Mobility (CHSM) Plan (DRPT, *Central Shenandoah*, 2008) and from the Virginia Regional Transit (VRT) transit development plan. The CHSM Plan resulted mainly in strategies to address deficiencies. These strategies include:

- Continue to support and maintain capital needs of coordinated human service and public transportation providers;
- Build coordination among existing public transportation and human service transportation providers;
- Expand outreach and information on available transportation options in the region, including establishment of a centralized point of access;
- Provide flexible transportation options and more specialized one-to-one services through expanded use of volunteers;
- Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes;
- Implement new public transportation services or operate existing public transit services on more frequent basis;
- Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services;
- Bring new funding partners to public transit/human service transportation; and
- Provide targeted shuttle services to access employment opportunities.



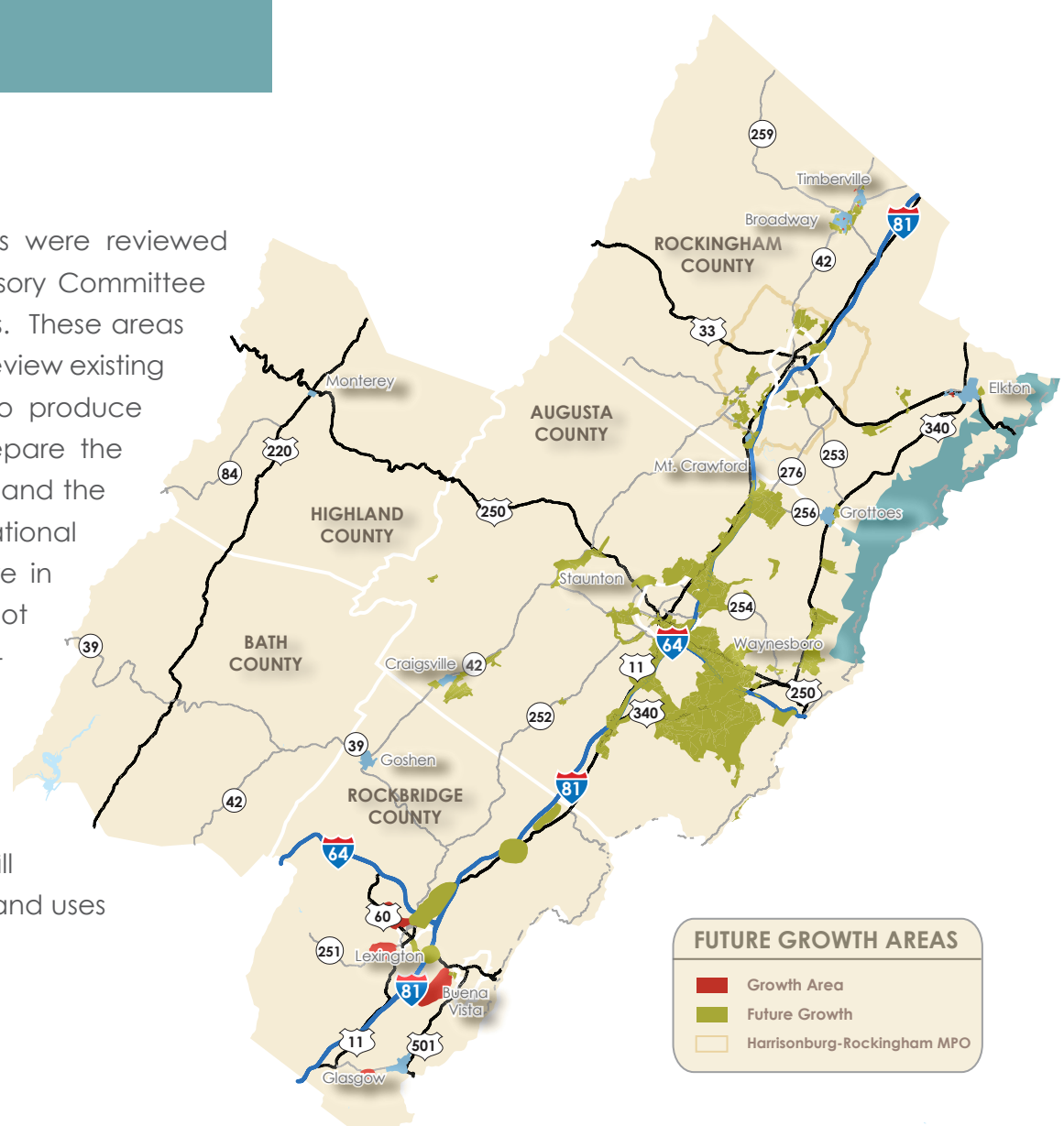
The VRT has developed a long-range plan for transit services for the region and is pursuing expanded service with local jurisdictions. The transit development plan includes service and capital improvement recommendations. Representatives of RATS in Rockbridge County noted that changing service to a fixed route with either flexible fixed-route or demand responsive service would provide a more integrated system. Coordination between all service providers would also eliminate any potential for duplicate service (CSPDC, 2008).

The review of disadvantaged population groups determined that there is access to fixed-route or public demand-responsive service by most of these populations. However, the population in Bath and Highland Counties have very little access to public transportation. Establishing a regional brokerage entity could enhance access in these counties to the rest of the region.

The VRT has developed a long-range plan for transit services for the region and is pursuing expanded service with local jurisdictions.

Land Use and Future Growth

Future land use and potential future growth areas were reviewed and identified by the CSPDC's Rural Technical Advisory Committee (RTAC) in conjunction with the individual jurisdictions. These areas were used in the analysis of the roadway network to review existing traffic forecasts for the individual roadways and to produce new forecasts. The analysis was then used to prepare the recommendations. Due to the regional topography and the location of the George Washington and Jefferson National Forests, and the widespread presence of agriculture in the region, the land use in much of the region is not expected to change. The major growth areas identified by the RTAC include southwest of Waynesboro, north of Staunton, and in and around the HRMPO. Based on the comprehensive plans of the individual jurisdictions, future land use is to remain well-balanced with centralized areas of new and in-fill development so that the setting of the existing rural land uses retain their rural character.



Bicycle and Pedestrian Facilities

Determination of the need for bikeways and pedestrian facilities is dependent on several factors. One is to define areas for development that have numerous trip generators and attractors, such as neighborhoods, parks, schools, and shopping areas. Another factor in development is the determination of areas appropriate for extensions of existing routes and paths to provide better links between facilities. Analysis is more qualitative than quantitative in nature with recommendations closely aligned with local desires.

The primary source of recommendations was the *Central Shenandoah Regional Bicycle Plan* as well as individual jurisdictions' bike plans and/or comprehensive plans (CSPDC, 2005). The general recommendations from the Plan include:

- Establish a regional network of on-road bicycle facilities between key destinations in the region;
- Develop a route signage system that is easily and quickly understood by bicyclists and provides wayfinding;
- Provide bicycle parking at key destinations throughout the region;
- Actively pursue the development of off-road facilities for bicyclists;
- Establish a permanent bicycle advisory committee responsible for ongoing coordination and the implementation of the bicycle plan;
- Dedicate twenty percent of a CSPDC staff member's time to improving the region's bicycle accommodations;
- Conduct community-wide encouragement programs for bicycling and walking on an ongoing basis;
- Implement a bicycle and pedestrian safety education curricula into elementary and middle schools throughout the region;
- Seek funding to initiate a *Safe Routes to School* pilot program;
- Incorporate *Share the Road* and bicycling safety concepts into existing high school driver education courses;
- Launch a corridors-to-campus initiative to support walking and biking to campuses throughout the region;
- Develop educational and encouragement materials and events to promote student bicycling to and around campus;
- Coordinate with the region's major employers to distribute *Share the Road* and bicycling safety educational materials, and to develop encouragement programs to increase bicycle commuting;
- Utilize local cycling groups as avenues for community-based training and advocacy programs;
- Improve enforcement of laws concerning the safe interaction of pedestrians, bicyclists, and motorists in shared environments;
- Identify improvements that can be made to the physical environment to increase personal security; and
- Increase coordination and expand facilities and programs to specifically encourage bicycle tourism.



Airports

The airports in the CSPDC are expected to continue to be important components of the regional transportation network. The *Virginia Air Transportation System Plan Update* forecasts future (2020) growth of operations and aircraft based at airports. In the CSPDC, the plan projects growth of 1.4 percent of based aircraft at the Shenandoah Valley Regional Airport, 0.5 percent growth at Ingalls Field, and no growth in based aircraft at either Bridgewater Airpark or Eagle's Nest Airport (DOAV, 2003).

Another factor in development is the determination of areas appropriate for extensions of existing routes and paths to provide better links between facilities.

Goods Movement

The shift of some goods shipments from roadway to rail has the potential to strengthen rail freight services offered, while also reducing the number of long-haul tractor-trailers trips and preserving or possibly enhancing roadway Level-of-Service (LOS). This transfer is possible when rail sidings are available both at the origin and destination of the goods. Even with this shift, short-distance truck shipments are still necessary between the shipper and the siding. The key freight corridors identified include: I-64, I-81, US 60, US 220, and US 250.

Improvements are currently proposed for the Norfolk Southern Crescent Corridor (DRPT, *Virginia*, 2008). Added capacity along both the Shenandoah line, that parallels I-81, and the Piedmont line that parallels US 29 east of the region, is expected to transfer more truck shipments from I-81 to this rail corridor. For the Class III carriers, the greatest identified need in the *Virginia Statewide Rail Plan* is to "improve all railroads to meet Federal Railroad Administration Class 2 track standards for freight and Class 4 track standards for passenger trains" (DRPT, *Virginia*, 2008).

Travel Demand Management

In rural areas, low residential densities and dispersed work destinations are generally not conducive to high levels of public transportation use. However, the region does have concentration of work destinations in the cities within the region, as well as in the Charlottesville area. Decreases in single-occupant vehicle trips are possible within the valley and on heavily traveled commuter routes, particularly I-64, I-81, US 11, US 33, US 220, US 250, US 60, and VA 42.

The recent partnership between the Thomas Jefferson Planning District Commission (TJPDC) and CSPDC will be crucial in expanding the geographical reach of the services of the RideShare program into the Central Shenandoah Valley. The individual services within RideShare will be important tools for decreasing single-occupant vehicle trips, particularly during the peak hour. Park-and-ride lots in the region are also expected to maintain their importance to the commuting population. Current reporting of data, including monthly customer numbers and quarterly park and ride lot usage, is key to assessing the effectiveness of the program. Existing outreach, such as public events and newsletters, will also continue to play an important role in the RideShare program.

In rural areas, low residential densities and dispersed work destinations are generally not conducive to high levels of public transportation use.



CENTRAL SHENANDOAH PLANNING DISTRICT COMMISSION



PLAN ADOPTION

The 2035 Rural Long Range Transportation Plan for the CSPDC was adopted by the Planning District Commission on June 20, 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 *Surface Transportation Plan*. Projects can be prioritized for funding based on the recommendations that have been identified. Further information on this Plan and the 2035 *Surface Transportation Plan* and *VTrans 2035* can be found at www.vdot.virginia.gov.

REFERENCES

Central Shenandoah Planning District Commission, *Central Shenandoah Valley Regional Bicycle Plan*. Staunton, VA: CSPDC, 2005.

Central Shenandoah Planning District Commission, *Phase II Summary Report: Long Range Rural Transportation Plan*. Staunton, VA: CSPDC, 2008.

U.S. Department of Commerce, Bureau of the Census, SF3, 1990, 2000.

Virginia Department of Aviation, *The Virginia Air Transportation System Plan Update: 2003 Technical Report*. Richmond, VA: DOAV, 2003.

Virginia Department of Rail and Public Transportation, *Central Shenandoah Planning District Commission Coordinated Human Service Mobility Plan*. Richmond, VA: DRPT, 2008.

Virginia Department of Rail and Public Transportation, *Virginia Statewide Rail Plan - Draft*. Richmond, VA: DRPT, 2008.

Virginia Employment Commission, *Population Projections by Gender, Age, and Race/Ethnicity*, www.vec.virginia.gov. Richmond, VA: VEC, 2009.

Weldon Cooper Center for Public Service, University of Virginia, *Population Estimates for Virginia Localities, Planning Districts, and Metropolitan Areas: Final 2007 and Provisional 2008*. Charlottesville, VA: Weldon Cooper Center for Public Service, January 2009.