

U.S. 460/29 Corridor

CITY OF LYNCHBURG

IMPROVEMENT CONCEPT DESCRIPTIONS

Background

In 2001, VDOT studied and developed four potential options for connecting the Route 29 Bypass with the Route 460 limited access facility west of this corridor. Each option had considerable impact to the surrounding community and each was too costly (ranging from approx. \$50-70 million in 2001 dollars for each alternative) to build. Therefore, Concept 1 described as follows was developed by VDOT and presented at the first citizen information meeting on July 29, 2008.

However, given late-2008 economic issues, recent statewide budget constraints, and escalating construction costs, VDOT has revised the available budget for the U.S. 460 / 29 improvement project to under \$30 million, making Concept 1 presented at the first public meeting in July too expensive to construct in the near term. Therefore, in response to public comments, VDOT and the consultant team have developed additional concept alternatives (1A, 2, 2A, and 2B) so incremental improvements can be made in the near future, thereby improving safety in the corridor.

CONCEPT 1

Route 460/29 Full Limited Access - Rt. 501 to Rt. 29 Bypass

Concept 1 would change existing Route 460/29 from the Route 29 Bypass to the Route 501 interchange, into a full limited access facility. All center median breaks along the entire corridor would be closed. All existing Route 460/29 entrances (including private driveways) fronting Route 460/29 would be closed. New access roads would be built on the north and south side of Route 460/29 to provide access to residences and businesses from the “back side” of the properties. Merge and exit ramps would provide access to and from Route 460/29. A new bridge overpass would cross Route 460/29 replacing the existing Concord Turnpike traffic signal. Right-of-way acquisition would displace as many as 20 residences. **Total estimated project cost for Concept 1 is \$50-60 million.**

CONCEPT 1A

(Route 460/29 Limited Access - Norfolk Southern R.R. to Rt. 29 Bypass)

Concept 1A is identical to Concept 1 for the eastern segment of the corridor changing Route 460/29 into limited access from the Norfolk Southern railroad bridge to the Route 29 Bypass. (See Concept 1 description for additional details.) The western segment would have no new access roads built. West of the railroad bridge, the only changes made would be closure of the median breaks at the trailer park and Falwell Airport / Truck Body Co. and access to Route 460/29 in the western segment would become right-in and right-out only. Right-of-way acquisition would displace as many as 18 residences. **Total estimated project cost for Concept 1A is \$35-45 million.**

CONCEPT 2

Route 460/29 Center Median / Entrance Closures

Concept 2 would be a low cost, lower impact alternative for the Route 460/29 corridor. Concept 2 would change Route 460/29 by closing four center median breaks along the corridor and constructing one of two options to allow for westbound traffic to turn around from eastbound Route 460/29. Eastbound traffic from points north of Route 460/29 would use the Route 501 interchange. No new access roads would be built either north or south of Route 460/29. Existing Route 460/29 entrances (including private driveways) would remain open with direct access to Route 460/29; however, turns into and out of these locations would be right turns only. Three Route 460/29 entrances would be closed and include 1) strip mall on south side of Route 460/29, 2) Virginia Department of Agriculture building, and 3) Tyreeanna Road. Tyreeanna Road access to Route 460/29 would be rerouted via Concord Turnpike. The existing traffic signal at Concord Turnpike and Route 460/29 would remain in operation. Right-of-way acquisition may displace as many as 4 residences. **Total estimated project cost for Concept 2 is \$1-3 million.**

CONCEPT 2A

Route 460/29 Center Median / Entrance Closures and Minor Turn Lane Improvements

Similar to Concept 2, Concept 2A would be a low cost, but low-to-moderate impact alternative for the Route 460/29 corridor. Concept 2A would change Route 460/29 by closing four center median breaks along the corridor and constructing one of two options to allow for westbound traffic to turn around from eastbound Route 460/29. Eastbound traffic from points north of Route 460/29 would utilize the Route 501 interchange. No new access roads would be built either north or south of Route 460/29. Three Route 460/29 entrances would be closed and would include 1) strip mall on south side of Route 460/29, 2) Virginia Department of Agriculture building, and 3) Tyreeanna Road. Tyreeanna Road access to Route 460/29 would be rerouted via Concord Turnpike. The existing traffic signal at Concord Turnpike and Route 460/29 would remain in operation. In addition to Concept 2, Concept 2A would add new

or upgrade acceleration and deceleration lanes at Holcomb Path Road, Templeton's Market, and Poston Street. Private driveway access between the Norfolk Southern railroad tracks and Poston Street would be closed for multiple residences. Right-of-way acquisition would displace as many as 15 residences and 1 business (Jumbo's restaurant). **Total estimated project cost for Concept 2A is \$3-5 million.**

CONCEPT 2B

Route 460/29 Center Median / Entrance Closures with Acceleration and Deceleration Lanes

Similar to Concept 2A, Concept 2B would be a lower cost, but low-to-moderate impact alternative for the Route 460/29 corridor. Concept 2B would change Route 460/29 by closing four center median breaks along the corridor and constructing one of two options to allow westbound traffic to turn around from eastbound Route 460/29. Eastbound traffic from points north of Route 460/29 would utilize the Route 501 interchange. No new access roads would be built either north or south of Route 460/29. Four Route 460/29 entrances become closed and include 1) strip mall on south side of Route 460/29, 2) Virginia Department of Agriculture building, and 3) Tyreeanna Road. Tyreeanna Road access to Route 460/29 would be rerouted via Concord Turnpike. The existing traffic signal at Concord Turnpike and Route 460/29 would remain in operation. Concept 2B would add new or upgraded acceleration and deceleration lanes at Falwell Airport, Holcomb Path Road, Templeton's Market, Poston Street, and Truck Body Co. Private driveway access between the Route 501 interchange and Concord Turnpike traffic signal would be closed for multiple residences. Right-of-way acquisition would displace as many as 34 residences and 2 businesses (Jumbo's Restaurant and the trailer park). **Total estimated project cost for Concept 2B is \$7-9 million.**

VDOT would like your comments and thoughts on these concepts to convert Route 460/29 to a limited access facility and any other concepts you believe should be considered in efforts to improve safety on this corridor.