



**Danville Metropolitan
Planning Organization
West Piedmont Planning
District Commission**



Danville-Pittsylvania Area Long-Range Transportation Plan: Year 2035

Developed by

The Danville Metropolitan Planning Organization

in cooperation with

The Virginia Department of Transportation,
The Virginia Department of Rail and Public Transportation,
The Federal Highway Administration,
And The Federal Transit Administration

June 2010

The contents of this report reflect the views of the author(s), who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), or the Commonwealth Transportation Board. This report does not constitute a standard, specification, or regulation. FHWA acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute approval of location and design or a commitment to fund any such improvements. Additional, project-level environmental impacts assessments and/or studies of alternatives will generally be necessary.

INTRODUCTION

The *Danville-Pittsylvania Area Long-Range Transportation Plan – Year 2035* is intended to provide guidance in the development of a multi-modal transportation system that will provide the citizens in the urbanized area with enhanced mobility to support a more prosperous economy and a better quality of life. The *Plan* is a product of a coordinated process that included participation by state, federal and local transportation agencies, and local citizens, businesses, and officials. The process for developing the *Plan* is also required by federal law. According to SAFETEA-LU (the Safe, Accountable, Flexible Transportation Equity Act—Legacy for Users) - the federal law under which and in accordance with which this plan was developed:

“It is in the national interest to... encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution....”

“To accomplish the objectives [stated above], metropolitan planning organizations [MPOs]...in cooperation with the State and public transportation operators, shall develop long-range transportation plans...”¹

The *Danville-Pittsylvania Area Long-Range Transportation Plan – Year 2035* was developed by the Danville Metropolitan Planning Organization and the West Piedmont Planning District Commission to provide the City of Danville and the surrounding urbanized areas of Pittsylvania County with a comprehensive set of transportation improvements that will address current and projected travel demands to the year 2035. The identification of these urbanized areas was performed by the U.S. Census Bureau based on total population and population density.

This Transportation Plan was developed in cooperation with the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, the Federal Highway and Federal Transit Administrations, and was based on expected funding streams. The transportation improvements in this Transportation Plan can be funded by the year 2035, thereby meeting the federal planning requirements for a financially constrained transportation plan. In some instances funding is not available for all phases of project development (Preliminary Engineering – PE, Right of Way acquisition – ROW or Construction), and consequently only partial funding (indicated as PE and/or ROW) is included.

¹ Title 23, United States Code, Sec. 134 (a) & (c).

TRANSPORTATION FUNDING

In addition to identifying transportation needs, the planning process also evaluates the likely level of funding for improvements to meet those needs. From a statewide perspective, the amount of funds available for roadway improvements has been declining at an accelerating pace, and since most of the funding in the Danville-Pittsylvania urbanized area roadway needs involves state resources, local funding forecasts have also been reduced. Since the adoption of the *Long-Range Transportation Plan - Year 2030* in 2004, forecasts of roadway funding resources for the planning period 2005-2030 was forecasted to be \$188 million. When the *Year 2030 Transportation Plan* was updated in 2009, funding was forecasted to be \$95 million, approximately half of the previous forecast. Less than a year later with the development of this *Year 2035 Transportation Plan*, the forecast of future roadway improvement funding was further reduced to \$68 million.

The Changing View of Future Roadway Improvement Funding for Plan Implementation

Original 2030 Plan as adopted in 2004	\$188 Million
Updated 2030 Plan as adopted in 2009	\$ 95 Million
2035 Plan (2010-2035) to be adopted in 2010	\$ 68 Million

While anticipating lower roadway improvement funding levels than previously forecast, estimates of funding also considers commitments of forecasted funds for improvement projects which are currently programmed. For example, the improvements associated with the replacement of the Robertson Bridge and the extension of Route 41 are partially funding out of the \$68 million in forecasted funding resources. These projects have been included in *The Virginia Transportation Six-Year Improvement Program: 2010 – 2015*. In addition to provide for flexibility in addressing a range of types of deficiencies, a proportion of forecasted funds have been allocated to functional needs instead of to a defined improvement project. Such functional needs include safety and operational improvements, and bridge rehabilitation and replacement improvements.

It should be noted that beyond that allocated for roadway improvements, funding is also allocated for maintenance activities. Unlike funding for improvements, funding for roadway maintenance is forecast to increase from \$21.4 million in 2010 to \$46.1 million in 2035 – an average annual increase of 3.3%. Although maintenance funding levels reflect anticipated inflation, improvement funding levels do not.

RECOMMENDED IMPROVEMENTS

The process for developing the list of recommended improvements for funding in the *Plan* involved a transportation needs assessment that used both quantitative and qualitative methods. Quantitative methods included updating and refining the regional travel demand model and the development of the year 2035 traffic forecasts. These forecasts were based on land use forecasts developed for this study. Qualitative methods included public input obtained through public meetings, mailings and coordination with local government leaders. Through each of these input mechanisms, the study team tabulated a comprehensive list of regional transportation needs across all modes of travel. The recommended improvements included in this Transportation Plan also cover all modes of travel and were developed to respond to these needs. Where appropriate, the effectiveness of the improvements was tested using the regional transportation model. The social and environmental impacts of the improvements in the Transportation Plan were also assessed at an overview level. Through public meetings, the general public reviewed and commented on the recommended improvements.

The transportation improvements for the Danville-Pittsylvania urbanized area that have been included in the Financially Constrained Long-Range Transportation Plan are described in this Transportation Plan. Projects included in the *Transportation Plan* were those that were judged by the study team and local government officials to exhibit a comparatively higher priority than those not included. Estimated based on the forecasted year of expenditure, the costs of the complete set of transportation projects that was developed as part of the transportation planning process exceeded the estimates of available transportation funding to the year 2035. Projects that were considered to exhibit a comparatively lower priority, as well as those that may have an implementation timetable beyond the 2035 horizon, were considered for inclusion in the region's "Transportation Vision Plan." Vision Plan projects are those that could be constructed should additional funding become available, however, no timetable or method for implementation has been developed for these improvements. The Vision Plan projects are described separately in this document.

Roadway Improvements: The location of the recommended roadway improvements are shown on the map on the reverse side of this document and are listed in the Table of Recommended Roadway Improvements: Year 2035. Drawings of the proposed typical sections are also shown.

For some improvements, sufficient funding for completing preliminary engineering (PE) has been recommended. This ensures that such projects are eligible for federal and state funding, while preserving available funding for completing several improvement projects.

Mass Transit and Airport Improvements: Concurrent with development of the *Danville-Pittsylvania Area Long-Range Transportation Plan: Year 2035*, Danville Transit developed the *Transit Development Program: Fiscal Year 2010-2015 (TDP)*. The purpose of the development plan is to identify facility and service needs, to evaluate financial resources and to develop recommended improvements.

Service Improvements: The study process identified several service improvements, including:

- All-day fixed route service to the City's east side
- Expansion of Reserve-a-Ride service (2 options were presented)
- Downtown Trolley Circulator
- Restructured route system with more frequent service
- Potential service outside of the city and into unincorporated Pittsylvania County

However, as with roadway funding limitations, the *TDM* concluded that financial constraints are unlikely to support service expansion in the near-future. In both recognition and response, the *TDP's* defined the top priority as maintaining existing fixed route, Reserve-a-Ride and Handivan service levels. To this end, it recommended that beginning in 2011 (should funding be available), Reserve-a-Ride service be expanded to include service from 9:00 a.m. to 3:00 p.m. This improvement addresses the existing service gap, and will expand service to include any trip origin and/or destination that is not located on a fixed route.

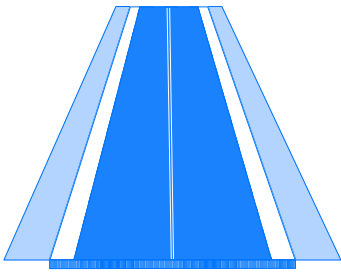
Table of Recommended Roadway Improvements Year 2035

<u>2035 Map ID (1)</u>	<u>Project Description (From/To)</u>	<u>Locality</u>	<u>Status (2)</u>	<u>Comments</u>	<u>Proposed Typical Section (3)</u>	<u>Estimated Cost (4)</u>	<u>Previous Allocation (Prior to 2010)</u>	<u>Fund Allocation in LRTP (2010- 2035)</u>
1	Robertson Bridge	City of Danville	PP	Replace Robertson Bridge and Improve Approaches.	U4	\$48,288,000	\$46,074,000	\$2,214,000
2	VA 41 Extension -- US 29 Bypass to VA 293	Pittsylvania County	PP	Construct new roadway (Rte 265-Franklin Turnpike Connector	U4D	\$38,172,000	\$24,343,000	\$13,829,000
3	Sandy Creek Bridge Replacement (Rt. 730)	Pittsylvania County		Replace Bridge	R2	\$2,160,000	\$0	\$2,160,000
4	Mt. Cross (Rt. 750) - City Line to Old Mt. Cross	City of Danville		Widen to 4 Lanes.	U4D	\$24,090,000	\$0	\$24,090,000
5	Airport Dr. at Stinson Dr.	City of Danville		Geometric improvements. (PE)	U2	\$910,000	\$0	\$100,000
6	US 29 Bypass at Elizabeth Street (Rt. 1128) - Ramp and Road Improvements	City of Danville		Improvements to the ultimate interchange ramps as well as improvements on Elizabeth St. and Holland Road. (PE)	U2D	\$7,880,000	\$0	\$600,000
7	US 29 (Central Boulevard) at VA 413 (Memorial Drive)	City of Danville		Improve alignment of southbound to westbound ramp	U4D	\$1,580,000	\$0	\$1,580,000
8	Piney Forest Road (US 29 Bus.) at North Main Street (VA 293)	City of Danville		Upgrade and signalize intersection, modify circulation patterns (including re-alignment of Seminole Drive)	U4D	\$2,890,000	\$0	\$2,890,000
9	Piney Forest Road and Central Boulevard at (US 29 Bus.) -- Piney Forest Road to Parker Road	City of Danville		Intersection and circulation improvements (includes shift of Piney Forest Road connection to opposite Parker Road) (PE)	U4D	\$9,490,000	\$0	\$750,000
10	VA 863 -- US 58 to 0.8 miles south of VA 750	Pittsylvania County		Construct roadway on new alignment. (PE)	R2	\$36,080,000	\$0	\$1,000,000
11	Oak Ridge Farms Interchange (w/ US 58 Bypass)	Pittsylvania County		Interchange improvements. (PE)		\$9,080,000	\$0	\$400,000
12	Mega Park Connector Road - Oak Ridge Farms Interchange (w/ US 58 Bypass) to Megapark	Pittsylvania County		Construct 4-lane roadway on new alignment. (PE)	R4D	\$21,560,000	\$0	\$400,000
13	VA 726 (Kentuck Church) -- Rt. 729 to 0.1 MS VA 360	Pittsylvania County	PP	Reconstruct 2 lane (UPC #954)	R2	\$6,820,509	\$4,740,000	\$2,080,509
N/A	Safety/ITS/Operational Improvements (CN)	N/A	PA	Various Improvements	N/A	\$ 8,110,681		\$8,110,681 (5)
N/A	Transportation Enhancements/Byway/Other Non-traditional Transportation Projects (CN)	N/A	PA	Various Improvements	N/A	\$284,348		\$284,348 (5)
N/A	Rail Crossing Safety (CN)	N/A	PA	Various Improvements	N/A	\$40,582		440,582 (5)
N/A	Bridge Rehabilitation/Replacement/Reconstruction (CN)	N/A	PA	Various Improvements	N/A	\$8,090,896		\$8,090,985 (5)
Total - Improvements						\$276,387,016	\$75,157,000	\$68,620,106
Total - Maintenance: Preventative Maintenance and System Preservation, Preventative Maintenance for Bridges, and Traffic and Safety Operation (MPO Wide)								\$851,748,315 (6)

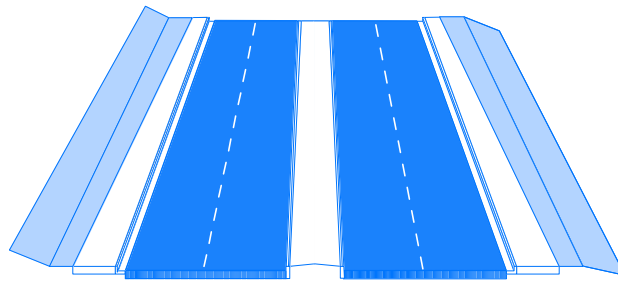
Notes:

- (1) Map ID number matches number of map of location of improvements
- (2) PP – Included in The Virginia Six-Year Transportation Improvement Program: Fiscal Year 2010-2015 PA – Programmed Annually
- (3) Proposed improved roadway cross sections are illustrated in the panel labeled "Typical Roadway Sections."
- (4) Planning-level cost estimates based on average estimates for typical section or project description. Inflation has been included in estimate computation. Unless otherwise noted, cost estimates include preliminary engineering (PE), right of way acquisition and construction.
- (5) Funds are allocated to various projects on an annual basis.
- (6) Funds to be obligated as projects are identified.

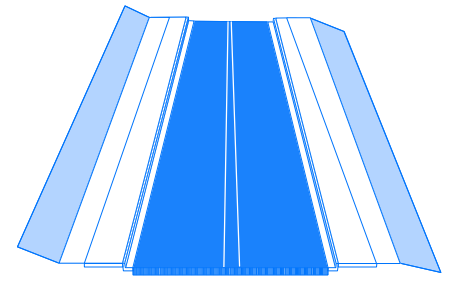
Typical Roadway Sections



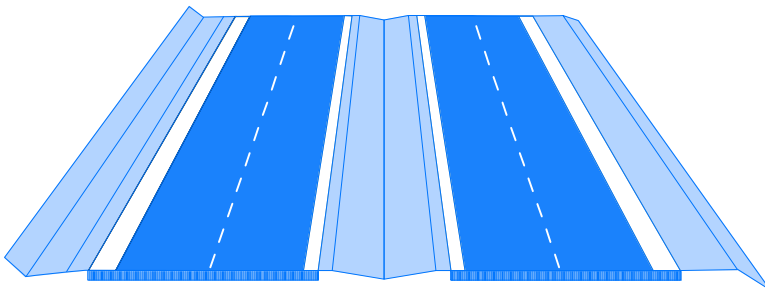
R2 – Rural 2-lane roadway



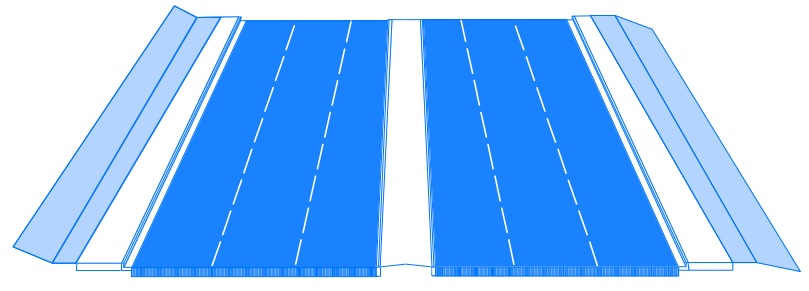
U4D – Urban 4-lane divided roadway



U2 – Urban 2-lane roadway



R4D – Rural 4-lane divided highway
I4 – Four lane expressway or interstate



U6D – Urban 6-lane divided roadway

Should additional funding become available, service improvements are prioritized as follows:

- Further expansion of Reserve-a-Ride service, with an extra bus running in the peak periods;
- All-day fixed route service to the City's Eastside; and
- Limited evening fixed route service to key transit market destinations within the City until 9:00 p.m.

Facility Improvements: The *TDP* also identified the following facility improvements:

FY 2010

- Two replacement buses
- Maintenance, safety and security improvements
- HUB facility improvements
- Passenger benches and shelters

FY 2011

- One replacement bus
- Bus washing system
- Driver locker room at maintenance facility

FY 2012

- Three replacement buses
- Bus washing system
- Driver locker room at maintenance facility

FY 2013

- Two replacement buses

FY 2014

- Two replacement buses

Transit Capital Funding: Funding for the first two replacement vehicles (FY 2010) has been identified through ARRA funds. Funding for the remaining replacement vehicles is assumed to come from standard Section 5307 funding that assumes 80% federal funds, with the remaining amount funded by the State and City.

The *TDP* has identified the need for several improvements at the City's transit garage, some improvements at the City's downtown transit center (the HUB) and some passenger amenities at bus stops. Funding anticipated for these improvements is detailed in the Funding Table for Facility Improvements.

Finally, as part of a transit Vision Plan approach, the *TDP* identified one potential service improvement that warrants further study - a service expansion outside of the city limits and into unincorporated Pittsylvania County. Neither funds nor a schedule have been identified for this study.

Danville Regional Airport: The Danville Regional Airport infrastructure includes a primary 6500' Precision ILS runway and a new 510' x 425' south ramp that can accommodate 737 series aircraft. The airport does not currently provide scheduled commercial airline service, and no major capital improvements are funded or scheduled.

Intercity Passenger and Freight Service: Danville is served by both passenger rail and bus service. AMTRAK service on the Crescent is provided at the station on Craghead Road with scheduled southbound departures at 11:14 p.m. and northbound departures at 4:57 a.m. Greyhound bus service is provided at the station on Spring Street, with scheduled southbound departures at 10:40 a.m. and eastbound departures at 2:05 p.m. For freight shipping, Danville is served by Norfolk Southern rail and by several trucking companies.

Bicycling and Pedestrian Facilities: Both Pittsylvania County and the City of Danville have Bicycle facilities plans that are components of the *West Piedmont Regional Bicycle Plan*. The highest priority improvement is the extension of the existing Ringgold Depot Trail Pittsylvania County to connect with the existing Riverwalk Trail in the vicinity of the Danville Regional Airport. Additional improvements anticipated include extensions of the Riverwalk Trail in Danville.

PLANNING FACTORS

To ensure compliance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the federal legislation governing transportation planning, and with the rules promulgated to implement SAFETEA-LU, the 2035 Transportation Plan was developed to address key planning factors:

- (1) *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency:* The Plan places special emphasis on ensuring multi-modal access major industrial areas, such as Cane Creek Centre and the Mega Park;
- (2) *Increase the safety of the transportation system for motorized and non-motorized users:* The Plan allocates substantial funding for corridor and intersection safety improvements along Piney Forest Road, at the Elizabeth Street interchange with the Danville Expressway and along Route 58, and promotes policies for ensuring transit access to employment and retail centers;
- (3) *Increase the security of the transportation system for motorized and non-motorized users:* The Plan provides redundancy for travel routes, avoiding vulnerable bottlenecks for which not alternative routes are available;
- (4) *Increase accessibility and mobility of people and freight:* The Plan focuses on addressing existing safety and capacity deficiencies, and provides for more direct routes to employment centers. It also identifies transit service enhancements and improvements;
- (5) *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns:* The Plan provides a multi-modal approach to address potential service to economic development opportunities, and is consistent with State plans for roadways, transit and trails. Finally, major improvements have been located away from environmentally sensitive areas.
- (6) *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight:* The Plan provides for enhanced intermodal access by improving capacity, geometry and safety on major inter-city routes and to employment centers. It also provides for access improvements at the airport and enhanced transit accessibility to industrial areas.
- (7) *Promote efficient system management and operation:* The Plan emphasizes development of transportation system management approaches to addressing deficiencies. It provides for operational improvements along Route 58, for example:
- (8) *Emphasize the preservation of the existing transportation system:* The Plan includes substantial investment in existing facilities, including transit, airport and roadway improvements. It emphasizes improvements at existing alignments, interchanges and intersections, and it provides for bridge replacements and pavement section upgrades.

CITIZEN PARTICIPATION

The citizen participation program followed the process and procedures of the *Public Involvement Participation Plan and Notification Procedures Manual*. Three informal Citizen Information meetings were held on July 22, 2009, March 30, 2010 and June 2, 2010. The first meeting focused on identifying issues and concerns, the second meeting presented improvement alternatives, and the third meeting presented the recommended alternative. All meetings were held at the Danville Regional Airport.

Notices of the meetings were published in the local newspaper, and posted on the MPO website. In addition, notice was posted on the City's public access cable channel. Direct notices were sent to targeted mailing lists of interested individuals and organizations. For example, individuals who had attended previous corridor study meetings received

letters notifying them of the meetings. In addition, articles were published in the local newspaper describing the planning process, and detailing the purpose, location and schedule of the meetings.

Continuous coordination was provided through regular meetings of the Danville-Pittsylvania Metropolitan Planning Organization's (MPO) project management team. This team was established at the initiation of the process and included representatives of the City of Danville, Pittsylvania County, the West Piedmont Planning District Commission, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation and the Federal Highway Administration.

In addition, presentations of the recommended plan were provided the Danville City Council on June 1, 2010 and to the Pittsylvania County Board of Supervisors on June 7, 2010.

A formal public hearing was held on June 22, 2010. Its purpose was to provide the public with the opportunity to comments prior to the adoption by the Metropolitan Planning Organization. Following review and consideration of the comments provided both at the citizen information meetings and at the public hearing, the *Danville-Pittsylvania Area Long-Range Transportation Plan – Year 2035* was adopted by the Danville Metropolitan Planning Organization on June 22, 2010.

TRANSPORTATION VISION PLAN

As developed during the planning process, the transportation improvements included in the financially constrained plan (shown on the map on the reverse) reflect local and regional priorities for use of the limited amount of funding forecast through the year 2035. There are numerous other improvements that, due to financial constraints, were not included in the *Danville-Pittsylvania Area Long-Range Transportation Plan – Year 2035*. However, these improvements indicate the range of roadway improvements that local government officials in the area would actively pursue were forecast funding levels to be increased.

Roadway project proposed for inclusion in the Transportation Vision Plan are shown in the Table of Vision Plan Roadway improvement below.

Table of Vision Plan Roadway Improvements

Map ID (1)	Project Description (From/To)	Estimated Cost (2)	Locality	Remarks	Proposed Typical Section (3)
1	Piney Forest Road (US 29 Bus.) -- Audubon Drive to Beaver Mill Road	\$20,700,000	City of Danville	Intersection and circulation improvements (includes shift of Beaver Mill Road/Wendell Scott intersection; connect Pineview Drive and Deer Run Road to Beaver Mill Road)	
2	VA 41 Extension -- VA 730 (0.4 miles west of VA 729) to VA 360/US 29 Bypass	\$29,600,000	Pittsylvania County	Construct roadway on new alignment	U2
3	S. Boston Rd. (US 58)- Rt. 29 Exp. To City Line	\$7,500,000	City of Danville	Safety & Access Management	
4	S. Boston Rd. (US 58) - City Line To Ringold Depot Rd. (Rt. 726)	\$5,800,000	Pittsylvania County	Safety & Access Management	
5	Airport Dr. at Stinson Dr.	\$1,500,000	City of Danville	Geometric improvements. (RW & CN)	U2
6	US 29 Bypass at Elizabeth Street (Rt. 1128) - Ramp and Road Improvements	\$13,000,000	City of Danville	Improvements to the ultimate interchange ramps as well as improvements on Elizabeth St. and Holland Road. (RW & CN)	U2D
7	US 29 Bypass at Elizabeth Street (Rt. 1128) - Bridge Construction	\$10,500,000	City of Danville	Bridge Construction across Rt. 29 and bridge approaches.	U3 (center left turn lanes)
8	Piney Forrest Parkway (US 29 Bus.) -- Mt. Cross Rd. to US 29 Bus.	\$156,000,000	Pittsylvania County/City of Danville	Construct 4-lane parkway on new alignment	R4D

Table of Vision Plan Roadway Improvements (continued)

Map ID (1)	Project Description (From/To)	Estimated Cost (2)	Locality	Remarks	Proposed Typical Section (3)
9	Piney Forest Road and Central Boulevard at (US 29 Bus.) -- Piney Forest Road to Parker Road	\$13,400,000	City of Danville	Intersection and circulation improvements (includes shift of Piney Forest Road connection to opposite Parker Road) (RW & CN)	
10	VA 863 -- US 58 to 0.8 miles south of VA 750	\$59,600,000	Pittsylvania County	Construct roadway on new alignment. (RW & CN)	R2
11	Oak Ridge Farms Interchange (w/ US 58 Bypass)	\$15,000,000	Pittsylvania County	Interchange improvements. (RW & CN)	
12	Mega Park Connector Road - Oak Ridge Farms Interchange (w/ US 58 Bypass) to Berry Hill Road (VA 863)	\$35,600,000	Pittsylvania County	Construct 4-lane roadway on new alignment. (RW & CN)	R4D
13	VA 750 (Mount Cross Parkway) -- VA 863 to US 29 Business (Piney Forest Road)	\$150,000,000	Pittsylvania County/City of Danville	Construct 2-lane parkway on new alignment (in 4-lane ROW)	R2
14	VA 863 -- VA 41 to US 29	\$32,000,000	Pittsylvania County	Improve two-lane facility	R2
15	VA 360 -- Danville corporate limits to VA 41 Extension	\$17,500,000	Pittsylvania County	Widen to four lanes	U4D
16	VA 730 and 733 -- VA 41 Extension to 0.1 miles south of railroad tracks on VA 733	\$28,700,000	Pittsylvania County	Reconstruct to current two-lane standards, includes improvements to intersection at VA 730/VA 733	U2
17	Reconstruct interchange of 29 Bus. and 58 Bus.	\$87,500,000	City of Danville		
18	US 58 Widening - from 29 Bypass to Rt. 729	\$29,800,000	City of Danville	Widen to 6-lanes.	U6D
19	Riverside Drive (US 58 Bus.) Piedmont Dr. to Westover Dr.	\$13,300,000	City of Danville	Safety & Access Management	
20	VA 41 -- VA 719 west to VA 863	41,500,000	Pittsylvania County	Widen from 2 to 5 lanes	U4D
21	VA 360 -- VA 41 Extension to study area boundary	\$57,000,000	Pittsylvania County	Improve two-lane facility	R2
22	VA 726 -- US 58 to Rt. 655	\$13,000,000		Improve 2-lane facility.	R2
23	VA 729 (Kentuck Road) -- US 58 to VA 730	\$30,900,000	City of Danville	Widen to four lanes	R4D
24	VA 750 -- VA 863 to VA 883 (study area boundary)	\$18,600,000	Pittsylvania County	Widen to four lanes	R4D
25	VA 863 -- Study area boundary (North Carolina line) to US 58	\$76,000,000	Pittsylvania County	Improve two-lane facility	R2
26	Elizabeth Street/Edgewood Drive -- US 29 to US 29 Business	\$15,000,000	City of Danville	Improve two-lane facility	U2
27	VA 863 -- 0.5 miles south of VA 719 to VA 41	\$15,600,000	Pittsylvania County	Construct roadway on new alignment	R2
28	VA 863 -- 0.8 miles south of VA 750 to 0.5 miles south of VA 719	\$38,000,000	Pittsylvania County	Improve two-lane facility	R2
29	VA 726 (Kentuck Church Rd) -- .7 mi. north of VA 729 to intersection of VA 360.	\$24,400,000	Pittsylvania County	Improve two-lane facility	R2

Notes:

- (1) Map ID number matches number on Transportation Vision Plan Map
- (2) Planning-level cost estimates based on average estimates for typical section or project description. Inflation has been included in estimate computation and are based on expenditure in the Year 2040.
- (3) Cross section types are illustrated in the panel "Typical Roadway Section."