

BLACKSBURG-CHRISTIANBURG-MONTGOMERY AREA 2030 TRANSPORTATION PLAN



Developed by
the Blacksburg-Christiansburg-Montgomery Area
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

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INTRODUCTION

The Blacksburg-Christiansburg-Montgomery Area 2030 Transportation Plan (the Plan) was developed to provide the Towns of Blacksburg and Christiansburg and the surrounding urbanized portions of Montgomery County with a comprehensive set of transportation improvements that will meet current travel demands, as well as projected travel demands to the year 2030. These improvements encompass all modes of travel, including roadway, transit, rail, air, bicycle, and pedestrian. The improvements were developed through a study process that included the following elements:

- public input garnered through public meetings;
- updates to the regional computerized transportation model;
- use of standard traffic engineering analysis techniques to determine existing and future roadway capacity deficiencies;
- analysis of all modes of travel and coordination with transit and intercity bus providers, airport and rail authorities, and others involved in regional transportation;
- development of transportation improvement recommendations to serve the transportation needs of the region and that address each of the seven planning factors mandated in federal transportation laws and regulations (specifically the requirements of the Transportation Equity Act for the 21st Century – TEA-21);
- review of these recommendations with government agencies and the general public; and
- an overview assessment of the social and environmental impacts of the transportation recommendations.

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 in accordance with current federal transportation legislation, the Transportation Equity Act for the 21st Century (TEA-21).

TRANSPORTATION FUNDING CONSIDERATIONS

Federal regulations that guide the development of transportation plans for metropolitan planning areas require that the projects included in the plans can be implemented with reasonably expected public and private funding sources. For metropolitan areas in Virginia, the Virginia Department of Transportation (VDOT) has provided estimates of transportation funding levels to the year 2030. Those projects that can be funded based on these estimates comprise the Year 2030 Financially Constrained Long-Range Transportation Plan.

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 2030. VDOT estimates of available funding are by roadway program: National Highway System (NHS) interstate highways, non-interstate NHS roads, primary roads, urban roads in each of the two towns, and secondary roads in Montgomery County. The current VDOT Six-Year Program covers the years 2006 through 2011, and the Plan assumes that these projects and this funding will remain as they currently stand. Estimated funding for projects beyond the timeframe of the current plan are for 2012 through 2030 and are as follows:

- NHS interstate highways: \$8.1 million
- Non-interstate NHS roadways: \$1.6 million
- Primary roads: \$3.8 million
- Urban roads in the Town of Blacksburg: \$16.49 million
- Urban roads in the Town of Christiansburg: \$3.9 million
- Secondary roads in Montgomery County: \$2.2 million

Transit system funding comes from a variety of federal, state, and local sources. Blacksburg Transit is in the process of developing a detailed Transit Development Plan (TDP), which will be adopted as an amendment into this 2030 Transportation Plan once complete. The TDP will include a detailed funding program based on realistic estimates of public transit funds, including contributions from the Towns of Blacksburg and Christiansburg, and Virginia Tech.

The Year 2030 Transportation Plan also includes proposed improvements at the Virginia Tech/Montgomery Executive Airport. It is expected that these will be funded by the Federal Aviation Administration.

RECOMMENDED IMPROVEMENTS

Recommended improvements to the region's transportation system were based on a transportation needs assessment that included public and stakeholder input, traffic engineering, travel demand forecasting, and multi-modal transportation planning. An extensive traffic count program was performed as part of the development of the 2030 Transportation Plan, and the region's computerized transportation model was updated and refined. This transportation model provided information on travel demands in the year 2030 based on land use projections developed by the MPO in cooperation with local jurisdictions. Public input was gathered through a series of public meetings specifically held for this study, as well as input gained from annual regional transportation forums. Based on this input, as well as the technical analyses, 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 hearings, the general public reviewed and commented on the recommended improvements.

ROADWAY IMPROVEMENTS. Roadway improvements include projects currently programmed for funding in the Virginia Department of Transportation (VDOT) Six-Year Improvement Program (Fiscal Years 2006-2011), as well as high-priority projects that could be implemented based on anticipated funding between 2012 and 2030. These projects are shown in Tables 1 and 2, and on the map on the reverse side.

Transportation via transit, bicycle, walking, air, intercity bus is an integral part of the region's transportation system and the Transportation Plan supports substantial expansion of the role that these modes of travel serve. Many of the roadway projects included in Tables 1 and 2 include provisions for bicycle and pedestrian amenities, with a goal towards developing a comprehensive network of trails and sidewalks. Carefully designed roadway improvements also serve transit vehicles and such needs will be taken into consideration in the design of all new and reconstructed roadways.

TRANSIT IMPROVEMENTS. Planned improvements include:

- Construct Multi-Modal Transportation Center to include a parking garage and a bus transfer facility that will connect the off-campus route system to the on-campus circulation system.
- Expand Blacksburg Transit service into the Blacksburg/ Christiansburg/Montgomery MPO area and adjacent jurisdictions with service along main arterial streets, making stops at large commercial areas, at local and county facilities, and at high-density residential areas.
- Provide transit service from the Blacksburg/Christiansburg/Montgomery MPO area and adjacent jurisdictions to the Christiansburg train station to accommodate riders of the proposed TransDominion rail service.

Additional details on transit service expansion will be included in Blacksburg Transit's detailed Transit Development Plan (TDP) which is currently being prepared.

RIDESHARE/PARK-AND-RIDE IMPROVEMENTS. Recommended improvements include the provision of park and ride lots at Route 460 Bypass and South Main Street, Southgate Drive, Tom's Creek Road, North Main Street and Price's Fork Road; Route 460 and Peppers Ferry Road; and at Interstate 81 and Route 8. Shuttle bus service to link these lots to the transfer facility in the Multi-Modal Transportation Center is also recommended. In addition, new regional park-and-ride lots to serve Radford, Roanoke, and Giles County commuters are proposed, along with shuttle service and/or a rideshare program.

BIKEWAY/WALKWAY IMPROVEMENTS. Improvements to enhance and expand safe and efficient travel by walking and bicycle include: Recommended improvements include:

- Construct extension of Huckleberry Trail from Prices Fork Road to Glade Road (Six-Year Program project).
- Extend the Huckleberry Trail to the downtowns of both Blacksburg and Christiansburg, as well as to the Blacksburg Recreation Center. Construct bridge for trail over Norfolk railroad tracks.
- Implement other elements of the bicycle plans for each jurisdiction.
- Widen sidewalks in downtown Christiansburg and continue with the Downtown Improvement project.
- Widen sidewalks within downtown Blacksburg to 10 feet.
- Construct sidewalks with new commercial development in villages and towns within the region.
- Revitalize downtown Cambria through an improvement program including sidewalks, pedestrian lighting, and other streetscape enhancements.
- Construct bikeways and walkways in the communities of Prices Fork, Riner, Plum Creek, and Belview.
- Construct sidewalks and/or bicycle trails with most planned roadway projects.

INTERCITY TRANSPORTATION. The 2030 Transportation Plan seeks to enhance options for intercity travel through seeking to re-establish Greyhound inter-city bus service, supporting the implementation of the proposed TransDominion passenger rail service, and developing a Christiansburg train station and rail infrastructure to accommodate a stop for this proposed passenger service. In addition, runway expansion at the Virginia Tech/Montgomery Executive Airport is also included in this Plan.

TRANSPORTATION VISION PLAN

Transportation projects that respond to identified regional needs, but which could not be funded based on currently anticipated funding streams to the year 2030, have been included in the region's Transportation Vision Plan. The Vision Plan recommendations were also prioritized by the MPO and local governments, with higher priority recommendations included in Tier 1 Vision Plan. These recommendations, which would be advanced should additional funding become available, are shown in Table 3.

TABLE 1 PROJECTS IN THE CURRENT VDOT SIX-YEAR IMPROVEMENT PROGRAM (FISCAL YEARS 2006 THROUGH 2011)

Map ID [1]	VDOT ID	Route	Project Location	Description	Programmed Funds [2]	Funding Source
1	52453	81	I-81 at Route 11/460 interchange	Install lighting	\$936,000	Interstate
2	63705	81	I-81 at Route 177/600 interchange	Modify grade at interchange	\$78,000	Interstate
--	67588	81	I-81 Improvements Environmental Document; statewide project that includes I-81 through the MPO area	Study to assess improvements, including consideration of rail improvements, highway widening, and other system improvements	\$3,619,000	Interstate
3	14826, 16931, 17345		"Smart Highway"	Construct roadway	\$24,653,000	Primary
4	18152, 18156	460	Route 460 Bypass from Route 460 Business in Christiansburg to Route 460 Business in Blacksburg	Construct 4-lane roadway; project complete, included in program for final financing	\$10,290,000	Primary
5	8746, 71586	114	Peppers Ferry Road from Christiansburg corporate limits to Route 460	Widen to four lanes	\$5,288,000	Christiansburg-Urban
6	70594		Peppers Ferry Connector from Peppers Ferry west of New River Mall to North Franklin Street north of Ellett Road	Construct 4-lane connector with median, bicycle lanes, and sidewalks	\$283,000	Christiansburg-Urban
7	17682	460	Route 460 at Toms Creek Road	Construct interchange; project is previously funded, construction to begin in fiscal year 2006	--	Blacksburg-Urban
8	67974	460 Bus	North Main Street from College Drive to Prices Fork Road	Reconstruct, includes improvements to Prices Ford Road Intersection	\$5,992,000	Blacksburg-Urban
9	67976	460 Bus	North Main Street from Giles Road to Mount Tabor Road	Widen to four lanes with landscaped median, bicycle lanes, and sidewalks	\$3,067,000	Blacksburg-Urban
10	67745	412	Prices Fork Road at Toms Creek/Stanger Road	Improve intersection to improve traffic safety and pedestrian flow	\$7,000	Blacksburg-Urban
11	72525	412	Prices Fork Road at University City Boulevard	Traffic signal modification to improve traffic flow and pedestrian safety	\$305,000	Blacksburg-Urban
12,13,10	67975		South Main Street at Ellett Road; and Prices Fork Road at West Campus Drive and at Toms Creek/Stanger Road	Add turn lanes	\$1,651,000	Blacksburg-Urban
14	72527		Progress Street Extension from north of Cherokee Drive to Givens Lane; Givens Lane from Ashford Court to North Main Street	Construct Progress Street Extension, improve Givens Lane; in Six-Year Program for preliminary engineering only	\$616,000	Blacksburg-Urban
15	72526		Huckleberry Trail from Prices Fork Road to Glade Road	Construct bicycle trail	\$1,005,000	Blacksburg-Urban
16	50030, 50561, 18856	114	Peppers Ferry Road at New River and Norfolk Southern railroad tracks	Replace bridges	\$8,024,000	Primary
			MPO-Wide	Improvements for safety, traffic operations, TSM	Determined on an annual basis [3]	
			MPO-Wide	Transportation enhancements	Determined on an annual basis [3]	
			MPO-Wide	Rail crossing safety improvements	Determined on an annual basis [3]	
			MPO-Wide	Maintenance	Determined on an annual basis [4]	

Notes: [1] Corresponds to the key numbers shown on the map on the back of this page. [2] Amount included in for fiscal years 2006 through 2011; many projects have funds accrued in years prior to 2006. [3] Funding for these categories is allocated statewide and awarded to individual projects on a competitive basis. [4] Funding for these categories is allocated to each of the VDOT Construction Districts. Further allocations to the MPO area (which is part of the VDOT Salem Construction District) are determined annually, based on need.

TABLE 2 FINANCIALLY CONSTRAINED PLAN ROADWAY PROJECTS

Map ID [1]	Route	Project Location	Description	Estimated Cost [2]	Funded Amount in Constrained Plan [3]	Locality/Funding Source
17	81	West Main Street at I-81	Improve interchange for operations	\$3,000,000	\$3,000,000	Montgomery-Christiansburg/Interstate
	81	MPO Wide	Safety/operations/widening improvements to be identified	To Be Determined	\$5,100,000	Montgomery-Christiansburg/Interstate
18	460	Route 460 Bypass at Route 460 Business	Add ramp for southbound Route 460 to westbound Route 460 Business	\$340,000	\$340,000	Montgomery/NHS
3		Smart Road from I-81 to Route 460 Bypass	Connection to Route 460 Bypass; includes paving 2-lane roadway	\$7,400,000	\$1,300,000	Montgomery/NHS
19	8	Intersection of Riner (Rt 8) and Smith Creek Rd (Rt 675)	Add turn lanes	\$250,000	\$250,000	Montgomery/Primary
20	114	Intersection of Peppers Ferry (Rt 114) and Rolling Hills (Rt 1286)	Add turn lanes	\$250,000	\$250,000	Montgomery/Primary
21	8	Intersection of Riner (Rt 8) and Fairview Church (Rt 669)	Add turn lanes	\$250,000	\$250,000	Montgomery/Primary
22	8	Riner Road (Rt 8) from South Study Area Boundary to Route 669 (Community of Riner)	Reconstruct to current 2-lane standards	\$1,909,000	\$1,909,000	Montgomery/Primary
23	114	Peppers Ferry Road from Radford Arsenal main entrance to the Christiansburg West Corporate Limits	Widen road to 4-lanes divided with bicycle lanes	\$33,299,000	\$1,100,000	Montgomery/Primary
24	642	Jenelle Road from Route 460 Business to Route 603	Reconstruct road to current 2-lane standards	\$4,154,000	\$2,200,000	Montgomery/Secondary
25	460 Bus	South Main Street at Country Club Road	Improve intersection for operations and safety	\$500,000	\$500,000	Blacksburg-Urban
26	460 Bus	North Main Street at Turner Street	Traffic signal upgrade to current equipment and standards	\$104,000	\$104,000	Blacksburg-Urban
27	460 Bus	North Main Street at Progress Street	Traffic signal upgrade to current equipment and standards	\$104,000	\$104,000	Blacksburg-Urban
28		Heather Drive at Prices Fork Road	Traffic signal upgrade to current equipment and standards	\$104,000	\$104,000	Blacksburg-Urban
29		Toms Creek Road at Patrick Henry Drive	Upgrade intersection this project would tie into the project to construct an interchange at Toms Creek Road and Route 460	\$1,332,000	\$1,332,000	Blacksburg-Urban
30		Marlington Street at South Main Street	Intersection improvements at the intersection of Marlington Street and South Main Street	\$250,000	\$250,000	Blacksburg-Urban
31		Commerce Street from Trade Street to Jenelle Road	Construct extension of Commerce Street as two-lane roadway	\$1,630,000	\$1,630,000	Blacksburg-Urban
32		Glade Road from Boxwood Drive to Linwood Lane	Reconstruct as 2-lane roadway with bicycle lanes, trail, and sidewalks	\$1,720,000	\$1,720,000	Blacksburg-Urban
33		Shadow Lake Road from Basil Road to Lakewood Drive	Straighten and realign curves	\$1,500,000	\$1,500,000	Blacksburg-Urban
34		Progress Street at Giles Road	Traffic signal upgrade to current equipment and standards	\$104,000	\$104,000	Blacksburg-Urban
35		Washington Street at Draper Road	Traffic signal upgrade to current equipment and standards	\$104,000	\$104,000	Blacksburg-Urban

TABLE 2 FINANCIALLY CONSTRAINED PLAN ROADWAY PROJECTS (Continued)

Map ID [1]	Route	Project Location	Description	Estimated Cost [2]	Funded Amount in Constrained Plan [3]	Locality/Funding Source
36		Progress Street at Turner Street	Traffic signal upgrade to current equipment and standards	\$104,000	\$104,000	Blacksburg-Urban
37	460	460 Bypass at Southgate Drive	Construct interchange	\$16,000,000	\$7,337,000	Montgomery/NHS, Primary Blacksburg-Urban
5	114	Peppers Ferry Road from west corporate limits to Route 460	Widen to four lanes, PE and ROW included in Six-Year Program	\$12,301,000	\$3,900,000	Christiansburg/Urban
38		Tech Center Drive south of Duck Pond Drive	Relocate to align with Duck Pond Drive; shift allows for airport runway extension	\$1,962,000	\$1,962,000	Blacksburg-Urban (project to be funded by FAA)
		MPO-Wide	Improvements for safety, traffic operations, TSM		Determined on an annual basis [4]	
		MPO-Wide	Transportation enhancements		Determined on an annual basis [4]	
		MPO-Wide	Rail crossing safety improvements		Determined on an annual basis [4]	
		MPO-Wide	Maintenance		Determined on an annual basis [5]	

Notes: [1] Corresponds to the key numbers shown on the map on the back of this page. [2] Estimated costs are planning-level estimates based on average or typical projects for each roadway improvement type. Costs are for year 2005 and include both construction and rights-of-way. [3] Remaining funding for this project would be from 2030 and beyond. It is anticipated that these projects would be the first to be fully funded should additional transportation funds be identified in the next few years. [4] Funding for these categories is allocated to each of the VDOT Construction Districts by roadway system. Further distribution within the MPO area (which is part of the VDOT Salem Construction District) is based on need, and determined on an annual basis. [5] Funding for these categories is allocated to each of the VDOT Construction Districts. Further allocations to the MPO area (which is part of the VDOT Salem Construction District) are determined annually, based on need.

CITIZEN PARTICIPATION AND PLAN ADOPTION

The development of the Transportation Plan was directed by the Blacksburg-Christiansburg-Montgomery Area Metropolitan Planning Organization and its Technical Advisory Committee. Citizen participation was encouraged throughout this process, with public meetings and participation of the study team at regional transportation forums sponsored by the MPO. These meetings were held at key milestones during the development of the Transportation Plan, and all meetings were advertised in local media. All public input was summarized for consideration by the Technical Advisory Committee and the MPO. These summaries are included in the *Blacksburg-Christiansburg-Montgomery Area Transportation Plan – Year 2030 Technical Report*.

A public meeting to review projects under consideration in the Transportation Plan was held on July 20, 2005, and a public hearing to provide for review and comment on the final draft of the Transportation Plan was held on September 14, 2005. *The Blacksburg-Christiansburg-Montgomery Area Transportation Plan – Year 2030* was adopted by the Metropolitan Planning Organization on October 6, 2005.

Additional details on the development and recommendations of the 2030 Transportation Plan are included in the *Blacksburg-Christiansburg-Montgomery Area Transportation Plan – Year 2030 Technical Report*. This document is available at the offices of the Towns of Blacksburg and Christiansburg, Montgomery County, the MPO, and at the Virginia Department of Transportation Christiansburg Residency Office. Additional information can be obtained from the MPO website at <http://www.montva.com/departments/mpo/> or by calling 540-394-2145.

TABLE 3 TIER 1 VISION PLAN ROADWAY PROJECTS

Map ID [1]	Route	Project Location	Description	Estimated Cost [2]	Locality/Funding Source
3		Smart Road from I-81 to Route 460 Bypass	Connection to Route 460 Bypass; includes paving 2-lane roadway	\$6,100,000** (see note 2)	Montgomery/NHS
23	114	Peppers Ferry Road from Radford Arsenal main entrance to the Christiansburg West Corporate Limits	Widen road to 4-lanes divided with bicycle lanes	\$32,199,000** (see note 2)	Montgomery/Primary
24	642	Jenelle Road from Route 460 Business to Route 603	Reconstruct road to current 2-lane standards	\$1,954,000** (see note 2)	Montgomery/Secondary
37	460	460 Bypass at Southgate Drive	Construct interchange	\$8,663,000** (see note 2)	Montgomery/NHS, Primary Blacksburg-Urban
5	114	Peppers Ferry Road from west corporate limits to Route 460	Widen to four lanes, PE and ROW included in Six-Year Program	\$8,401,000** (see note 2)	Christiansburg/Urban
39	460	Route 460 Bypass from South Main to Prices Fork Road	Widen to 6 lanes	\$27,083,000	Montgomery-Blacksburg/NHS
40		Southgate Drive Extension from Merrimac Road (Route 657) to Radford Arsenal	Construct as four-lane parkway	\$16,561,000	Montgomery/Primary
41	8	Riner Road (Rt 8) from Route 669 to Christiansburg South Corporate limits	Widen road to current standards	\$26,741,000	Montgomery/Primary
42	114	Peppers Ferry Road Extension from Route 460 Bypass to Ellett Road (Route 723)	Construct 2-lane roadway	\$2,294,000	Montgomery/Primary
43	657	Merrimac Road from North Franklin Street (Route 460) to Prices Fork Road (Route 655)	Reconstruct road to current 2-lane standards	\$7,044,000	Montgomery/Secondary
44	808	High Top Road from Merrimac Road to South Main Street (Route 460)	Reconstruct road to current 2-lane standards	\$2,018,000	Montgomery/Secondary
45		Ramble Road from Industrial Park Drive to the Corporate Research Center	Reconstruct as 2-lane urban roadway plus transit pull-offs and bicycle lanes	\$2,892,000	Blacksburg/Urban
46		Farmview Drive/Maby Lane from Hightop Lane to Huckleberry Lane	Reconstruct as 2-lane roadway with bicycle lanes and sidewalks	\$3,439,000	Blacksburg/Urban
47		Progress Street at Patrick Henry Drive	Traffic signal and safety upgrades	\$1,000,000	Blacksburg/Urban
48		Mount Tabor Road from North Main Street to Bishop Road	Reconstruct road to current 2-lane standards with sidewalks and bicycle lanes, and bus pull-offs; align with Givens Lane at North Main Street	\$3,941,000	Blacksburg/Urban
49		Ellett Road from South Main Street to Cedar Hill Drive	Widen road to 4 lanes with bicycle lanes or separate multi-use trail; improve intersection of Ellett and S. Main	\$5,923,000	Blacksburg/Urban
50		Southgate Drive from Merrimac Road to 460 Bypass	Extend Southgate drive as a 4-lane road with median, bicycle lanes, and sidewalk	\$10,467,000	Blacksburg/Urban
51	460 Bus	North Main Street from Mount Tabor Road to Route 460 Bypass	Widen road to 4-lanes divided, with bicycle lanes and sidewalk	\$10,559,000	Blacksburg/Urban
52		Country Club Drive Extension from Airport Road to Hubbard Street Extension	Construct extension of Country Club Drive; include bicycle lanes and trails.	\$1,122,000	Blacksburg/Urban
53		Hubbard Street Extension from Airport Road to Southgate Drive	Construct extension of Hubbard Street as two-lane roadway; includes bicycle lanes and grade-separated crossing for the Huckleberry Trail	\$6,296,000	Blacksburg/Urban
54		Heather Drive Extension from Prices Fork Road to Glade Road	Construct as two-lane roadway with bicycle lanes and sidewalks	\$3,888,000	Blacksburg/Urban
55		Progress Street Extension from Givens Lane to North Main Street	Extension from Givens Lane through Northside Park to North Main Street	\$3,659,000	Blacksburg/Urban
56	8	West Main Street (Rt 8) at Phlegar Street/Radford Street	Improve intersection for operations and safety; shift Phlegar Street to align with Radford Street and create single intersection	\$862,000	Christiansburg/Urban
57	11	Radford Road and Radford Street from Silver Lake Road (western intersection) to Main Street	Widen road to four lanes with a center bi-directional turn lane, bicycle lanes, and sidewalks	\$18,585,000	Christiansburg/Urban

TABLE 3 TIER 1 VISION PLAN ROADWAY PROJECTS (continued)

Map ID [1]	Route	Project Location	Description	Estimated Cost [2]	Locality/Funding Source
58		North Franklin Street at Peppers Ferry Road	Improve intersection for operations; add additional approach lanes on Peppers Ferry Road to improve capacity	\$1,074,000	Christiansburg/Urban
59		Parkway Drive Extension from existing Parkway Drive at Technology Drive to South Franklin Street	Extend road as 2-lane roadway on 4-lanes of right-of-way	\$2,668,000	Christiansburg/Urban

Notes: [1] Corresponds to the key numbers shown on the map on the back of this page. [2] Estimated costs are planning-level estimates based on average or typical projects for each roadway improvement type. Costs are for year 2005 and include both construction and rights-of-way. The amount shown for those projects marked with ** is the remaining cost to construct these projects which are only partially funded in the Financially Constrained Plan. The total estimated cost for these projects shown with ** are included in the Table 2 Financially Constrained Plan (shown in Table 2).

FEDERAL PLANNING REGULATIONS AND PLANNING FACTORS

The 2030 Transportation Plan was developed in accordance with federal transportation planning regulations that address both the development process and the content of MPO transportation plans. In addition to conforming to process requirements such as a minimum 20-year horizon for travel demand forecasts, proactive public involvement, and financial constraint, the 2030 Transportation Plan also addresses seven planning factors that are included in