

# CRC LONG RANGE TRANSPORTATION PLAN

July 2020

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# CONTRIBUTORS

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# INTRODUCTION AND 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 Regional 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 Commonwealth Region, there is no MPO and the entire area is considered rural; therefore, the entire transportation network within the region was analyzed and is addressed in this report. Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth on 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.



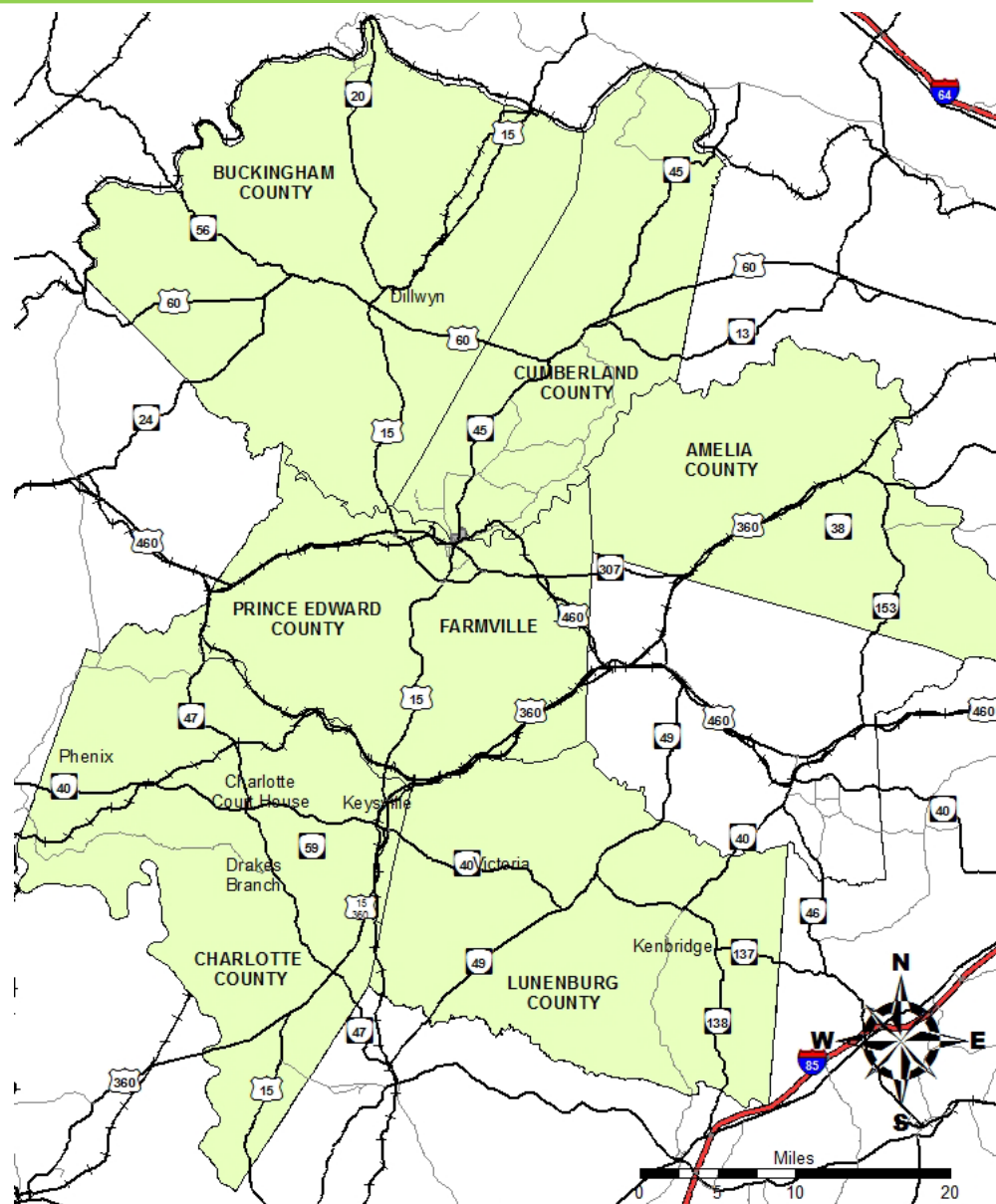
# OVERVIEW OF THE REGION

## DESCRIPTION OF THE COMMONWEALTH REGIONAL COUNCIL (CRC)

The CRC serves the Counties of Amelia, Buckingham, Charlotte, Cumberland, Lunenburg, and Prince Edward County. Longwood University, Hampden-Sydney College and Southside Virginia Community College are eligible members and provide representation to the CRC. Nottoway is not a member of the CRC but does lie within the geographic boundaries of Planning District #14. Located in the heart of Virginia, the CRC is an area of 2,818 square miles, with a current estimated population of 88,756 (U.S. Census, 2010). The CRC is a predominantly rural area with more intense urban development occurring primarily around Farmville and the smaller towns. The topography of the region is rolling with the James, Appomattox, Nottoway, Staunton, and Meherrin Rivers meandering through the region and forming the boundaries between several of the counties.

## SUMMARY OF TRANSPORTATION NETWORK

The primary north south corridors in the region include US 15, VA 20, VA 24, VA 45, and VA 47. The east-west corridors include US 60, US 360, US 460, and VA 40. There are currently 57.6 miles of bicycle and pedestrian facilities throughout the region. There are no commercial airports in the region and four general aviation airports. Within the CRC, there are Class I rail carriers, Norfolk Southern and CSX, and Class III rail carriers, Buckingham Branch and Virginia Southern. Travel demand management services are available in two urban areas adjacent to the CRC, RideShare in Charlottesville and Ridefinders in Richmond. There is one official VDOT maintained park and ride lot within the region, located in Amelia County. This Park and ride lot is located at Route U.S. 360 and Route 698 (Circle Drive), and contains 40 spaces. Passenger rail is currently not available in the region.



## SUMMARY OF TRANSPORTATION NETWORK



### ROADS

Currently the CRC has four (4) US Routes crossing through the region and several State Roads. The US Routes are US 360 (4-lane), US 460 (4-lane), US 60 and US 15. From an economic development perspective, 4-lane roads are the greatest asset for any region. The CRC has varying traffic volumes across the region, most with an A-service level. The highest traffic volume locations across the CRC are:

- ✓ US 360 - Amelia @ Chesterfield Border (17,000 VDP)
- ✓ US 15 Bus - Farmville from Downtown to US 460 (22,000 VPD)
- ✓ US 460 between 307 and the first Farmville Exit (14,000 VPD)



### TRANSIT

There are three transit services in the CRC region: The Blackstone Area Bus System (BABS) and Farmville Area Bus (FAB) and JAUNT.



### BICYCLE AND PEDESTRIAN FACILITIES

There are currently 1,100 miles of existing and proposed bicycle and pedestrian facilities throughout the region with opportunities for both on and off-road biking and hiking. The area is home to the High Bridge Trail and the Tobacco Heritage Trail and also includes portions of US Bike Route 1, the East Coast Greenway, and the Beaches to Bluegrass Trail.



### AIRPORTS

There are no commercial airports in the region, but there are two general aviation airports (Farmville Regional Airport and the Lunenburg County Airport). Private airports were not included in this plan.



### RAIL

The CRC has significant rail infrastructure in place to serve economic development related activities. Buckingham Branch Railroad (BBR) is based in the CRC and is a short-line rail that works with both CSX and Norfolk Southern to supplement rail service. Norfolk-Southern currently owns track that traverses the central CRC (Amelia, Prince Edward, Lunenburg and Charlotte Counties) and CSX owns a track that traverses along the northern edge of the CRC along the Buckingham and Cumberland Counties northern boundary, along the James River.

## REGIONAL TRANSPORTATION GOALS AND OBJECTIVES

While it is crucial for the well-being of the general public and important for economic development purposes to have a safe and efficient statewide and regional fully integrated multimodal transportation system, it is also recognized that each region has its own unique perspective on how this can best be accomplished. Rural transportation planning in the CRC is guided by the CRC Transportation Task Force Committee, which was formed in 2007. The tech committee has reviewed the needs of the region and formulated goals and objectives. Information contained here served as a guide in the transportation needs assessment and development phases of the Plan. These goals and objectives, when combined with the analysis of the transportation network, support the Plan recommendations.

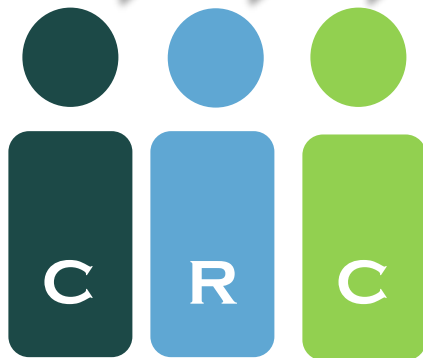
**Goal 1** Provide a transportation system that facilitates the efficient movement of people and goods.

**Goal 2** Provide a safe and secure transportation system.

**Goal 3** Improve Virginia's and the region's economic vitality and provide access to economic opportunities for all Virginians and Commonwealth Regional Council's citizens.

**Goal 4** Improve quality of life and minimize potential impacts to the environment.

**Goal 5** Preserve the existing transportation system and promote efficient system management.



Rural Transportation planning in the CRC is guided by the CRC Transportation Task Force Committee, which was formed in 2007.

# DEMOGRAPHICS AND LAND USE TRENDS

## RELATIONSHIP OF LAND USE AND DEVELOPMENT TO TRANSPORTATION

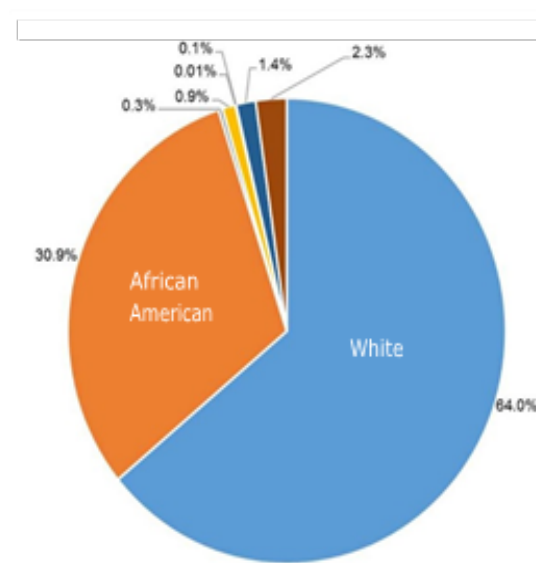
Collectively, the communities throughout the CRC region are seeking new economic growth, retention and expansion of existing businesses, redevelopment of former commercial sites, and diversification in business and industrial land uses. While working towards these goals, there are also efforts to preserve the rural character of the region and to ensure that new development projects properly address the transportation issues they generate during the site plan process.

As the population base fluctuates or shifts within a region, the needs of the community fluctuate and shift as well. Land use and development changes that particularly affect transportation in rural areas, such as the Commonwealth Regional Council, include, but are not limited to: school consolidation, loss or gain of major employers, 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. Population changes have been relatively low in the region and have not, therefore, prompted any major changes in land use that would be needed for any unaccounted-for growth.

## POPULATION PERCENT CHANGES – CRC

Population Percent Change				
County	'90-'00	'00-'10	'10-'16	'90-'16
Amelia	22.9%	8.9%	2.2%	31.3%
Buckingham	17.6%	7.4%	0.9%	24.4%
Charlotte	6.3%	1.4%	-3.4%	4.4%
Cumberland	28.15%	10.32%	-0.24%	17.30%
Lunenburg	13.1%	-1.4%	-4.2%	8.3%
Prince Edward	12.2%	13.2%	1.5%	24.9%

Source: CRC Comprehensive Economic Development Strategy (CEDS), 2019



Source: CRC Comprehensive Economic Development Strategy (CEDS), 2019



## DEMOGRAPHIC AND LAND USE TRENDS

Rural counties throughout the Commonwealth and in the CRC 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, typically at the intersection of two roadways. There is a broad spectrum in the amount of growth and land use changes occurring throughout the Commonwealth and in the CRC, based particularly on proximity to urban areas. Many of the rural counties are seeking 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 movement 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 CRC: population growth within the region itself; population growth in the Richmond region and Charlottesville; and the location of four state-wide roadway corridors that traverse the region: US 15, US 60, US 360, and US 460. The population growth of the adjacent regions has affected commuting patterns within the CRC. For the remainder that commute outside of the region, destinations are linked to the immediately adjacent county: 83 percent of out-commuters in Amelia County head to the Richmond region, while 51 percent of out-commuters in Buckingham County travel to the Charlottesville area and 29 percent of out-commuters in Charlotte County travel to the Lynchburg area. This trend is expected to continue, which will affect future land use in these counties and affect travel demand on the regional roadway network.

	1990	2000	2008	2000-2008	2010	2020	2030	2008-2030
Amelia County	8,787	11,400	13,003	14.06%	13,255	15,123	17,104	31.54%
Buckingham County	12,873	15,623	16,547	5.91%	16,525	17,448	18,395	11.17%
Charlotte County	11,688	12,471	12,453	-0.14%	12,233	12,170	12,170	-2.28%
Cumberland County	7,825	9,017	9,820	8.90%	9,847	10,690	11,793	20.10%
Lunenburg County	11,419	13,146	13,158	0.09%	13,172	13,290	13,478	2.43%
Nottaway County	14,993	15,725	15,512	-1.36%	15,229	15,041	15,032	-3.09%
Prince Edward County	17,320	19,720	21,505	9.05%	21,194	22,719	24,285	12.93%
CRC Total	84,905	97,102	101,998	5.04%	101,455	106,481	112,257	10.06%

Sources: US Census, 1990, 2000; Weldon, 2009; and VEC, *State*, 2009.

Top job destinations for workers in region					
Counties	Number	%	Places	Number	%
Prince Edward County	4,073	14.5%	Farmville	2,844	10.1%
Chesterfield County	2,072	7.4%	Richmond city	1,467	5.2%
Buckingham County	1,658	5.9%	Lynchburg city	822	2.9%
Charlotte County	1,504	5.4%	Charlottesville city	573	2.0%
Richmond city	1,467	5.2%	Kenbridge	567	2.0%
Henrico County	1,323	4.7%	Amelia Courthouse	558	2.0%
Nottoway County	1,301	4.6%	South Hill	402	1.4%
Lunenburg County	1,183	4.2%	Charlotte Courthouse	382	1.4%
Amelia County	1,082	3.9%	Keysville	305	1.1%
Albemarle County	883	3.1%	Hampden-Sydney	296	1.1%

Source: 2010 U.S. Census Bureau, Center of Economic Studies

## POPULATION TRENDS

The CRC has experienced steady growth in population over time. All of the jurisdictions, except Charlotte County, have experienced growth between 2000 and 2008; total population was estimated at 101,998 in 2008 (Weldon Cooper Center, 2009). Amelia and Prince Edward Counties have experienced the most population growth since 2000 with increases between 9 percent and 14 percent. Population projections forecast that by 2030, all populations,

Certain needs are being identified throughout the state, such as limited demand-responsive transit service, limited fixed-route service, and the determination of a single point of contact for providers.

except for Charlotte County, are expected to increase, with Amelia County increasing the most, (31 percent). The overall regional population is projected to continue to grow to over 112,000 by 2030. 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 CRC, these population increases are pressuring additional development throughout the region. Development pressures from growth have contributed to some reductions in mobility. In addition, access from the Commonwealth Region to more urban areas outside of the region (Richmond, Charlottesville, and Lynchburg) is of continuing importance.

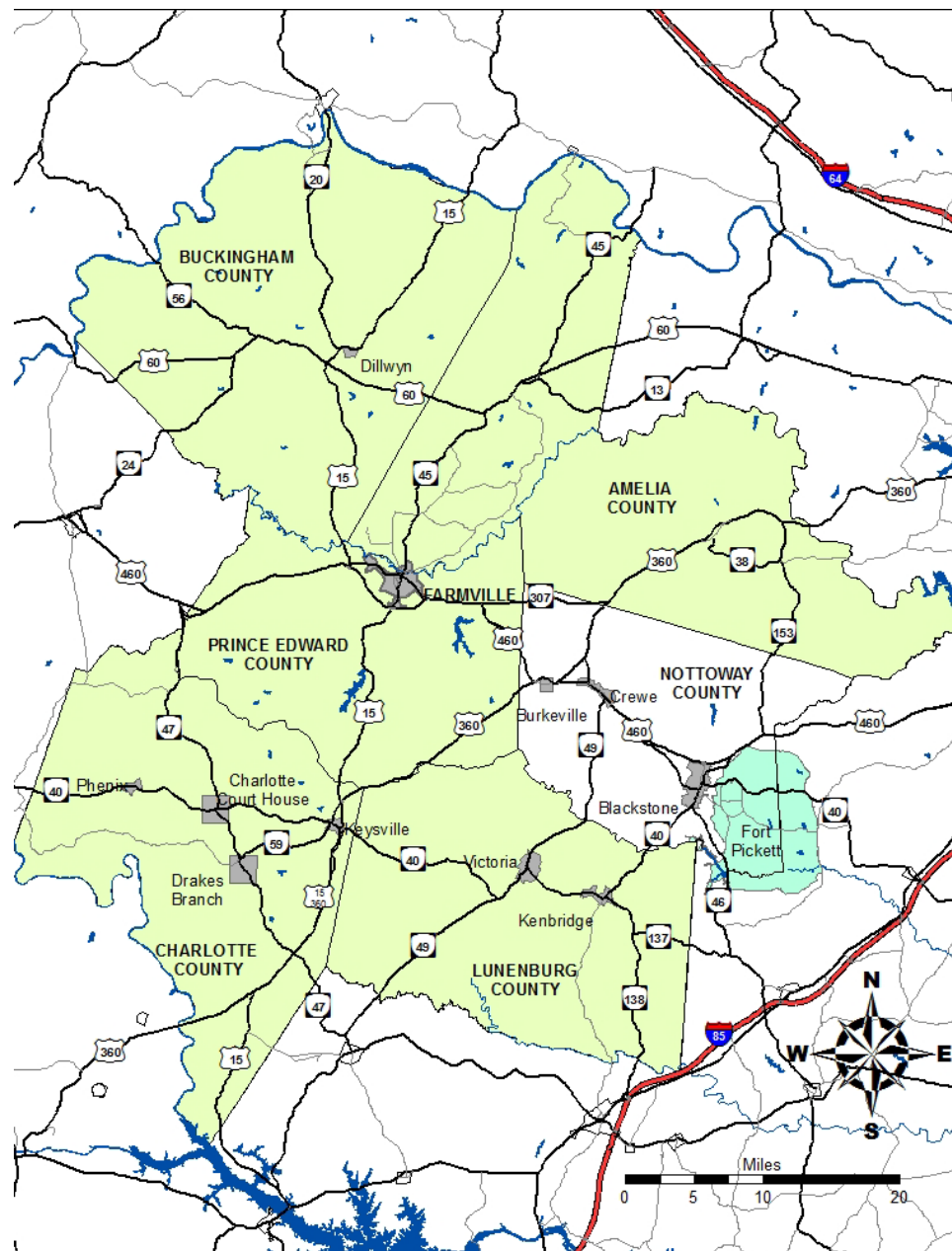
## DEMOGRAPHIC TRENDS

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. The disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census. In the 2010 US Census, all of the jurisdictions had a minority population percentage higher than that of the state (30.5 percent), except for Amelia County (23.6 percent). In 2010, all jurisdictions, had low-income populations above the state percentage of 10.7 percent. The portion of the population with disabilities in all jurisdictions is also above the state percentage of 10.2 percent. All of the jurisdictions have elderly populations in a higher proportion than the state in 2010 (7.9 percent).

*Disadvantaged groups studied include low-income, minority, elderly, and people with disabilities, as defined by the US Census.*

## TRANSPORTATION IMPLICATIONS

Any segment of the population without a vehicle available, which can include the 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 CRC, in conjunction with the Virginia Department of Rail and Public Transportation's (DRPT) statewide effort, 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, such as limited demand responsive transit service, limited fixed-route service, and the determination of a single point of contact for providers. These needs were also identified in the CRC, along with funding constraints.





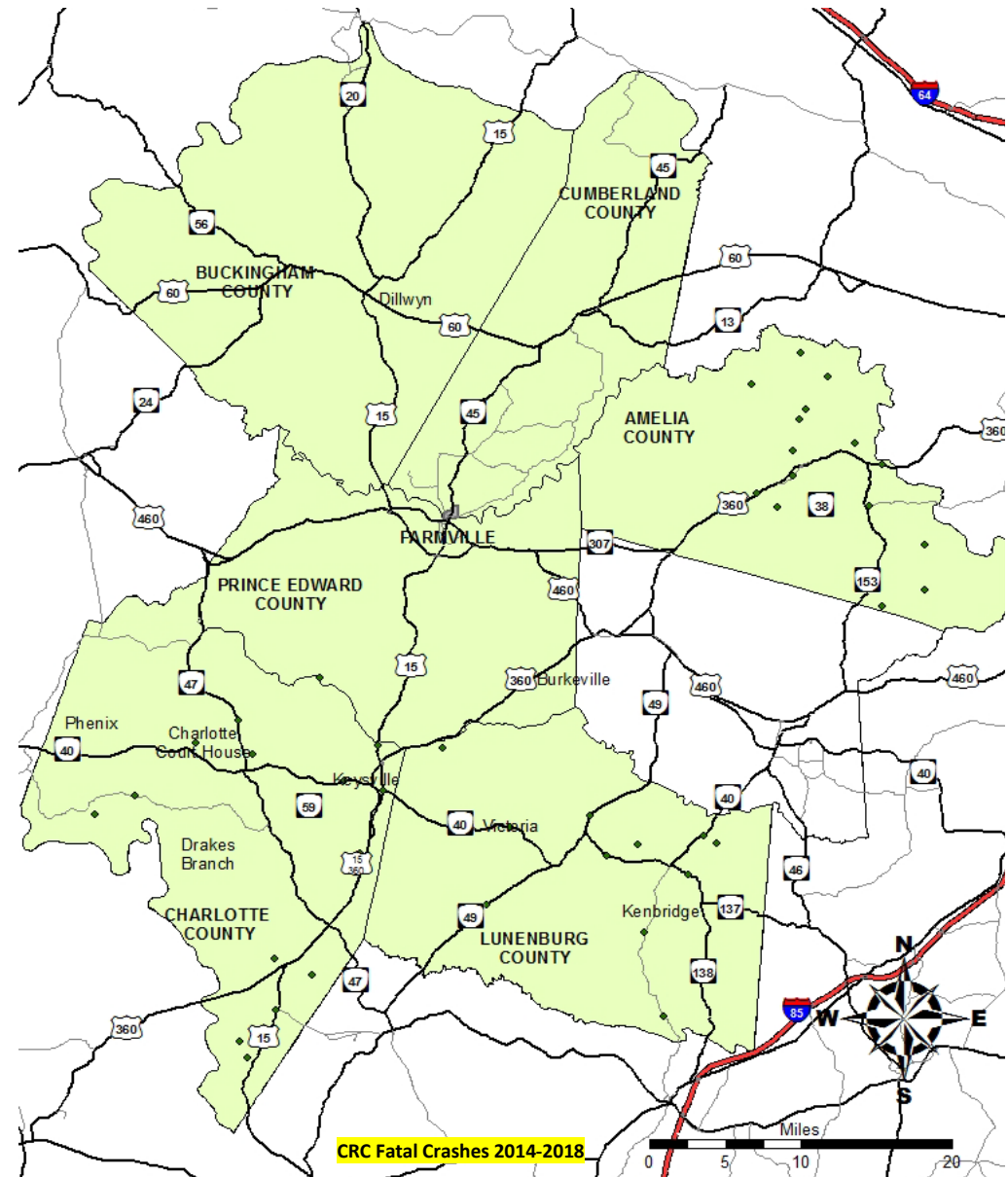
# REGIONAL TRANSPORTATION SYSTEM



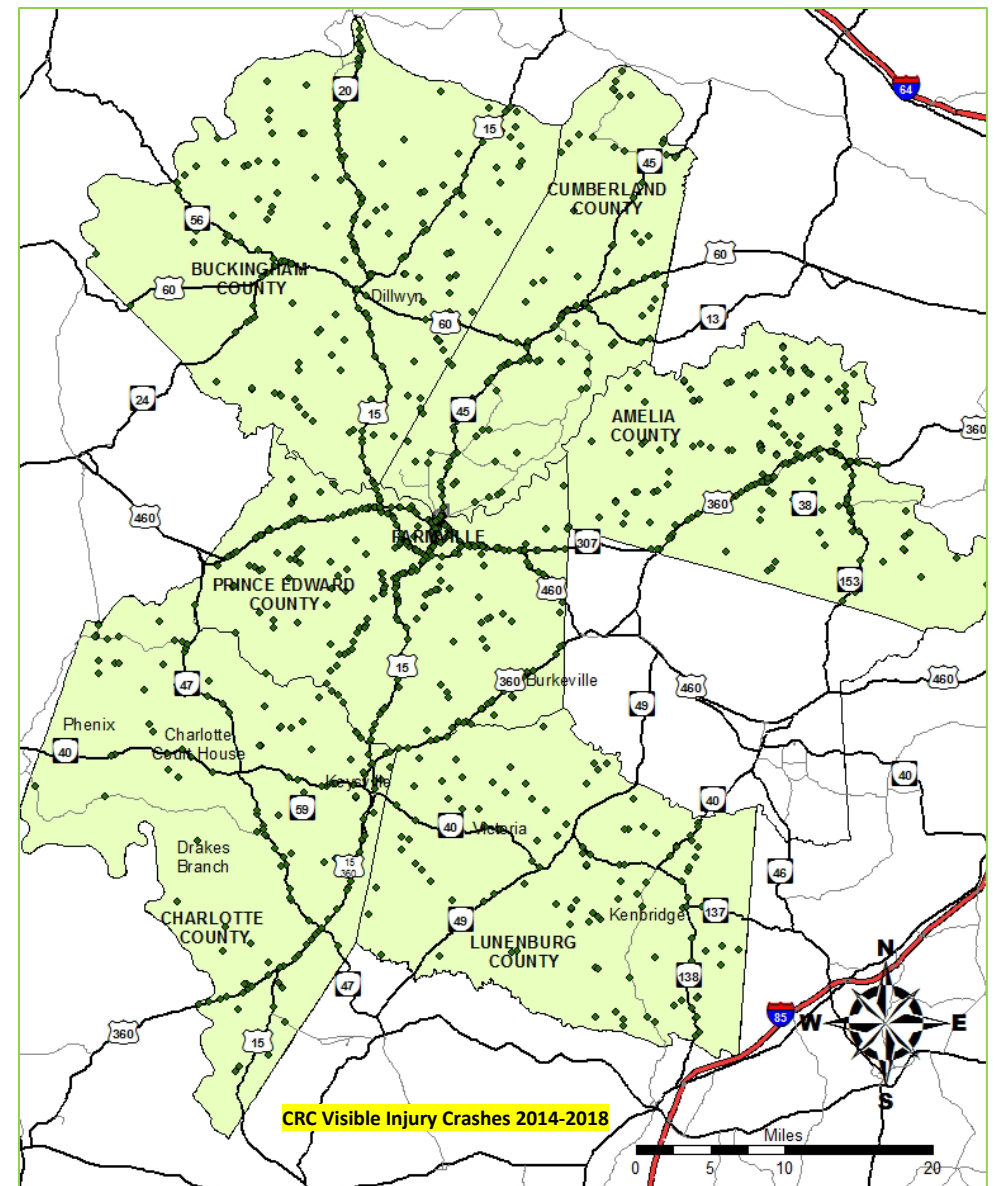
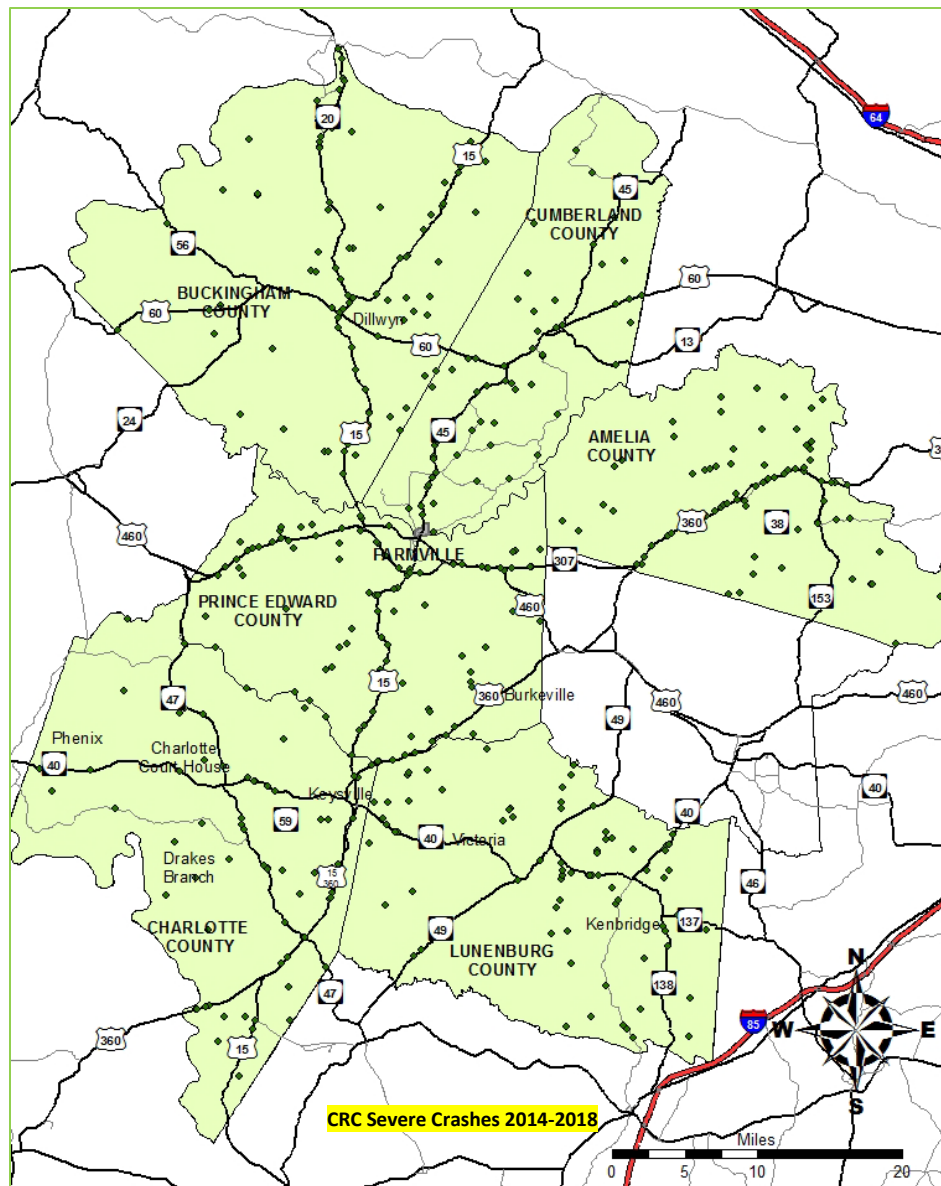
## ROADWAYS

### CRASH INCIDENTS (2014 – 2018)

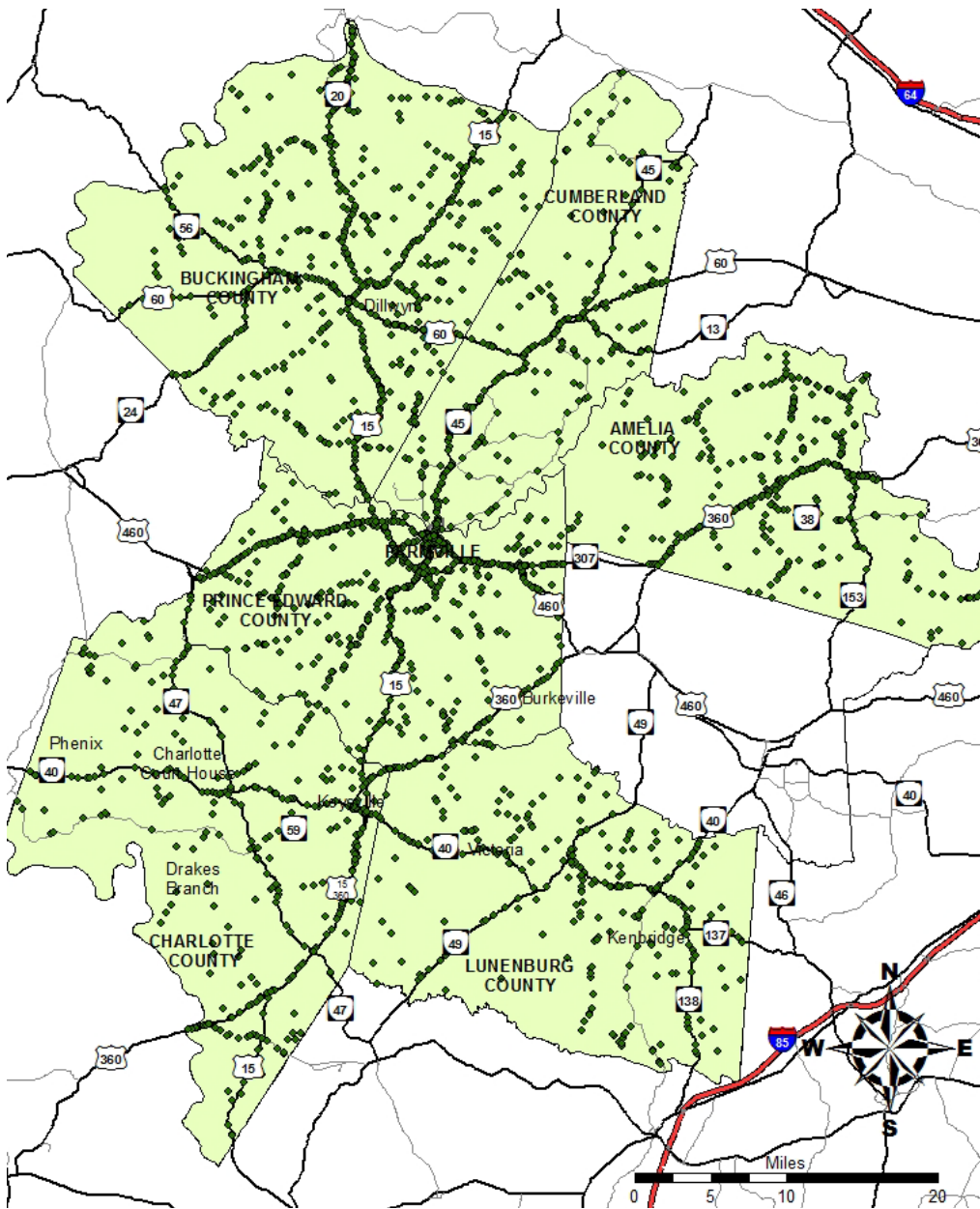
The Department of Motor Vehicles (DMV) receives crash data from local and state officials and compiles it in a statewide crash database commonly referred to as TREDs (Traffic Records Electronic Data Systems). In order for a crash to be included in TREDs, it must include a fatality, injury or property damage of at least \$1,500.00. Data of note includes: location, severity, type of crash, time of crash, and weather conditions. This data is important as it can be reviewed by VDOT and other agencies to better determine if patterns are forming and identify improvements that need to be made to the roadway infrastructure to increase safety.



## SEVERE & VISIBLE INJURY CRASH INCIDENTS (2014 – 2018)



## PROPERTY DAMAGE ONLY (PDO) ONLY (2014 – 2018)



## MAJOR ROADS

Major Roads: Currently the CRC has four (4) US Routes crossing through the region and several State Roads. The US Routes are US 360 (4-lane), US 460 (4-lane), US 60 and US 15. From an economic development perspective, 4-lane roads are the greatest asset for any region. The CRC has varying traffic volumes across the region, most with an A-service level. The highest traffic volume locations across the CRC are:

- US 360 - Amelia @ Chesterfield Border (17,000 VDP)
- US 15 Bus - Farmville from Downtown to US 460 (22,000 VPD)
- US 460 between 307 and the first Farmville Exit (14,000 VPD)

Major Road	General Location	VDOT 2017 Traffic Counts
US 15	CRC (Buckingham, PE & Charlotte)	5,000 to 11,000 VPD
US 15 Bus	CRC (Farmville)	10,000 to 22,000 VPD
US 60	CRC (Buckingham)	2,300 to 4,400 VPD
VA 307	CRC (Amelia to PE)	5,600 to 6,900 VPD
US 360	CRC (Amelia, PE & Charlotte)	4,900 to 17,000 VPD
US 460	CRC (PE)	7,100 to 14,000 VPD
<b>Outside of CRC</b>		
<i>I-64</i>	<i>Richmond to Charlottesville</i>	<i>34,000 to 40,000 VPD</i>
<i>US 460</i>	<i>Lynchburg Area</i>	<i>27,000 to 50,000 VPD</i>
<i>US 29</i>	<i>Charlottesville to Lynchburg</i>	<i>13,000 to 23,000 VPD</i>
<i>US 58</i>	<i>Danville Area</i>	<i>22,000 to 27,000 VPD</i>
<i>US 58</i>	<i>South Boston Area</i>	<i>8,900 to 11,000 VPD</i>
<i>I-85</i>	<i>Petersburg to South Hill</i>	<i>22,000 to 26,000 VPD</i>

Source: CRC Comprehensive Economic Development Strategy (CEDS), 2019

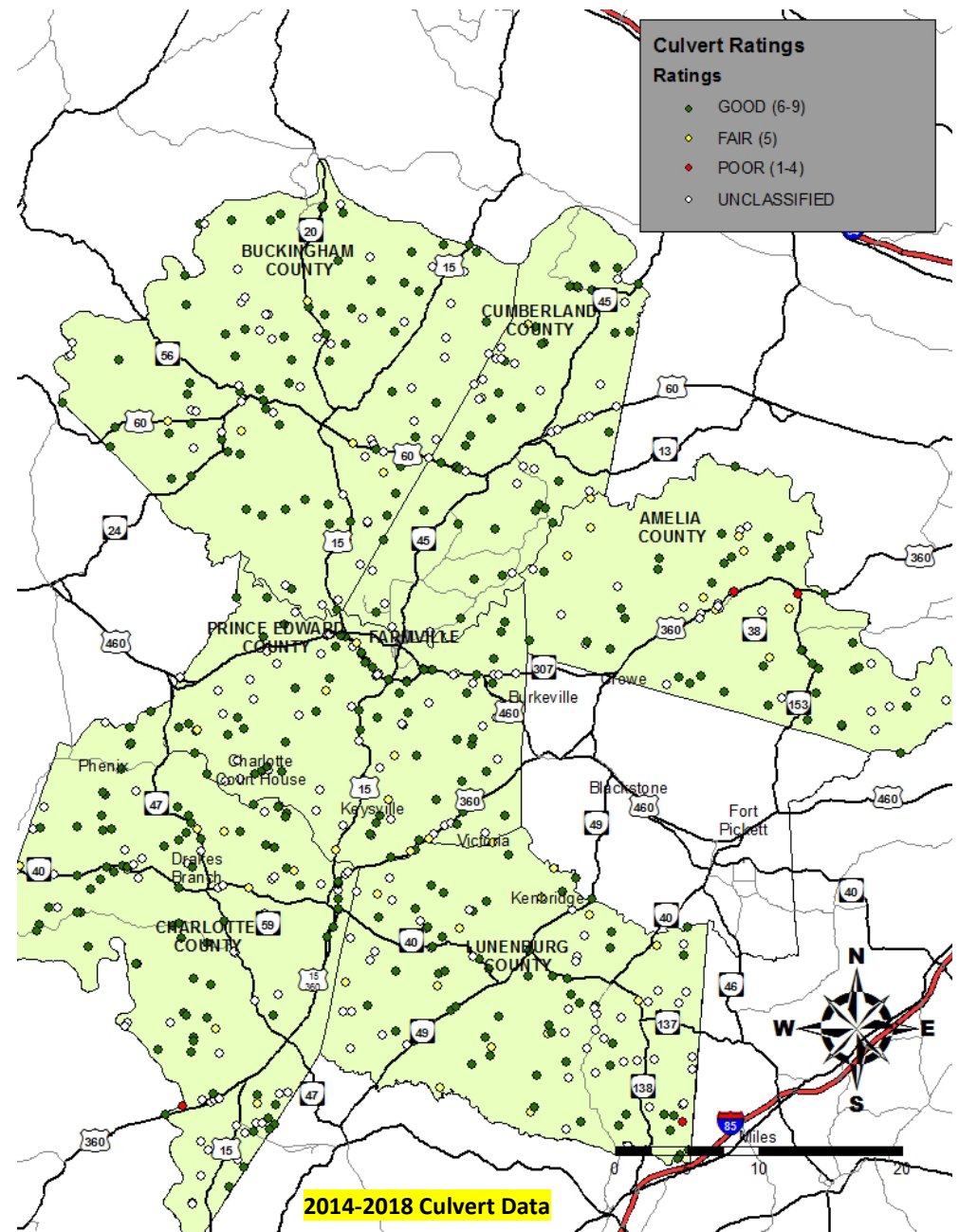
CRC Major Road	4 Lane or 2 Lane	VDOT 2017 Traffic Counts
US 15	2 Lane	5,000 to 11,000 VPD
US 15 Bus (Farmville)	4 Lane	10,000 to 22,000 VPD
US 60	2 Lane	2,300 to 4,400 VPD
VA 307	2 Lane	5,600 to 6,500 VPD
US 360	4 Lane	4,900 to 17,000 VPD
US 460	4 Lane	7,100 to 14,000 VPD

Source: CRC Comprehensive Economic Development Strategy, 2019

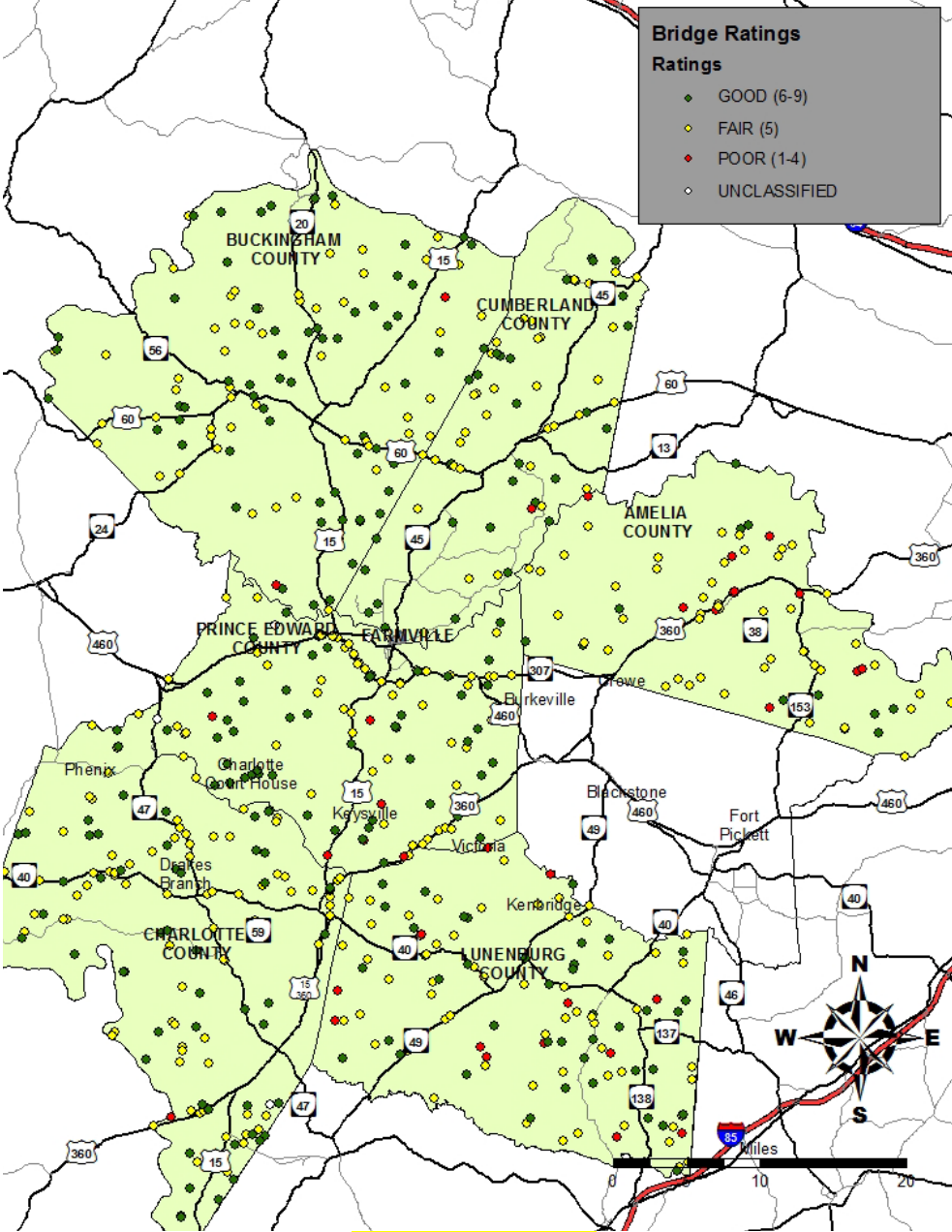


## BRIDGES AND CULVERTS — RATINGS

Bridges and culverts play a critical role within the transportation network, providing vital links across various water features, roadways, railroads, and challenging topography. Inspection grades are provided in VDOT's Statewide Planning System for each bridge and culvert. Structures with a grade of 1-4 are considered poor, 5 are fair, and 6-9 are regarded as good. While the accompanying tables summarize the results, a full inventory of bridges and culverts for the region can be found in Appendix D. Please note that improvements may have been completed to numerous bridges and culverts throughout the region since this data was last updated.



BRIDGES



## NATIONAL HIGHWAY SYSTEM (NHS) ROUTES

The National Highway System consists of roadways important to the nation's economy, defense, and mobility. The National Highway System (NHS) includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem):

- **Interstate:** The Eisenhower Interstate System of highways retains its separate identity within the NHS.
- **Other Principal Arterials:** These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- **Strategic Highway Network (STRAHNET):** This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.
- **Major Strategic Highway Network Connectors:** These are highways which provide access between major military installations and highways which are part of the Strategic Highway Network.
- **Intermodal Connectors:** These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

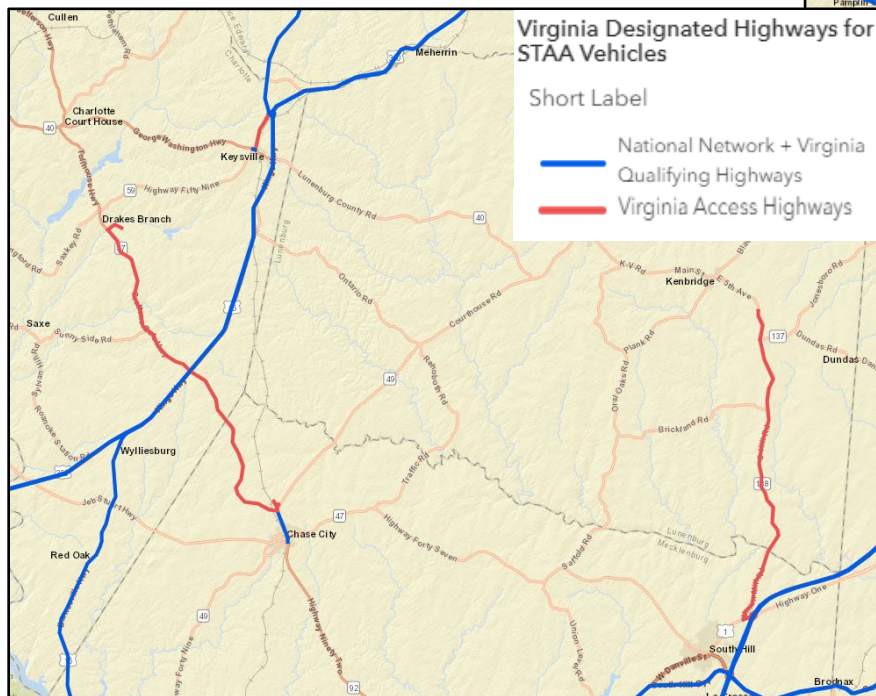
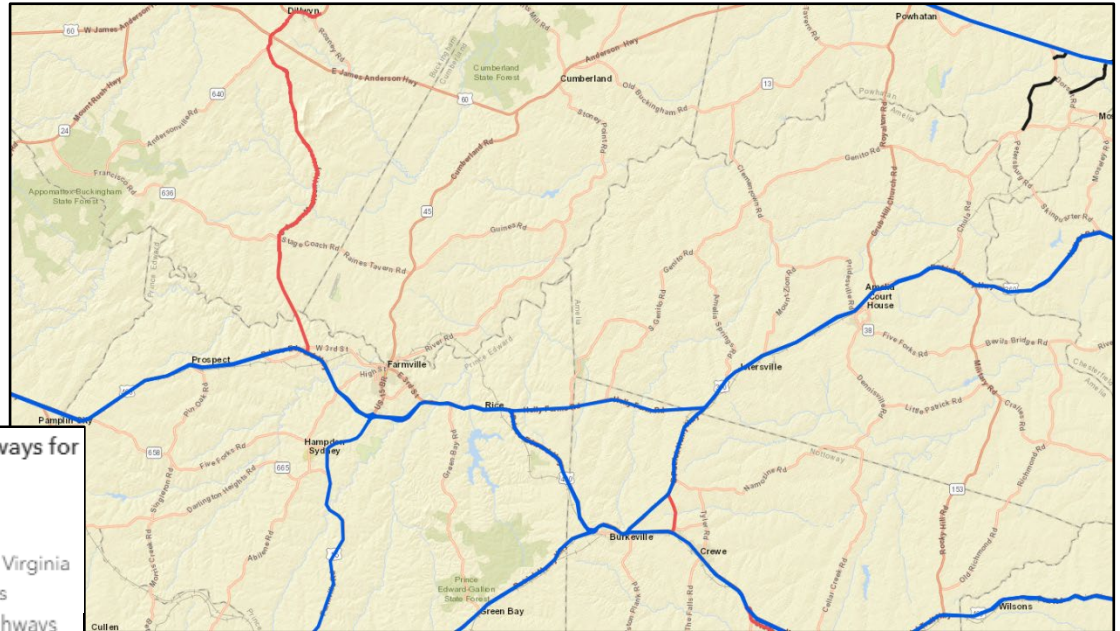




## VDOT DESIGNATED TRUCK ROUTES

Certain "STAA" vehicles (Twin trailers, triple saddle mounts and automobile and watercraft transporters) are required to use the designated Surface Transportation Assistance Act (STAA) highway system for travel in Virginia. These highways are not posted with signs indicating they are part of the designated system. This system includes the National Network (all interstates and certain primary routes), the Virginia Qualifying System (including various other state primary highways) and the Virginia Access System, which provides direct access to certain terminals. Trucks may travel up to one road-mile of travel off the National Network and Virginia Qualifying Highways (but not the Virginia Access System) to reach terminals, fuel, food, rest and repairs. These designated highways are on the Virginia Truck Routing Map available below (see below).

**NOTE:** Triple saddle mount combinations more than 75 feet long (up to the maximum allowable length of 97 feet) may only travel on the National Network.



### Who should use this map?

Truckers can use this map to determine the "designated" highways "STAA" trucks must use to travel in Virginia as detailed below.

**NOTE:** There are no signs posted on these highways to indicate that they are on the designated system.

Truckers may also use this map to see highways with restrictions due to their type or length of vehicle as detailed below. These restrictions are indicated by signs posted on the highway.



## VTRANS 2040 AND IDENTIFIED NEEDS

VTrans 2040 is a statewide plan designed to identify multimodal needs across the Commonwealth. Beginning in 2014 a needs assessment was conducted by the Office of Intermodal Planning and Investment. Capacity, operations and safety were the focal points of the assessment. Needs for the Commonwealth Regional Council were determined to be as follows:

**Segment E3—Heartland Corridor** (see map—right) begins in Bedford County and travels east, serving Campbell, Appomattox, Prince Edward, and Counties along with the City of Lynchburg. The segment travels through the Central Virginia MPO Area. Segment E3 serves as an alternative east-west thoroughway for passengers and freight, in addition to providing local access to rural communities. Around Lynchburg, Appomattox, and Farmville, US 460 serves as a limited-access highway. Highway Facilities: US 460 is a rural four-lane highway in Segment E3. A portion of US 460 is limited access and runs concurrently with US 29 through Lynchburg. US 460 also runs concurrently with US 15 around Farmville and with US 360 around Burkeville. A business spur of US 460 serves Lynchburg and the Towns of Appomattox, Pamplin, Farmville, Burkeville, and Blackstone. Transit Services: In this segment, the corridor is served by two transit providers: The Greater Lynchburg Transit Company serves Lynchburg and the Farmville Area Bus serves Farmville. Amtrak and Greyhound both have stations in Lynchburg, and Greyhound has a station in Farmville. Amtrak provides service along the corridor from Lynchburg along its Northeast Regional and Crescent Routes. Amtrak also operates thruway bus service connecting Lynchburg to Blacksburg, Roanoke, and Bedford. There are two Park-and-Ride facilities within Segment E3, located outside Lynchburg and Appomattox. Rail Facilities: Norfolk Southern operates its Heartland Corridor

Goal	Mid-term Transportation Need to Address VTrans Goal	Map # Depicting Needs and Supplemental Documentation	Map # Depicting Underlying Performance Measures (in Appendix)
A	Congestion Mitigation and Travel Time Reliability Improvement	Need 1A - 1D	Measure 1A - 1D (PECC), Measure 2A - 2D (TTI), Measure 3A - 3D (LOTTR)
A	Intercity and Passenger Rail On-time Performance Improvement	Need - 2	Measure 4, Measure 5
B	Transit and Non-motorized Accessibility Improvement for Workers	Need 3A - 3D	Measure 6A - 6D, Measure 7A - 7D
B	Transit Accessibility Improvement for Equity Emphasis Areas	Need 4A - 4D	Measure 8A - 8D
B	Accessibility and Mobility Improvements - UDAs and IEDAs	Need 5A - 5D, Appendix E and F	
C	Safety Improvements	Need 6A - 6D	Measure 9A - 9D (Pedestrian Safety Improvement Locations)
D	Capacity Preservation	Need 7A - 7D	Measure 10A - 10D
E	Transportation Demand Management	Need 8A - 8D	

### TRAVEL MARKETS

VTRANS IS ESTABLISHING MID-TERM (7-10 YEARS) NEEDS FOR SAFETY AND THREE DISTINCT TRAVEL MARKETS

#### Corridors of Statewide Significance (CoSS)

- Serve inter-regional travel.

#### Regional Networks (RN)

- Serve commuters, intra-regional, and local travel.

#### Urban Development Areas (UDA)

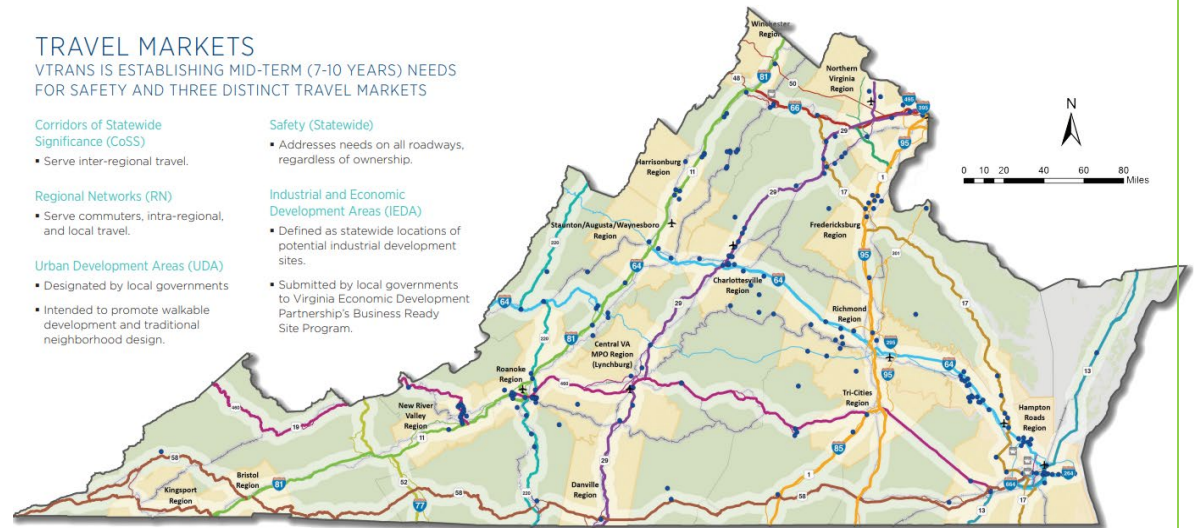
- Designated by local governments
- Intended to promote walkable development and traditional neighborhood design.

#### Safety (Statewide)

- Addresses needs on all roadways, regardless of ownership.

#### Industrial and Economic Development Areas (IEDA)

- Defined as statewide locations of potential industrial development sites.
- Submitted by local governments to Virginia Economic Development Partnership's Business Ready Site Program.



### Corridors of Statewide Significance\*

\*Thin lines of same color represent Corridor Component Facilities

- Coastal Corridor
- Crescent Corridor
- East-West Corridor
- Eastern Shore Corridor
- Heartland Corridor
- North Carolina to West Virginia Corridor
- North-South Corridor
- Northern Virginia Corridor
- Seminole Corridor
- Southside Corridor
- Washington to North Carolina Corridor
- Western Mountain Corridor

Ports Airports Rail Network Regional Networks Urban Development Areas (as of May 2018)

line, the most important rail route for transport between the Port of Virginia and markets located west of Virginia. Lynchburg serves as a junction area between rail corridors traveling north-south and east-west. Port Facilities: No port facilities are located directly adjacent to Segment E3, but the Heartland Corridor does provide direct access to the Port of Virginia facilities in the Hampton Roads Area. Airport Facilities: The Lynchburg Regional Airport is the only commercial airport in this segment. Three other general and local service airports exist in Segment E3.

## CORRIDOR OF STATEWIDE SIGNIFICANCE (CoSS) IDENTIFIED NEEDS

A	Coastal Corridor (US 17)
B	Crescent Corridor (I-81)
C	East-West Corridor (I-64)
D	Eastern Shore Corridor (US 13)
E	Heartland Corridor (US 460)
F	North Carolina to West Virginia Corridor (US 220)
G	North-South Corridor (Route 234)
H	Northern Virginia Corridor (I-66)
I	Seminole Corridor (US 29)
J	Southside Corridor (US 58)
K	Washington to North Carolina Corridor (I-95)
L	Western Mountain Corridor (I-77)



Summary of Needs - E3 Segment		
A.		Parking lot at Amtrak station is often over capacity
B.		Intercity bus service between Lynchburg and Farmville is infrequent and there is no bus shelter at the Farmville station
C.		Lynchburg Regional Airport: flights only available to a single destination (Charlotte, NC)
D.		No passenger rail connections to the Town of Bedford
E.		Safety concerns at US 460 near Farmville
F.		Freight trains stopped on the at-grade crossing over Concord Turnpike causes major traffic delays
G.		Safety concerns at intersection of US 460 and Prospect Rd

Summary of Needs - E3 Segment		
H.		Safety concerns at intersection of US 460 and VA 307
I.		Insufficient merge distance on ramp from US 460 to US 29 South
J.		No parallel highway facilities exist for US 460
K.		No passenger rail service from Lynchburg to other cities in the corridor
L.		US 460-Business between Tomahawk Dr and Roundelay Rd in Lynchburg: 87 severe crashes
M.		US 460 between Cherry St and Rocks Church Rd in Appomattox: 15 severe crashes
N.		Unreliable Amtrak service from Lynchburg station. Average departure delay is 23 minutes totaling over 16,200 person-hours of delay from this segment.

Heartland Corridor (E3) needs as identified through the VTrans 2040 update.



## POTENTIAL FOR SAFETY IMPROVEMENT (PSI) AND SMART SCALE LOCATIONS

Within each VDOT District, intersections and roadway segments are reviewed and identified based upon a Potential for Safety Improvement (PSI) score. A PSI score is calculated by taking the number of crashes within the subject area and subtracting the predicted number for that type of intersection or road segment based upon traffic volume. Locations that appear in the 0-25 percentile are deemed to be in greater need of safety improvements than projects in the 26-50 percentile.

Buckingham, Charlotte, Cumberland and Prince Edward Counties are located in VDOT's Lynchburg District, while Amelia and Lunenburg and Nottoway Counties are located in the Richmond District. To the right is a map that shows PSI locations ranked in the top 50 percentile for both the Richmond and Lynchburg VDOT Districts from the 2018 report. Below are aerial photos of the project sites.

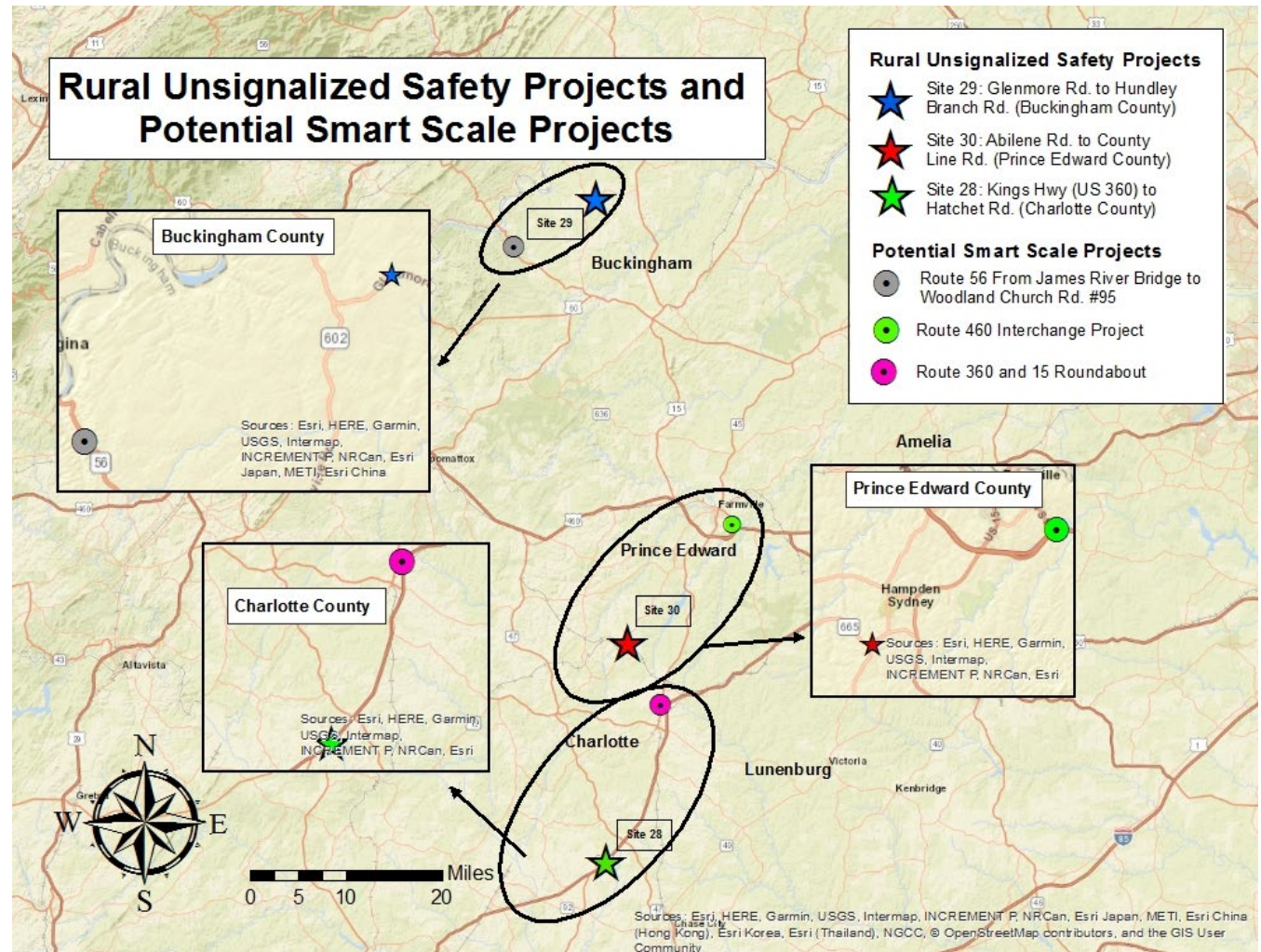
### Rural Unsignalized Safety Projects

- Site 28—Charlotte County
- Site 29—Buckingham County
- Site 30—Prince Edward County

### Potential Smart Scale Projects

- Route 56 from James River Bridge to Woodland Church Rd. (Buckingham)
- 460 East Interchange Project (Prince Edward)
- Route 360 and 15 Roundabout (Charlotte County)

An inventory of PSI locations relevant to the Commonwealth Regional Council can be found in a table on the following two pages. To view all PSI locations or to review the most current data, please visit [www.vtrans.org/archive/vtrans2040](http://www.vtrans.org/archive/vtrans2040).

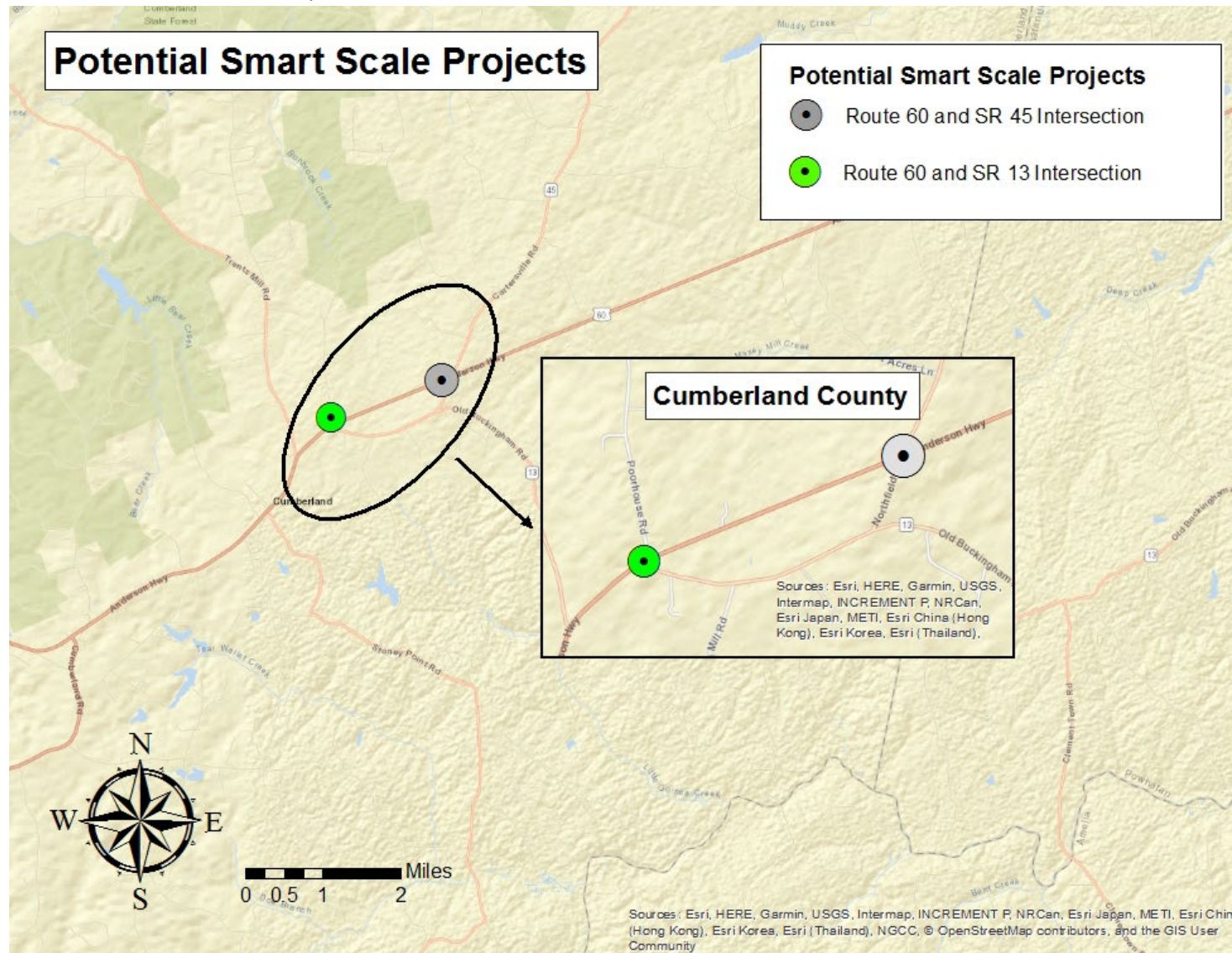




## POTENTIAL FOR SAFETY IMPROVEMENT (PSI) AND SMART SCALE LOCATIONS (CONT'D)

### Potential Smart Scale Projects

- Route 60 and SR 13 Intersection (Cumberland)
- Route 60 and SR 45 Intersection Improvements (Cumberland)





## SITE 28: PSI PROJECT—(KINGS HWY/HATCHET RD)



Source: Google Earth



## SITE 29: PSI PROJECT—(GLENMORE RD/HUNDLEY BRANCH RD)



Source: Google Earth



## SITE 30: PSI PROJECT—(COUNTY LINE RD/ABILENE RD)



Source: Google Earth



## POTENTIAL PSI PROJECT—(WOODLAND CHURCH RD (RT. 604)/ROUTE 56 INTERSECTION)



Source: Google Earth

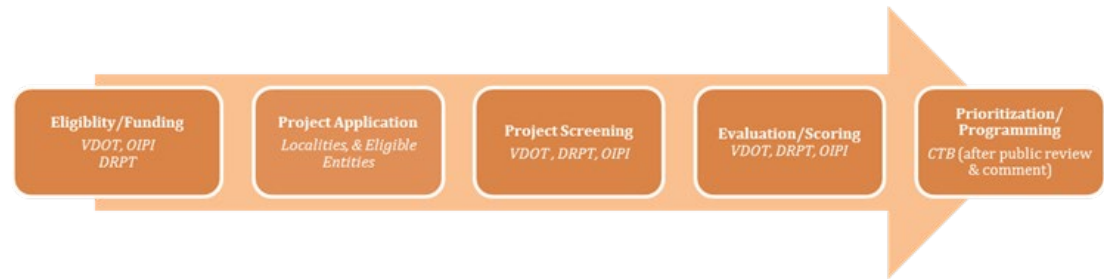


## POTENTIAL SMART SCALE PROJECTS

Virginia's SMART SCALE (§33.2-214.1) is about picking the right transportation projects for funding and ensuring the best use of limited tax dollars. It is the method of scoring planned projects included in VTrans that are funded by House Bill 1887. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) has the best information possible to select the right projects for funding.

### SMART SCALE Process

Virginia's SMART SCALE process includes five overarching steps, as identified below. The preliminary step requires project sponsors to determine their eligibility prior to beginning the SMART SCALE applications process. The final step in the prioritization process includes programming of selected projects. The responsible agency for each process step is identified in italics below.



### Program Funding

Funding for project prioritization comes from two main pathways —the construction District Grants Program (DGP) and the High-Priority Projects Program (HPPP) – both established in 2015 under the Code of Virginia §33.2-358. The DGP is open only to localities. Projects applying for DGP funds compete with other projects from the same construction district. Projects applying for HPPP funds compete with projects from across the commonwealth.

### CRC Smart Scale Projects by Locality:

#### Amelia County

- N/A

#### Buckingham County

- RTE 15 and 617 (turn lane improvement)

#### Charlotte County

- Rte. 15 - Construct Roundabout at Rte. 360

#### Cumberland County

- RTE 60 and VA-13 (reconstruction into 4-leg intersection with new turn lanes)
- RTE 60 and VA-45 (realignment and correction of roads' minor angles)

#### Lunenburg County

- N/A

#### Prince Edward County

- RTE 460 interchange
- Intersection of 692 at 665 improvement

## BUCKINGHAM COUNTY—SMART SCALE (US 15 & SR 617)



Source: Google Earth



## CHARLOTTE COUNTY—SMART SCALE (US 360 & US 15)



Source: Google Earth



## CUMBERLAND COUNTY—SMART SCALE (U.S. 60 & VA-13)



Source: Google Earth



## CUMBERLAND COUNTY—SMART SCALE (U.S. 60 & VA-45)





## PRINCE EDWARD COUNTY—SMART SCALE (US 460 E INTERCHANGE)



Source: Google Earth



## PRINCE EDWARD COUNTY—SMART SCALE (CONT'D) (SR 692 & 665)



Source: Google Earth

## VTRANS TRANSPORTATION MULTIMODAL PLAN 2025 NEEDS ASSESSMENT

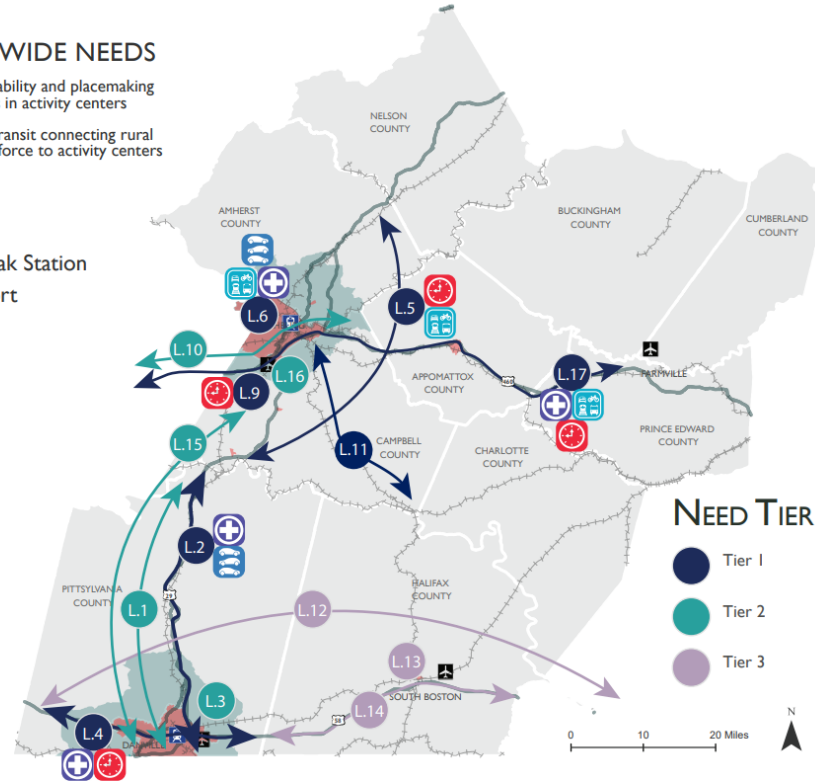
The identification of needs came from a variety of sources, including stakeholder and public outreach, review of existing transportation plans and programs, and extensive data analysis and research. The stakeholder and public outreach included: Two rounds of regional forums in spring and summer 2015, across five locations for each round. Each round included a stakeholder workshop and public open house to review and comment on the assessment of capacity, operations, and safety needs. Regular meetings and coordination with regional planners throughout spring and summer 2015 to discuss the development of needs for each of the 15 Regional Networks. A webinar, questionnaire, and regular coordination with localities which had previously designated or were planning to designated Urban Development Areas consistent with the Code of Virginia for inclusion within the Needs Assessment.

### VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS LYNCHBURG DISTRICT

#### DISTRICT-WIDE NEEDS

- L7 Walkability and placemaking needs in activity centers
- L8 Paratransit connecting rural workforce to activity centers

- Amtrak Station
- Airport
- CoSS
- UDA
- MPO



#### NEED TYPE

- Corridor Reliability
- Network Connectivity
- Transportation Demand Management
- Redundancy & Mode Choice
- Walkability & Bikeability
- Safety
- Bottlenecks
- Congestion
- Circulation and Access within the UDA
- Access to Transportation Networks beyond the UDA

#### NEED TIER

- Tier 1
- Tier 2
- Tier 3

NEED LOCATIONS ARE GENERALIZED BY REGION; THEY ARE NOT INTENDED TO BE EXACT GEOGRAPHIC REPRESENTATIONS.




Note: Tier 1 needs in Prince Edward County (Safety, Corridor Reliability, and Redundancy & Mode Choice). Tier 3 needs in the southern border of Charlotte County.

Need ID	Need Description	Need Icons	Local Priority Score (out of 5)	VTrans Goal Score (out of 5)	Need Criticality Score (out of 10)	Total Score (out of 20)	Final Tiering
L.17	Within the Lynchburg District, the US 460 corridor between Bedford and Farmville has redundancy, mode choice, safety and reliability needs.		4	4.5	5	14	I






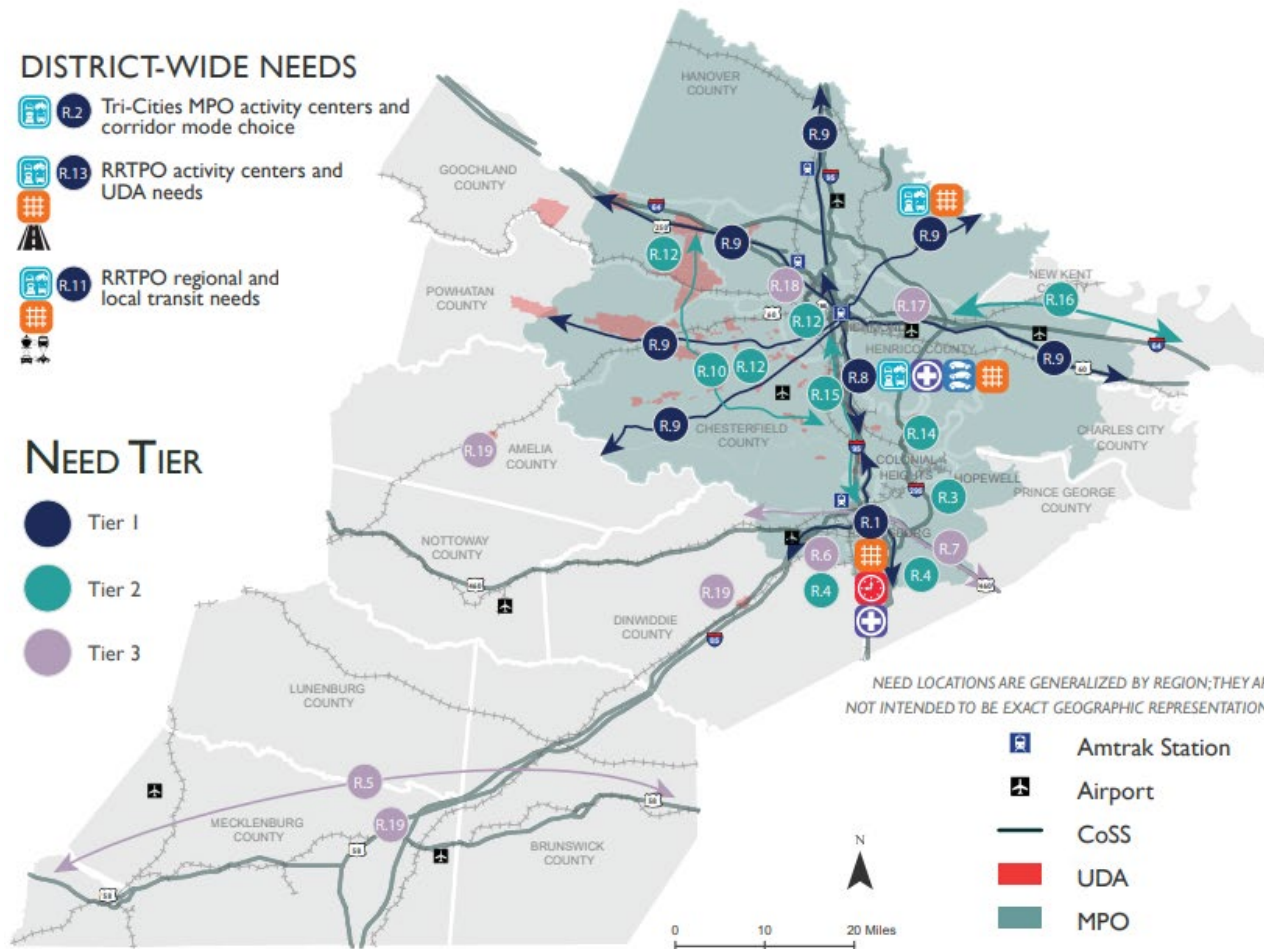
# VMTP GENERALIZED MAP OF CONSOLIDATED NEEDS RICHMOND DISTRICT

## DISTRICT-WIDE NEEDS






-  **R.2** Tri-Cities MPO activity centers and corridor mode choice
-  **R.13** RRTPO activity centers and UDA needs
-  **R.11** RRTPO regional and local transit needs

## NEED TIER





-  Tier 1
-  Tier 2
-  Tier 3



NEED LOCATIONS ARE GENERALIZED BY REGION; THEY ARE NOT INTENDED TO BE EXACT GEOGRAPHIC REPRESENTATIONS.

-  Amtrak Station
-  Airport
-  CoSS
-  UDA
-  MPO

## NEED TYPE

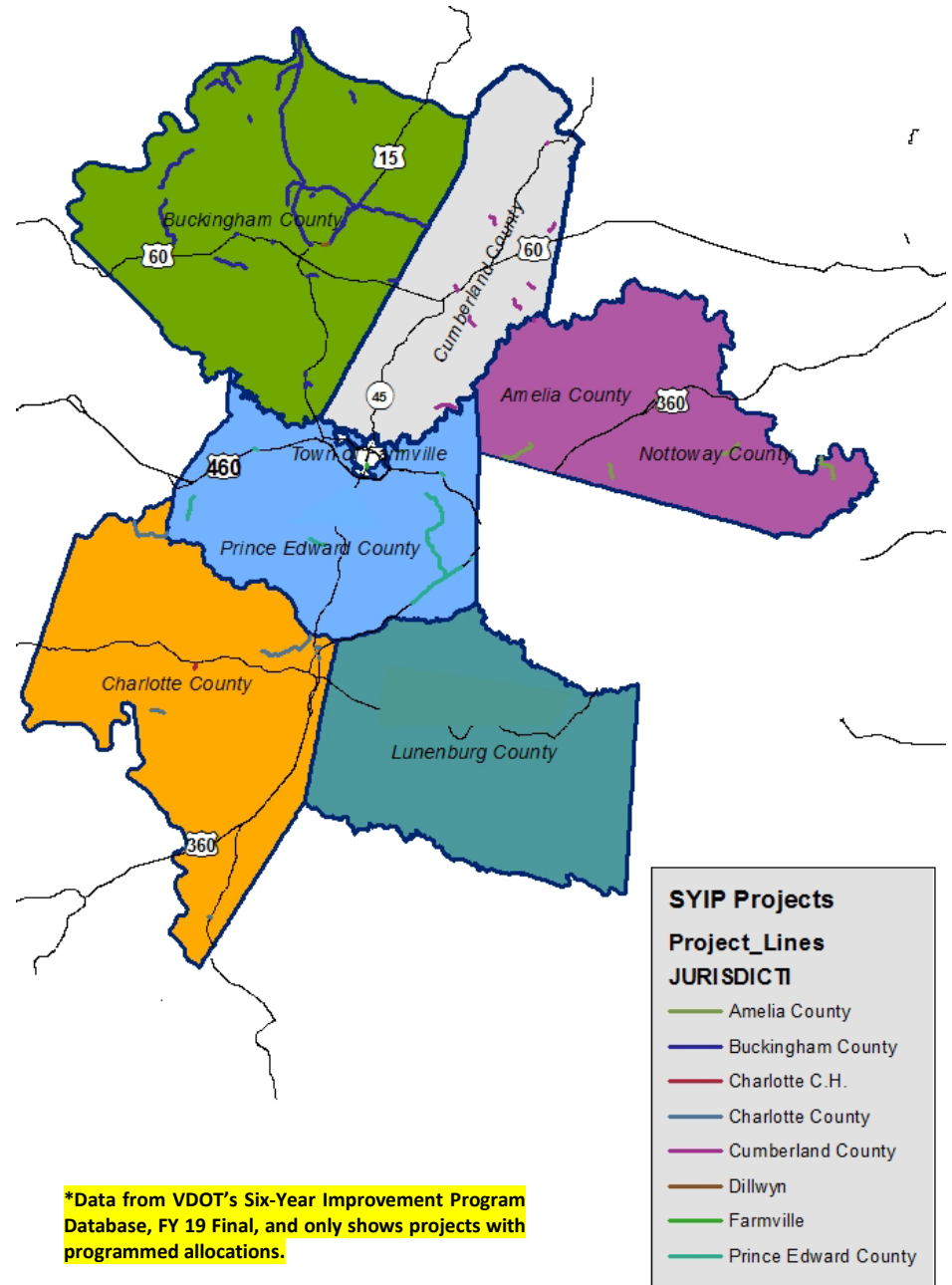
-  Corridor Reliability
-  Network Connectivity
-  Transportation Demand Management
-  Redundancy & Mode Choice
-  Walkability & Bikeability
-  Safety
-  Bottlenecks
-  Congestion
-  Circulation and Access within the UDA
-  Access to Transportation Networks beyond the UDA

Note: Tier 3 needs in central Amelia, and the southern border of Lunenburg County.

Need ID	Need Description	Need Icons	Local Priority Score (out of 5)	VTrans Goal Score (out of 5)	Need Criticality Score (out of 10)	Total Score (out of 20)	Final Tiering
R.19	Within the Richmond District, Amelia Courthouse, South Hill, and Dinwiddie County UDAs have connectivity, access, and circulation needs.	 	1	2	2	5	3

## SIX-YEAR IMPROVEMENT PROGRAM (SYIP)

In order to better plan for and allocate appropriate funds for a variety of transportation projects, the Commonwealth Transportation Board updates and adopts a Six-Year Improvement Program on an annual basis. The first year of the program includes the actual budgeting of funds, while the remaining five years identifies projected funding for projects. A list of all projects can be found in the table below.



## SIX-YEAR IMPROVEMENT PROGRAM (SYIP) PROJECT LIST--

UPC	VDOT District	VDOT Residency	Road	Improvement	Locality
104953	Richmond	Chesterfield		#Sgr Rte. 360 - Replace Wbl Bridge (Fed Id 1224; Cn Only)	Amelia
107383	Richmond	Chesterfield	Rock Castle Lane	Rte. 608 - Rural Rustic	Amelia
107385	Richmond	Chesterfield	Selma Road	Rte. 657 - Rural Rustic	Amelia
107386	Richmond	Chesterfield	Buckskin Creek Road	Rte. 640 - Rural Rustic	Amelia
108656	Richmond	Chesterfield	Cousins Lane	Rte. 646 - Rural Rustic	Amelia
110424	Richmond	Chesterfield	Patrick Henry Highway	#Sgr Rte. 360 Ebl - Replace Bridge (Fed Id 1226)	Amelia
T17644	Lynchburg	Farmville	N James Madison Hwy	Rte. 15 - Shoulder Widening / Rumble Stripes	Buckingham
82513	Lynchburg	Farmville	Racoon Crossing Rd.	Rte.622 - Bridge Repl & Appr Over Ns Rr Fed. Str.No. (13936)	Prince Edward
88830	Lynchburg	Farmville	South Main Street	#Smart18 - Bus 15 - Construct Ltl @ Ur3860 (Milnwood Rd)	Prince Edward
106254	Lynchburg	Farmville	Lakeside Road	Rte. 705 - Rural Rustic (Surface Treat Non-Hard Surface)	Prince Edward
106255	Lynchburg	Farmville	Green Town Road	Rte. 691 - Rural Rustic (Surface Treat Non-Hard Surface)	Prince Edward
106260	Lynchburg	Farmville	Midland Road	Rte. 662 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
106261	Lynchburg	Farmville	Logan Road	Rte. 653 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
106291	Lynchburg	Farmville	James Madison Highway	Dillwyn Streetscapes - Phase V	Buckingham
109529	Lynchburg	Farmville	South James Madison Highway	#Hb2.Fy17 Rte. 15 - Left & Right Turn Lanes At Rte. 636	Buckingham
109531	Lynchburg	Farmville	Prince Edward Highway	#Hb2.Fy17 Rte. 460 - Intersection Reconstruction At Rte. 307	Prince Edward
109535	Lynchburg	Farmville	Farmville Road	#Hb2.Fy17 Rte. 15 - Left & Right Turn Lanes At Rte. 665	Prince Edward
109537	Lynchburg	Farmville	Farmville Road	#Hb2.Fy17 Rte. 15 - Construct Roundabout at Rte. 692	Prince Edward
109703	Lynchburg	Farmville	Kings Highway	#Hb2.Fy17 Rte. 360 - Turn Lanes & Entrance at Heartland Bus Park	Charlotte

<b>109704</b>	Lynchburg	Farmville	West James Anderson Highway	#Hb2.Fy17 Rte. 60 - Left & Right Turn Lanes at Rte. 56	Buckingham
<b>110108</b>	Lynchburg	Farmville	Constitution Route	Rte. 20 - Shoulder Widening / Rumble Strips / Gr Upgrades	Buckingham
<b>110157</b>	Lynchburg	Farmville	B-A-H Road	Rte. 695 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>110608</b>	Lynchburg	Farmville	Bridge Road	Rte. 644 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>110765</b>	Lynchburg	Farmville	Prince Edward Highway	#Smart18 - Rte. 460 - Dynamic Flashers at Rte. 626	Prince Edward
<b>110767</b>	Lynchburg	Farmville	Farmville Highway	#Smart18 - Rte. 15 - Construct Roundabout at Rte. 360	Charlotte
<b>110766</b>	Lynchburg	Farmville	SR45	#SMART18 - RTE 45 - CONSTRUCT ROUNDABOUT AT RTE 690	Cumberland
<b>111282</b>	Lynchburg	Farmville	Brook Hill Rd	#SGR - RTE 621 BR & APPR OVER APPOMATTOX RIVER FED ID 5741	Cumberland
<b>111495</b>	Lynchburg	Farmville	Various	#Sgr Pm3d18 Prince Edward County Primary Plant Mix	Prince Edward
<b>111616</b>	Lynchburg	Farmville	Greenview Road	Rte. 698 - Rural Rustic (Surface Treat Non-Hard Surface)	Charlotte
<b>111617</b>	Lynchburg	Farmville	Eubanks Road	Rte. 807 - Rural Rustic (Surface Treat Non-Hard Surface)	Charlotte
<b>111618</b>	Lynchburg	Farmville	Pine Crest Road	Rte. 820 - Rural Rustic (Surface Treat Non-Hard Surface)	Charlotte
<b>111622</b>	Lynchburg	Farmville	Warminster Church Road	Rte. 737 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>111623</b>	Lynchburg	Farmville	Copper Mine Road	Rte. 617 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>111624</b>	Lynchburg	Farmville	Old Jones Road	Rte. 786 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>111625</b>	Lynchburg	Farmville	Alpha Road	Rte. 731 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>111626</b>	Lynchburg	Farmville	Cata Road	Rte. 624 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>111627</b>	Lynchburg	Farmville	Nursery Road	Rte. 661 - Rural Rustic (Surface Treat Non-Hard Surface)	Prince Edward

<b>111677</b>	Lynchburg	Farmville	Watson Road	Rte. 748 - Rural Rustic (Surface Treat Non-Hard Surface)	Prince Edward
<b>111873</b>	Lynchburg	Farmville	Constitution Route	Pm3g18 Buckingham Rte. 20 Plant Mix Patch / Overlay	Buckingham
<b>112019</b>	Lynchburg	Farmville	Mountain View Road	Rte. 698 Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>112020</b>	Lynchburg	Farmville	Old Sheppard's Road	Rte. 689 - Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>113929</b>	Lynchburg	Farmville	Millers Lake Road	Rte. 613 - Rural Rustic (Surface Treat Non-Hard Surface)	Prince Edward
<b>114029</b>	Lynchburg	Farmville	Winfrey Inez Road	Rte. 699 Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>114030</b>	Lynchburg	Farmville	Lee Town Road	Rte. 764 Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>114031</b>	Lynchburg	Farmville	Red Road	Rte. 630 Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>114032</b>	Lynchburg	Farmville	Rocky Mountain Road	Rte. 669 Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>114033</b>	Lynchburg	Farmville	Cobbs Road	Rte. 684 Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>114034</b>	Lynchburg	Farmville	Brill Road	Rte. 785 Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>114035</b>	Lynchburg	Farmville	Shumaker Road	Rte. 773 Rural Rustic (Surface Treat Non-Hard Surface)	Buckingham
<b>109056</b>	Lynchburg	Halifax	Evergreen Road	Phase I - Rte. 645 - Construct Sidewalk	Charlotte
<b>111280</b>	Lynchburg	Halifax	Jeb Stuart Highway	#Sgr - Rte. 92 Bridge & Appr Over Staunton River Fed Id 4851	Charlotte
<b>113927</b>	Lynchburg	Halifax	Eureka Mill Road	Rte. 652 - Rural Rustic (Surface Treat Non-Hard Surface)	Charlotte
<b>113928</b>	Lynchburg	Halifax	Tower Road	Rte. 691 - Rural Rustic (Surface Treat Non-Hard Surface)	Charlotte





## PUBLIC TRANSPORTATION

Public transportation includes public transit, both fixed-route and demand-responsive, volunteer transportation, and private providers. Public transportation includes public transit, both fixed-route and demand-responsive, volunteer transportation, and private providers. There are two public transit agencies that serve the Commonwealth Region: Farmville Area Bus (FAB) and JAUNT. FAB operates within Farmville, including the Longwood University, and also serves Longwood and the rural portion of Prince Edward County through Prince Edward Rural Transit. JAUNT is a fixed-route and demand-responsive provider based in Charlottesville. JAUNT provides commuter routes in Buckingham County. FAB also provides demand-responsive service within the Town of Farmville. Crossroads Community Services offers flexible (deviated) fixed-route service for individuals with disabilities.



### AVAILABLE SERVICE:

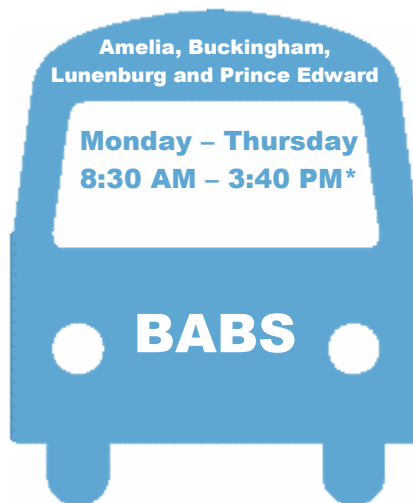
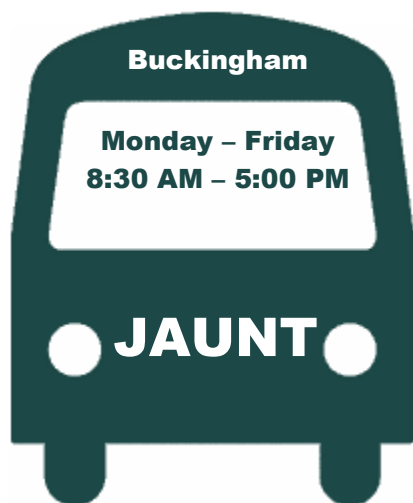
#### JAUNT

JAUNT, Inc. is a regional public transportation system providing service to the citizens of Albemarle, Fluvanna, Louisa, Nelson, Buckingham, and Amherst Counties, as well as Charlottesville. Organized in 1975, JAUNT is recognized statewide and nationally for the high quality of its efficient service and driver training.



#### FARMVILLE AREA BUS (FAB)

The Town of Farmville, in conjunction with the Virginia Department of Rail and Public Transportation and Longwood University, provides a fixed-route transit service seven days a week. The Farmville Area Bus provides service utilizing two (2) in-town routes. The Farmville Area Bus also operates the Prince Edward County Transit (PERT). PERT serves the Meherrin/Green Bay and Prospect/Pamplin areas on alternating weekdays.



## BLACKSTONE AREA BUS SYSTEM (BABS)

Since 2003, BABS has overseen the creation or annexation of six (6) public transportation routes resulting in the management of seven (7) routes total. These routes now service the towns of Crewe, Burkeville, Kenbridge, Victoria, Alberta, and McKenney as well as the Counties of Nottoway, Lunenburg, Brunswick, Prince Edward, Amelia, Buckingham, Cumberland, and Dinwiddie. There are also several route expansions and the creation of a new route being planned or underway. The only current fixed-route service is the Brunswick Express provided by the Blackstone Area Bus System. This is a flexible (deviated) fixed-route servicing Blackstone in Nottoway County, west of the CRC, the Southside Virginia Community College (SVCC), and the Amelia and Prince Edward Counties. If provided with at least 24-hour notice, the BABS will deviate up to  $\frac{3}{4}$  of a mile from their scheduled route to accommodate those with disabilities.

## FUTURE SERVICES/PLANS

The Statewide Public Transportation and Transportation Demand Management Plan, a product of the Virginia Department of Rail and Public Transportation (DRPT), is produced to identify long term transit enhancements. The DRPT Plan for the CRC examined and analyzed the existing fixed-route transit and demand responsive transit services and identified strategies to address existing unmet transit needs of the region's population (DRPT, Commonwealth, 2008).

The Plan identified unmet transportation needs in the region that included the following:

- Transportation to medical facilities, shopping, and social/religious events for older adults;
- Expanded transportation services for dialysis treatments;
- Expanded access to job locations (including industrial parks) for workers with low-income and people with disabilities;
- Expanded weekend and evening services;
- Transportation that meets late night shift hours for people with low-income and people with disabilities;
- Marketing campaign to improve image of public transit and information on existing services;
- Increased education for local and state government regarding funding;
- Mobility manager as single point of contact for region;
- Better connectivity between BABS and FAB and expanded regional services.





## BICYCLE AND PEDESTRIAN FACILITIES

The bicycle and pedestrian facilities in the CRC are mainly utilized for recreational purposes. When taking into account the local bike plans, the East Coast Greenway and the Beaches to Bluegrass Trail, the region has approximately 850 miles of identified on-road bicycle routes. There is also 60 miles of off-road trails to explore, consisting of the Tobacco Heritage Trail and several other trail networks in area parks. Plans call for the construction of over 200 additional miles of off-road trails in the future through a variety of plans and programs.

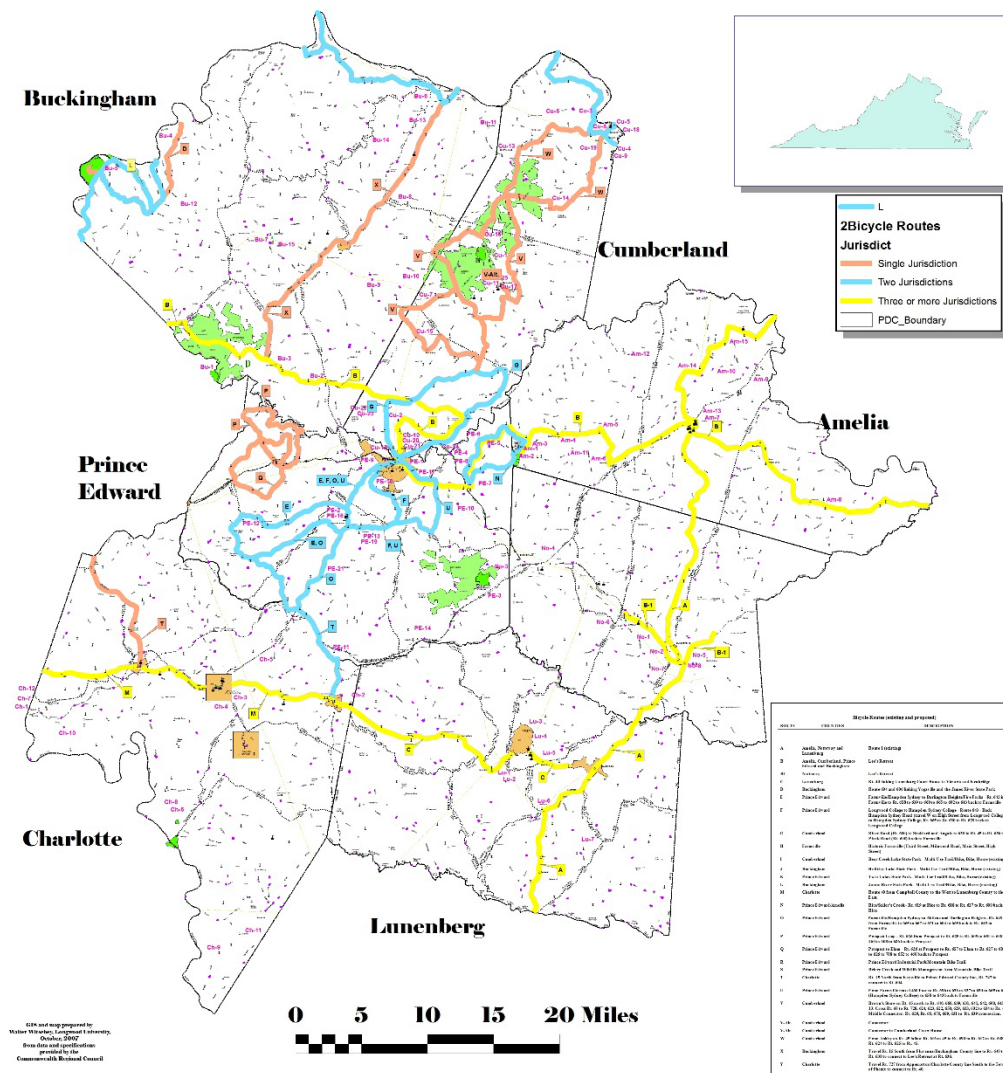
## ROUTES AND TRAILS

The Commonwealth Regional Council currently has one regional plan that address bicycle and pedestrian facilities, the CRC Regional Bike Plan (2010), which accounts for the counties of Amelia, Buckingham, Charlotte, Cumberland, Lunenburg, Nottoway, and Prince Edward. The plans identify existing facilities and opportunities for extensions of the network.

**High Bridge Trail** – High Bridge Trail, located in Prince Edward County (see photo on next page), is 31 miles long and ideally suited for hiking, bicycling and horseback riding. Once a rail bed, the trail is wide, level and generally flat. Its finely crushed limestone surface and dimensions make it easy to enjoy. The park's centerpiece is the majestic High Bridge, which is more than 2,400 feet long and 125 feet above the Appomattox River. It is the longest recreational bridge in Virginia and among the longest in the United States. High Bridge Trail traverses Cumberland, Nottoway and Prince Edward counties and the towns of Burkeville, Farmville, Pamplin City, Prospect and Rice

**Bear Creek Lake State Park**— Nestled in the heart of the Cumberland State Forest in central Virginia, Bear Creek Lake is

# Commonwealth Regional Council Bicycle Plan Routes and Points of Interest





less than an hour west of Richmond. Guests also enjoy the park's trails and access to the adjoining 16,000-acre Cumberland State Forest, including the 14-mile Cumberland Multi-use Trail, which is available for hiking, biking and horseback riding.

**Holliday Lake Trail** – Located on the Appomattox-Buckingham County line, the Carter Taylor Trail is a great place to explore the Appomattox-Buckingham State Forest. Travelers will pass through harvested areas that have been replanted and through areas that are protected and nature is allowed to take its course. This trail is open to foot travelers, bicyclists, and horseback riders.

**James River State Park** – Located in Buckingham County, the Cabell Trail is open to horses, hiking and biking.

**Twin Lakes State Park** - The Prince Edward Gallion Bridle, Boot and Bike Trail is a multi-use trail open to the public throughout the year. This is a nine-mile (one way) trail leading through the Prince Edward Gallion State Forest

**Staunton River Battlefield Sate Park** – Located in Charlotte County, the park includes a 1.2-mile self-guided trail through the battlefield and a .75-mile nature trail with two wildlife observation towers overlooking wetlands.

**U.S. Bicycle Route 1 (USBR 1)** was established in 1982 as an original U.S. Bicycle Route. When completed, this route will span approximately 1,525 miles, stretching from Maine to Florida. So far Virginia is one of only four states in which the American Association of State Highway and Transportation Officials (AASHTO) officially recognizes the Commonwealth's segment of USBR 1 as part of the U.S. Bicycle Route system. In Virginia, USBR 1 currently runs through 14 counties, 4 towns and 3 cities. Specific to the Commonwealth Regional Council the route traverses through Lunenburg and Amelia Counties.



James River State Park, Buckingham Va



Twin Lakes State Park, Prince Edward, Va



Sailor's Creek Battlefield State Park, Amelia, Va

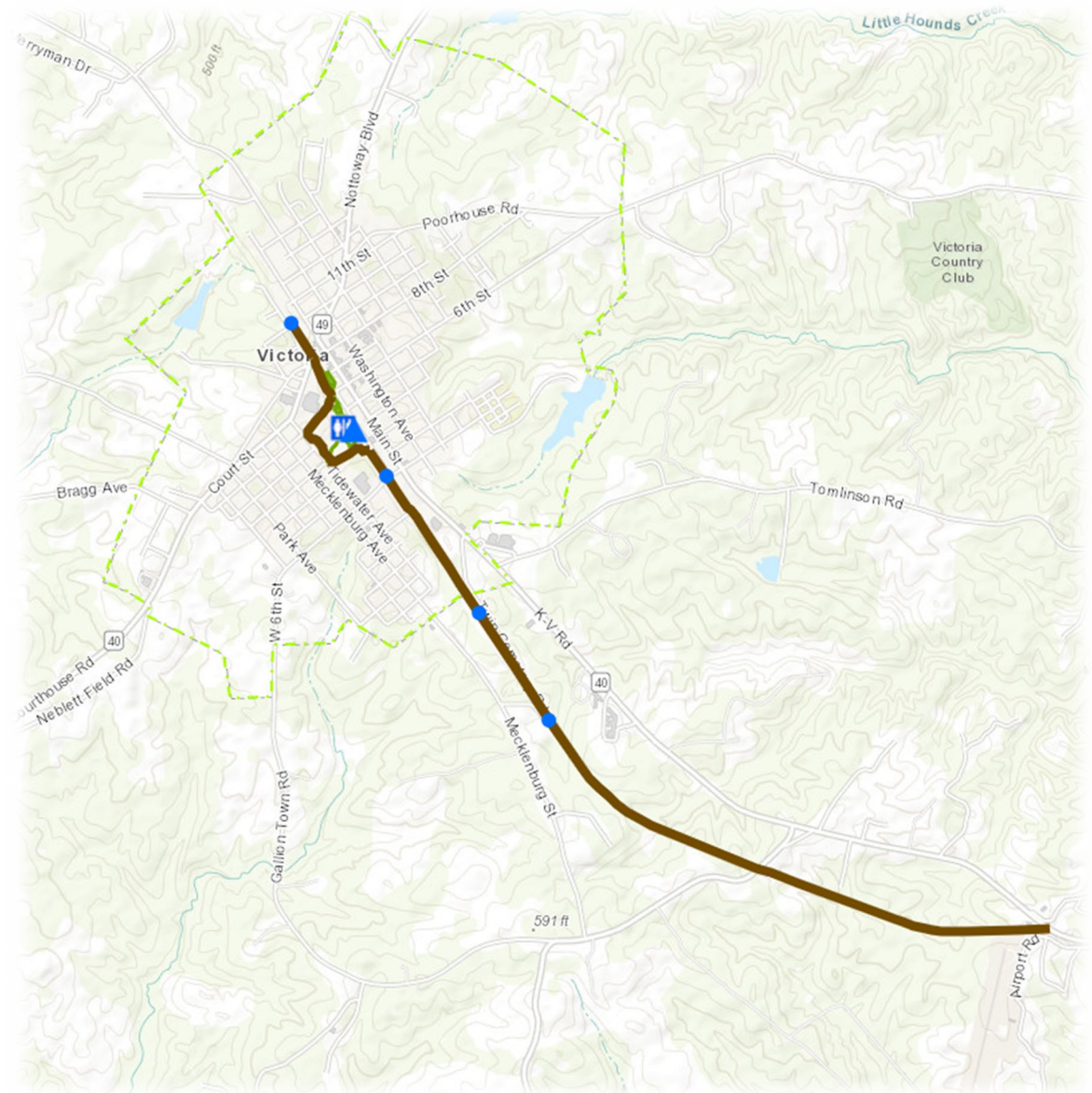


High Bridge Trail, Farmville, Va

**\*\*All photos courtesy of the Virginia Department of Conservation and Recreation**



The **Tobacco Heritage Trail (THT)**, a planned network of mostly off-road multi-use trails utilizing former railroad right-of-way, is managed by Roanoke River Rails-to-Trails, Inc. (RRRT). Established in 2005, the RRRT has a vision to construct connecting recreation trails across the counties of Brunswick, Charlotte, Halifax, Lunenburg, and Mecklenburg. To-date, a little over 20 miles of off-road trail has been constructed, the longest segment running between the towns of La Crosse and Lawrenceville. There is a small section of on-road trail in the town of Brodnax, while a much longer on-road portion of the trail stretches from La Crosse to Chase City. Planning efforts are currently underway for future expansion of the trail in South Boston and Alberta, while an old train depot in Brodnax is scheduled to be restored and will provide additional trail facilities in that area. Pictured to the right is a segment of the THT in Victoria, Virginia. The Town of Victoria is also working to have the trail expanded 4 miles to connect with the Town of Kenbridge—adding additional economic benefit to the region.



**Tobacco Heritage Trail—CRC region (Town of Victoria)**





## AIRPORTS PREFERRED AIRCRAFT BASED FORECASTS BY AIRPORT

The Virginia Air Transportation System Plan Update (2016) includes data on based aircraft circa 2012 with future projections for each facility. Of the two (2) airports (Farmville Regional Airport and the Lunenburg County Airport) in the region, only Lunenburg County Airport is forecasted to show growth in this area.

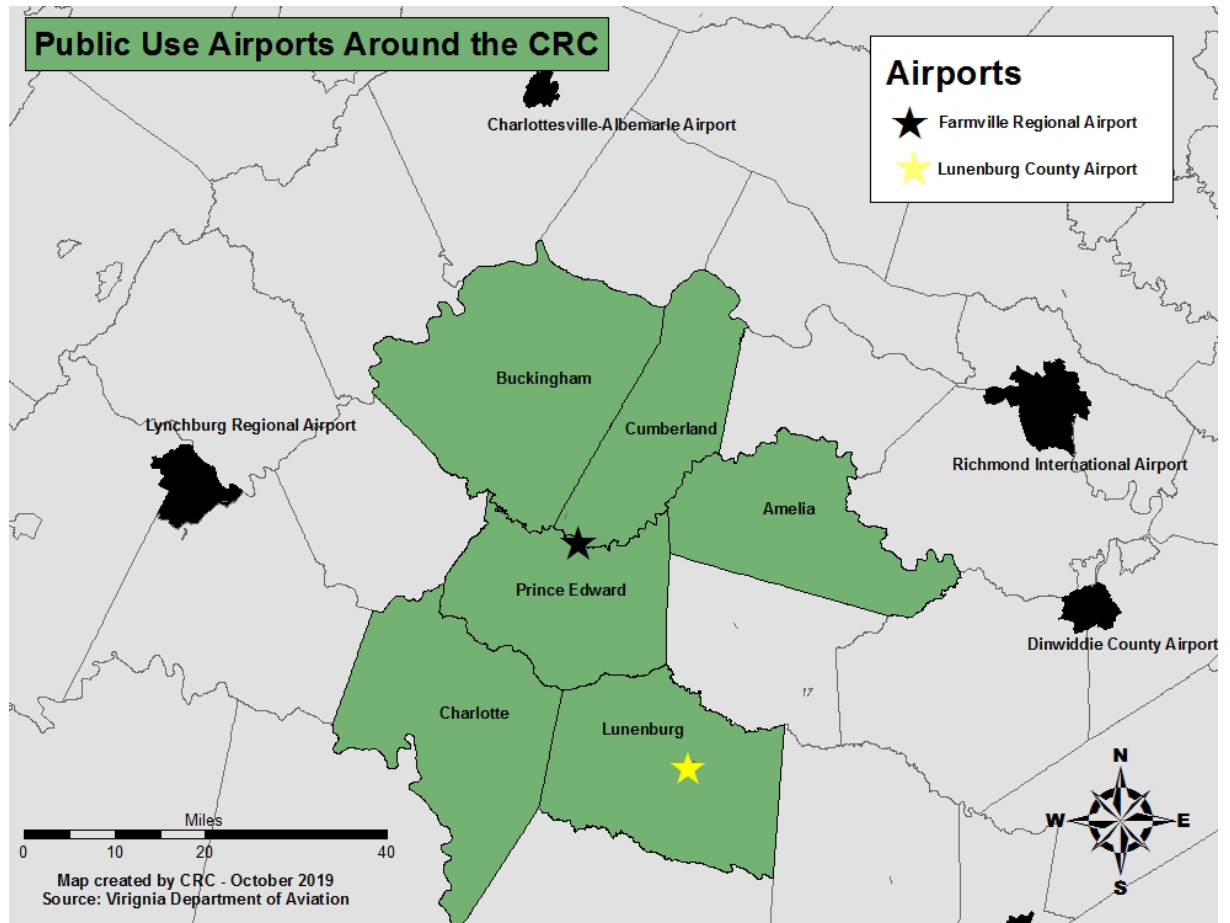
A regional airport authority has been proposed for the area, that would effectively band together CRC localities in utilizing available space at the local airports for development.



## RAIL FREIGHT

The CRC has significant rail infrastructure in place to serve economic development related activities. Buckingham Branch Railroad (BBR) is based in the CRC and is a short-line rail that works with both CSX and Norfolk Southern to supplement rail service. Norfolk-Southern currently owns track that traverses the central CRC (Amelia, Prince Edward, Lunenburg and Charlotte Counties) and CSX owns a track that traverses along the northern edge of the CRC along the Buckingham County northern boundary along the James River.

Norfolk Southern Railway and Buckingham Branch Railroad remain active within the Commonwealth Regional Council. The Buckingham Branch is recognized as a short line (#108) that traverses Charlottesville and Waynesboro, VA.



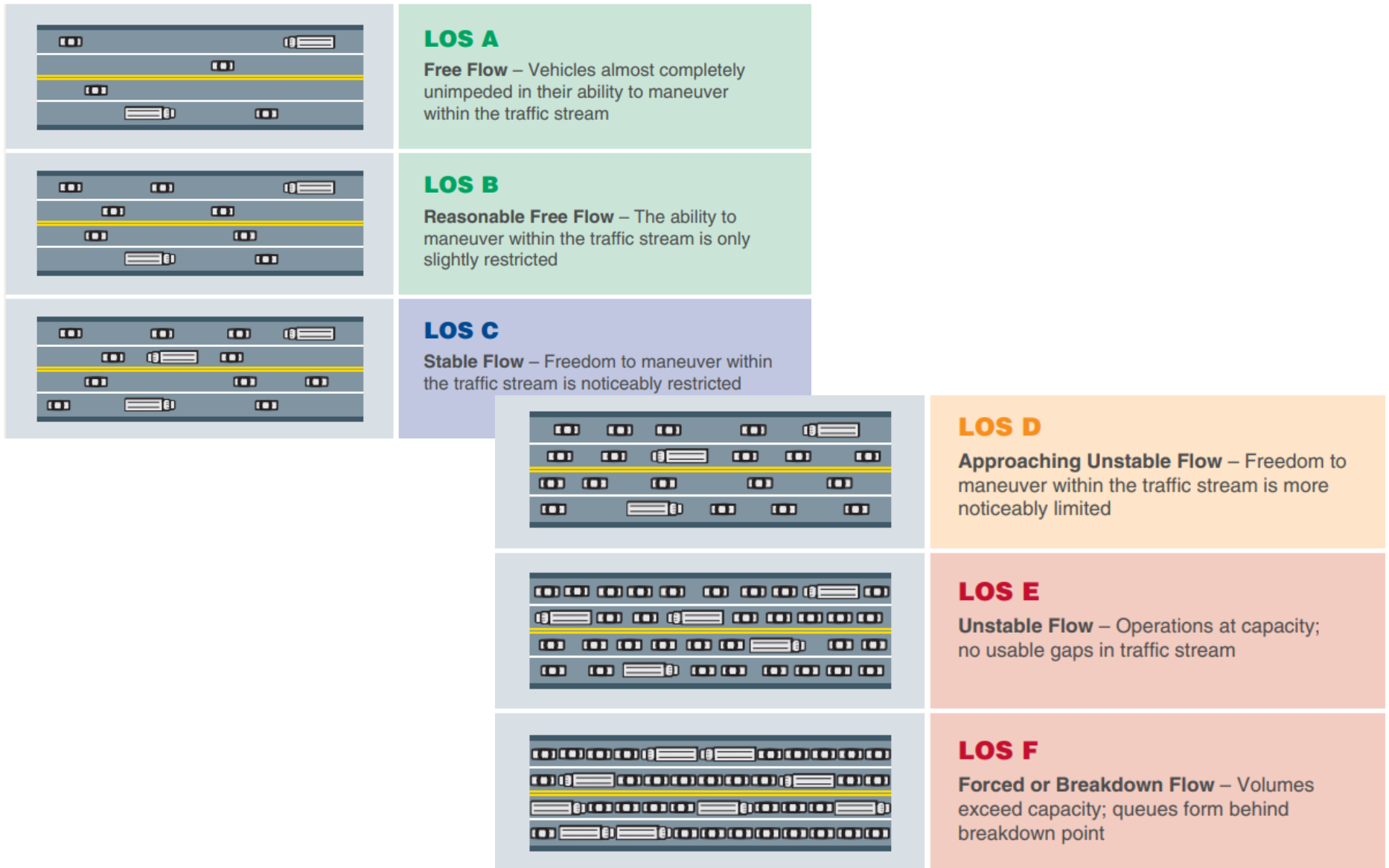
Airport	VATSP Service Role	Actual	Forecast			
		2012	'22	'27	'32	'37
Farmville Regional Airport	General Aviation – Regional	29	34	29	29	29
Lunenburg	General					

Source: Virginia Air Transportation System Plan Update, Table 2-3: Preferred Based Aircraft Forecasts by Airport, 2016.



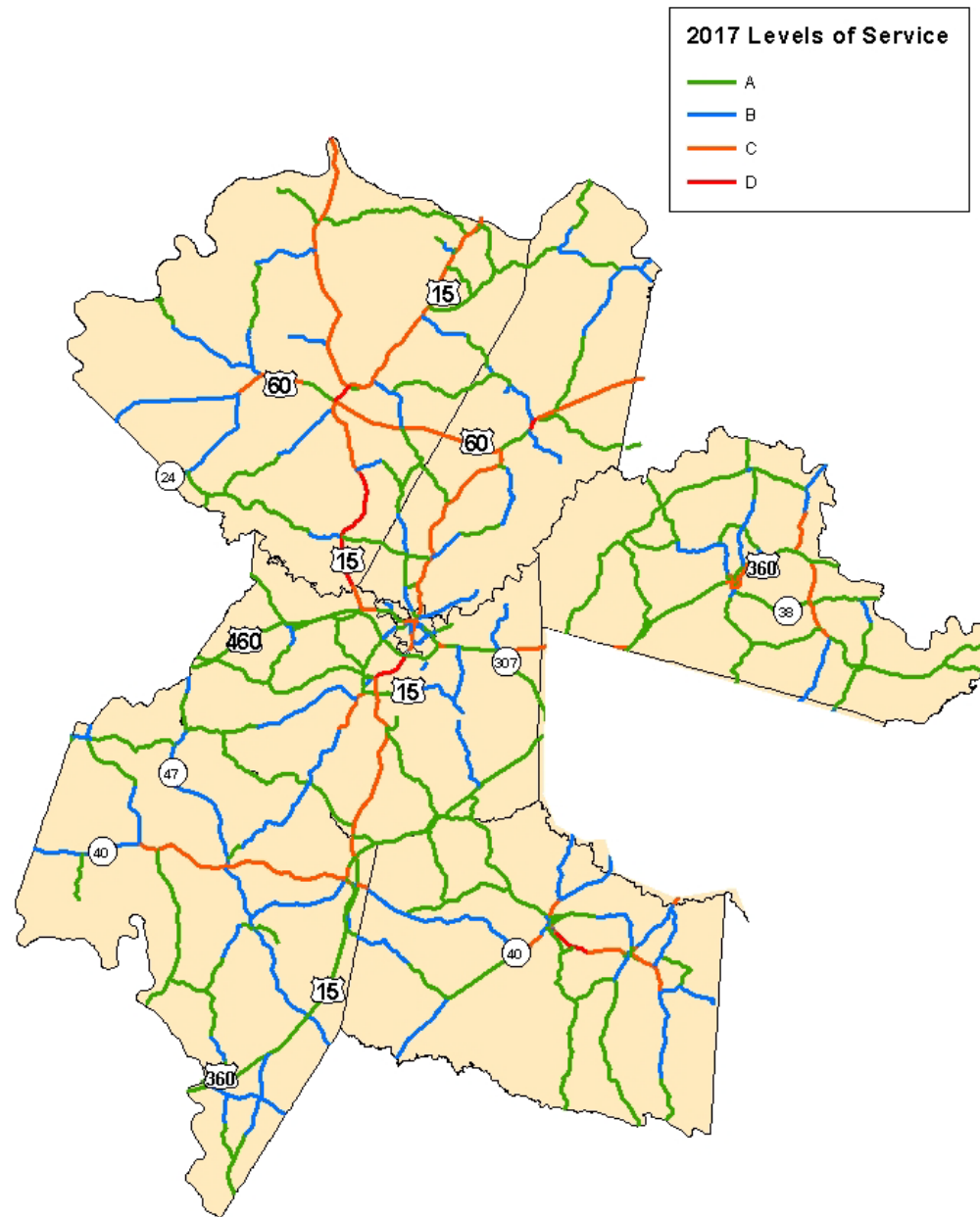
## LEVEL OF SERVICE MAPS

Highway traffic congestion is expressed in terms of Level of Service (LOS) as defined by the Highway Capacity Manual (HCM). LOS is a letter code ranging from “A” for excellent conditions to “F” for failure conditions. The conditions defining the LOS for roadways are summarized as follows (photos—below):

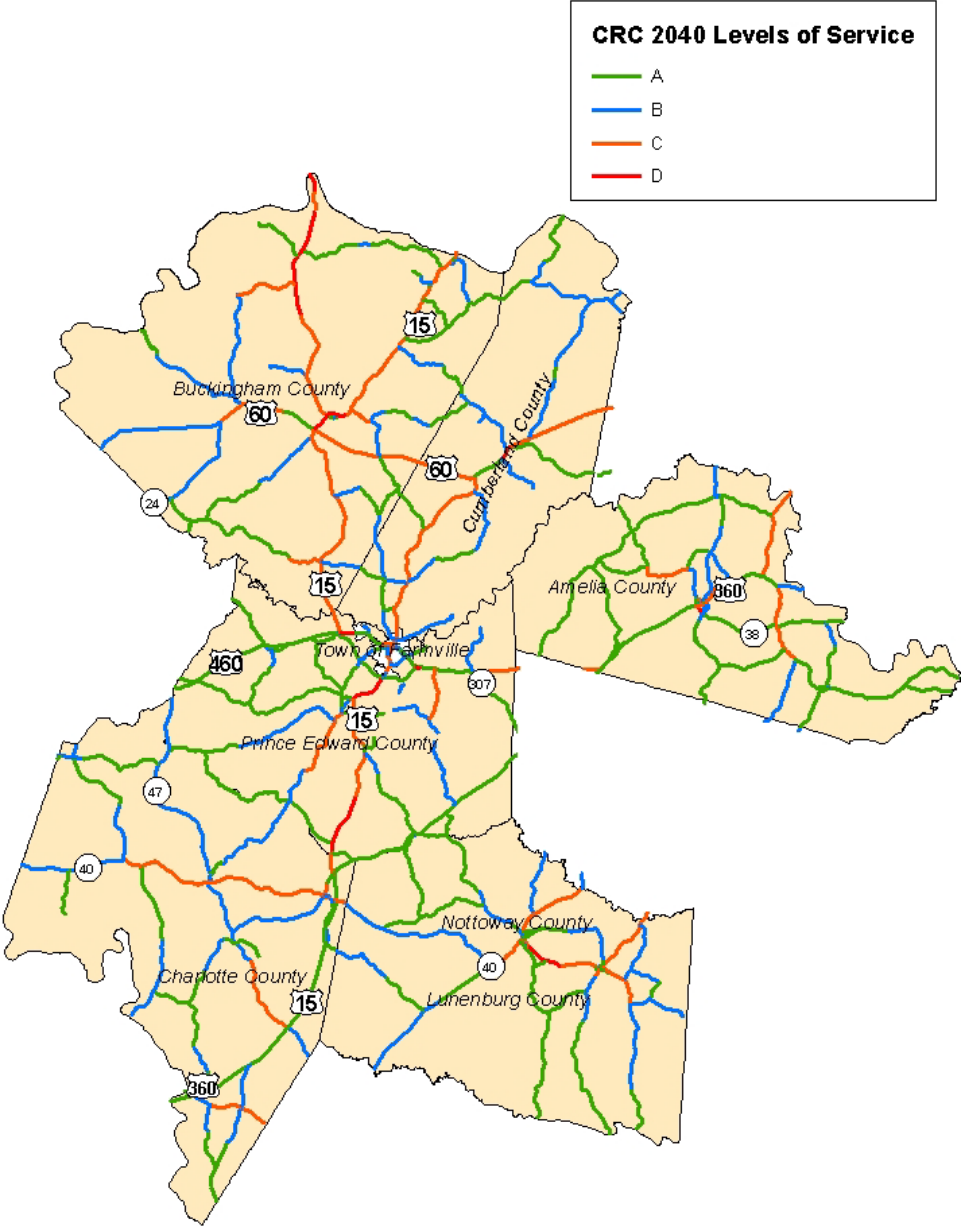




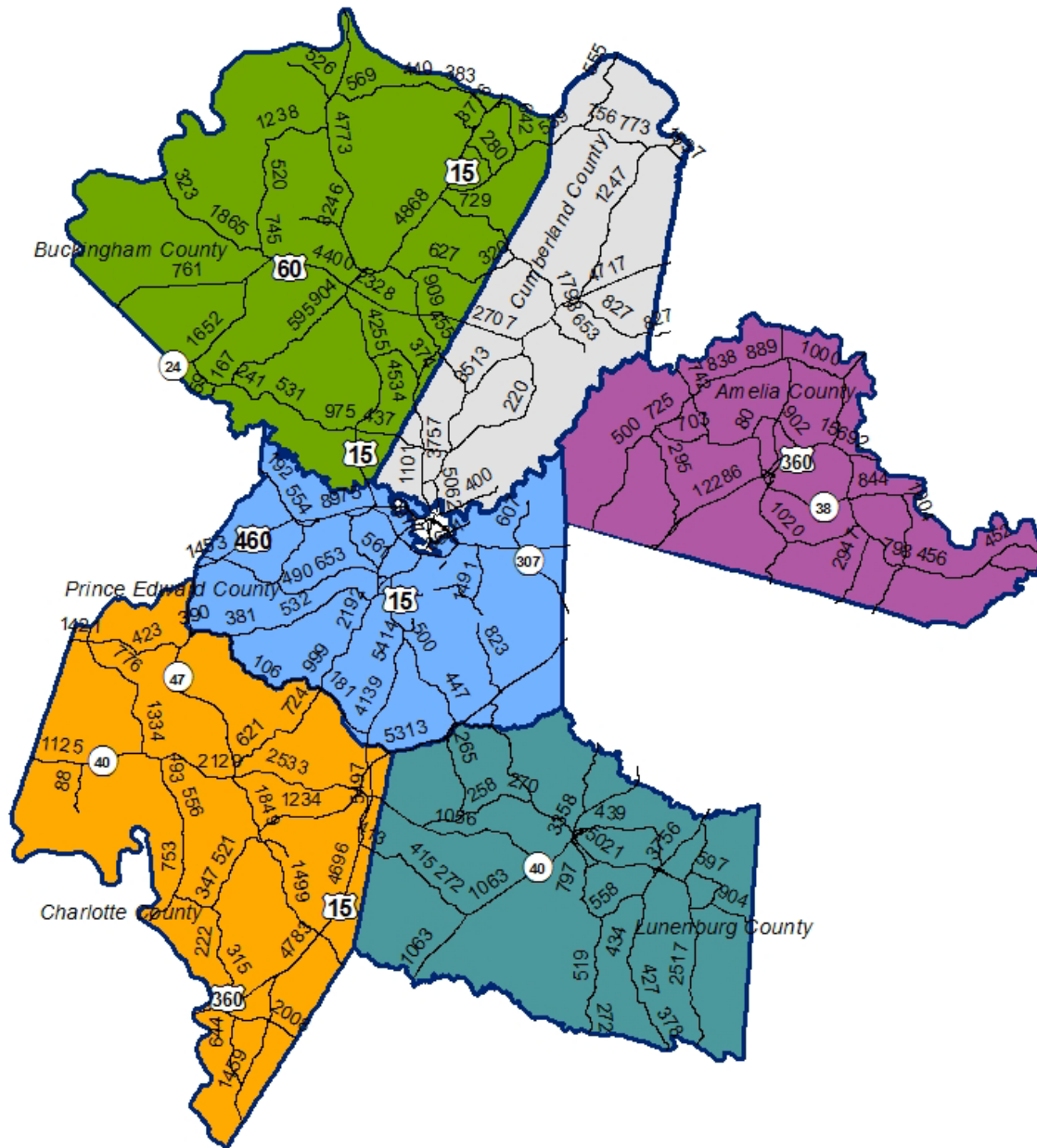
## 2017 CURRENT LEVEL OF SERVICE MAPS



2040 FUTURE LEVEL OF SERVICE MAPS

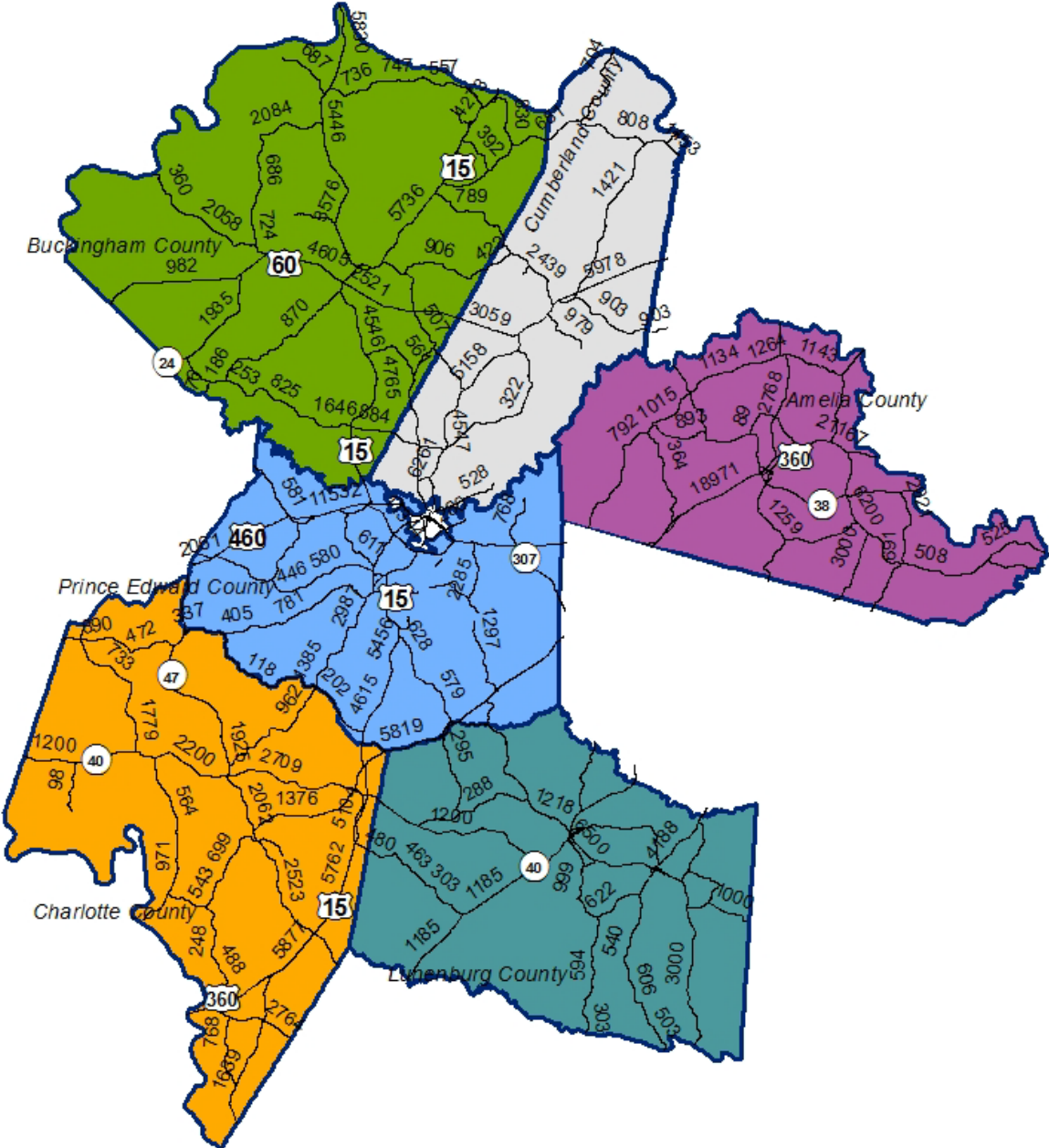


## CURRENT (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) DATA





FUTURE (2040) AADT DATA



## RECOMMENDATIONS FROM EXISTING PLANS

### CRC 2010 Bike Plan

Through the process of developing this Bicycle Plan, the identification of points of interest were identified. These points of interest include historic sites, cultural sites, natural features, etc. Also, an existing bikeway was identified as mentioned previously as U.S. Interstate Route 1. This route was designated by the federal government in 1976. This is the only recognized bicycle route currently existing within the region.

There are four (4) Multi-Use Trails located within the District at each of the State Parks (1) Bear Creek Lake, 2) Holliday Lake, 3) James River and 4) Twin Lakes). These multi-use trails are used for hikers, horseback riders as well as bicyclists. The following is a brief description of each of the four (4) trails:

1. **Bear Creek Lake Trail** - This is a 14-mile loop trail leading through the Cumberland State Forest. The trail is open to hikers, bikers, and equestrians with trailheads at the Cumberland Forestry Center and Bear Creek Lake State Park.
2. **Holliday Lake Trail** - The Carter Taylor Trail is a great place to explore the Appomattox-Buckingham State Forest. Travelers will pass through harvested areas that have been replanted and through areas that are protected and nature is allowed to take its course. This trail is open to foot travelers, bicyclists, and horseback riders.
3. **James River State Park** - The Cabell Trail is open to horses, hiking and biking. This park is the newest park within the Piedmont Planning District.
4. **Twin Lakes State Park** - The Prince Edward Gallion Bridle, Boot and Bike Trail is a multi-use trail open to the public throughout the year. This is a nine-mile (one way) trail leading through the Prince Edward Gallion State Forest.

Potential new bikeways were identified. A list of these new proposed bikeways is listed below. In the process of identifying these potential new bikeways an effort was made to pick routes that would be both enjoyable and practical for bicyclists. The following factors were also considered in choosing the routes: 1) relationship to points of interest which were identified, 2) the aesthetic quality of the proposed bikeway, 3) existing vehicular traffic volumes and speeds, 4) physical configuration of the proposed bike route including number of lanes, grades, shoulders, etc., 5) the kind of improvements or provisions required to make the new route an effective bikeway (signs, widening for lanes, etc.) and the connectivity with other bikeways outside but adjoining the Commonwealth Regional Council.

In addition to bikeways, a number of potential bicycle projects were identified. An effort was undertaken to identify projects which are practical, realistic and achievable within a one (1) to five (5) year period of time. Those projects are as follows:

- \* Publication of a Regional Bicyclists Guide
- \* Sponsorship of a Regional Bicycling Event
- \* Signs on selected routes
- \* Appropriately placed bike racks
- \* Fund Raisers
- \* Bicyclists Guide Home Page
- \* Bicycle Education Programs

## EXISTING AND POTENTIAL BICYCLE ROUTES (PER 2010 CRC BIKE PLAN)

<i>County</i>	<i>Bikeway</i>
<b>Amelia, Nottoway and Lunenburg</b>	Route 1 (existing)
<b>Amelia, Cumberland, Prince Edward and Buckingham</b>	Lee's Retreat
<b>Lunenburg</b>	Rt. 40 linking Lunenburg Court House to Victoria and Kenbridge
<b>Buckingham</b>	Route 604 and 606 linking Yogaville and the James River State Park
<b>Prince Edward</b>	Farmville/Hampden Sydney to Darlington Heights/Five Forks - Rt. 643 in Farmville to Rt. 658 to 639 to 660 to 665 to 692 to 643 back to Farmville
<b>Cumberland</b>	River Road (Rt. 600) to Stoddard and Angola to 638 to Rt. 45 to Rt. 636 to Plank Road (Rt. 600) back to Farmville
<b>Cumberland</b>	Bear Creek Lake State Park - Multi-Use Trail/Hike, Bike, Horse (existing)
<b>Prince Edward</b>	Longwood College to Hampden Sydney College - Route 643 - Back Hampden Sydney Road (travel West on High Street from Longwood College) to Hampden Sydney College, Rt. 665 to Rt. 630 to Rt. 628 back to Longwood College
<b>Cumberland</b>	From Brown's Store on Rt. 45 travel north 45 to Route 640 to Rt. 660 to Rt. 639 to Rt. 631 to Rt. 641 to Rt. 642 to Rt. 600 to Rt. 643 to Rt. 13 across Rt. 60 to Rt. 728 to Rt. 624 to Rt. 623 to Rt. 622 to Rt. 650 to Rt. 629 to Rt. 633 to Rt. 632 to Rt. 634 to Rt. 45. This Route is connected in the middle by Rt. 629 to Rt. 60 to Rt. 670 to Rt. 669 to Rt. 631 to the intersection of Rt. 631 and Rt. 639.
<b>Farmville</b>	Historic Farmville (Third Street, Milnwood Road, Main Street, High Street)
<b>Buckingham</b>	Holliday Lake State Park - Multi-Use Trail/Hike, Bike, Horse (existing)
<b>Prince Edward</b>	Twin Lakes State Park - Multi-Use Trail/Hike, Bike, Horse (existing)
<b>Cumberland</b>	From Ashby on Rt. 45 follow Rt. 616 to 45 to Rt. 690 to Rt. 612 to Rt. 608 to Rt. 624 to Rt. 625 to Rt. 45.
<b>Buckingham</b>	James River State Park - Multi-Use Trail/Hike, Bike, Horse (existing)
<b>Charlotte</b>	Route 40 from Campbell County to the West to Lunenburg County to the East.
<b>Prince Edward/Amelia</b>	Rice/Sailor's Creek - Rt. 619 at Rice to Rt. 618 to Rt. 617 to Rt. 600 back to Rice.
<b>Prince Edward</b>	Farmville/Hampden Sydney to Abilene and Darlington Heights - Rt. 643 from Farmville to 665 to 667 to 671 to 604 to 665 back to Rt. 643 to Farmville
<b>Prince Edward</b>	Prospect Loop - Rt. 626 from Prospect to Rt. 625 to Rt. 609 to 651 to 608 to 460 to 608 to 626 back to Prospect
<b>Prince Edward</b>	Prospect to Elam - Rt. 626 at Prospect to Rt. 657 to Elam to Rt. 627 to 609 to 626 to 708 to 652 to 460 back to Prospect
<b>Prince Edward</b>	Prince Edward Industrial Park Mountain Bike Trail
<b>Prince Edward</b>	Briery Creek and Wildlife Management Area Mountain Bike Trail
<b>Charlotte</b>	Rt. 15 North from Keysville to Prince Edward County line, Rt. 747 to connect to Rt. 604.
<b>Prince Edward</b>	From Farmville travel 460 East to Rt. 696 to 636 to 637 to 630 to 665 to 692 (Hampden Sydney College) to 658 to 643 back to Farmville
<b>Buckingham</b>	Travel Rt. 15 South from Fluvanna/Buckingham County line to Rt. 640 to Rt. 638 to connect to Lee's Retreat at Rt. 636.
<b>Charlotte</b>	Travel Rt. 727 from Appomattox/Charlotte County line South to the Town of Phenix to connect to Rt. 40.

**NOTE:** All potential bicycle routes were expressly recommended and/or approved by a duly appointed bicycle committee member or an authorized agent of a participating locality. Also, all routes listed which are not noted as being an existing route are proposed routes.



## RECOMMENDATIONS FROM EXISTING PLANS

### CRC 2019 Comprehensive Economic Development Strategy (CEDS)

Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis—

The CRC region possess a wide variety of attractive economic strengths that can be used to advance the region as well as weaknesses that could hold the region back. Knowing the area's strengths and weaknesses is critical to unlocking economic growth and sustainability. The following section outlines the Strengths, Weaknesses, Opportunities, and Threats facing the Heartland region. Strengths are positive indicators present within the region. Weaknesses are deficiencies or problems that are also present within the region. Opportunities and Threats represent positive and negative outlooks that are outside of the region, either in time (future) or physically.

Quality infrastructure is crucial to sustaining businesses. Supply lines and shipping rely on quality roads, railways, and waterways. Access to plentiful power, water, and internet is also important. The CRC has several of these attributes, and expansion will maximize its strategic location as a hub between major economic centers.

- Strength:
  - Transportation infrastructure—The region's roads and rail infrastructure offer businesses access to several Virginia markets.
  - Location: The CRC is proximate to three economic areas (Lynchburg, Charlottesville, and Richmond) with a variety of economic strengths. This proximity provides tremendous linkages opportunities for businesses that decide to relocate in the region.
  - Sense of place: The region features outdoor amenities such as the High Bridge Trail State Park that offer recreation opportunities. It's also home to many small businesses that residents support.
  - Rural nature: The region features a lack of road congestion, a rural landscape, clean water, and clean air.
- Weakness:
  - Inter-regional transportation: There are no major interstates or airports in the region, which makes attracting major exporters difficult.
- Opportunities:
  - The Port of Virginia: The Virginia Port Authority is making significant investments in nearby regions (Richmond and Hampton Roads), and a proposed extension by Buckingham Branch Railroad could connect Virginia's ports to the Heartland Industrial Park (shown below) in Charlotte County.

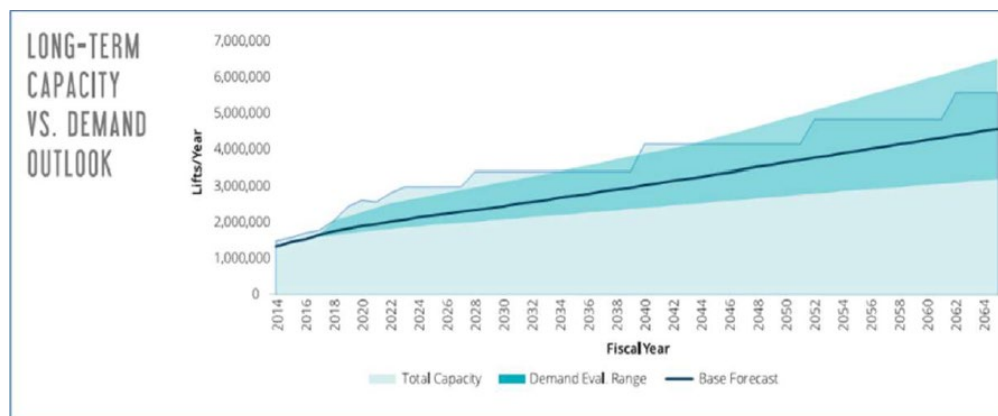
### Port of Virginia

Currently the CRC and Virginia have significant infrastructure that allows for access to global markets for businesses located within the region. The CRC's strong infrastructure shows it has the utility capacity to sustain a larger population and growing economic base. Businesses seek out locations that have reliable access to large quantities of cost-effective resources, which makes the Heartland a highly competitive location for business site selection.



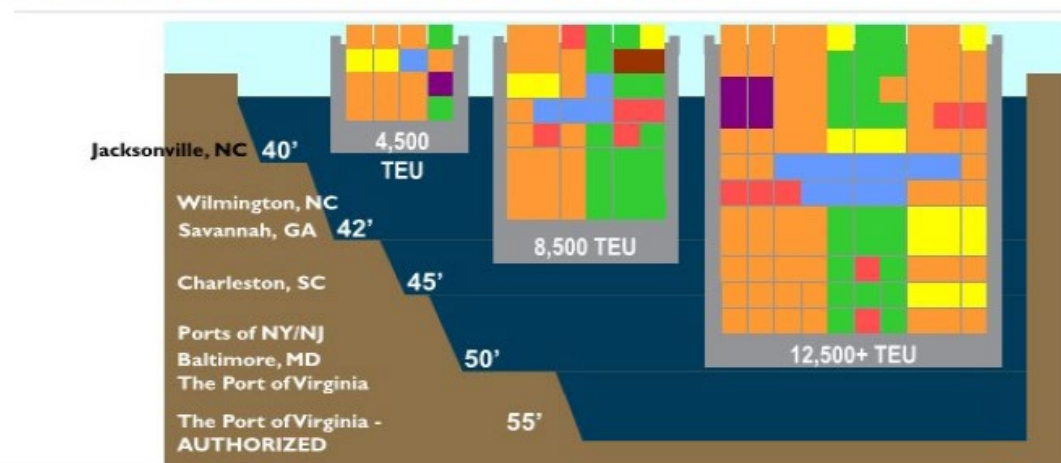
Source: WDBJ7

The Port of Virginia (Port): The Port of Virginia (Port) provides unique access to worldwide markets for the Commonwealth of Virginia and subsequently the CRC. Given the natural depth advantages of Hampton Roads, the Port will ultimately become one of the highest volume ports on the East Coast. In 2017, the Port moved approximately 2.84 million TEU's (twenty-foot equivalent unit). According to the 2065 Master Plan, the Port will be able to handle approximately 6.5 million TEU's (or 2.3 times the 2017 volume). Buckingham Branch Railroad recently proposed an inland port for the Virginia Heartland's Park that could be a beneficiary of the Port. An inland port could prove to be a critical asset for accessing new markets, particularly for the forestry and wood products industry cluster, whose production is typically traded outside of the region. Furthermore, it will be an important link in the supply chain of production inputs for new businesses within the region.



Source: CRC Comprehensive Economic Development Strategy (CEDS), 2019

## EAST COAST PORT DEPTHS



Source: CRC Comprehensive Economic Development Strategy (CEDS), 2019

## RECOMMENDATIONS FROM EXISTING PLANS

### Town of Farmville Comprehensive Plan

Projects from the 2018 STARS VDOT Corridor Study

1. **Main Street & Griffin Boulevard**—Convert intersection to a continuous Green-T, convert northbound left+thru to left only lane, add southbound exclusive right-turn, improve existing sidewalk to ADA standards.
  - a. \$1,670,600.00
2. **S. Main Street & Gilliam Drive and Reed Street**—Signals operated by one signal control, relocate fixed objects off the sidewalk, upgrade sidewalk to ADA standards, retrofit signal heads with high visibility back plates.
  - a. \$929,011.00
3. **S. Main Street & Belmont Circle & Peery Drive intersection**—Extend the existing grass median, change the northbound and southbound left turn types to protected only phasing, install missing sidewalk along southbound approach, retrofit signal heads with high visibility back plates.
  - a. \$52,844.00
4. **Griffin Boulevard**—Reduce lane widths and vehicle speed, construct bicycle lane and sidewalk.
  - a. \$630,000.00

*\*\*recommendations from Existing Plans collected from locality responses.*

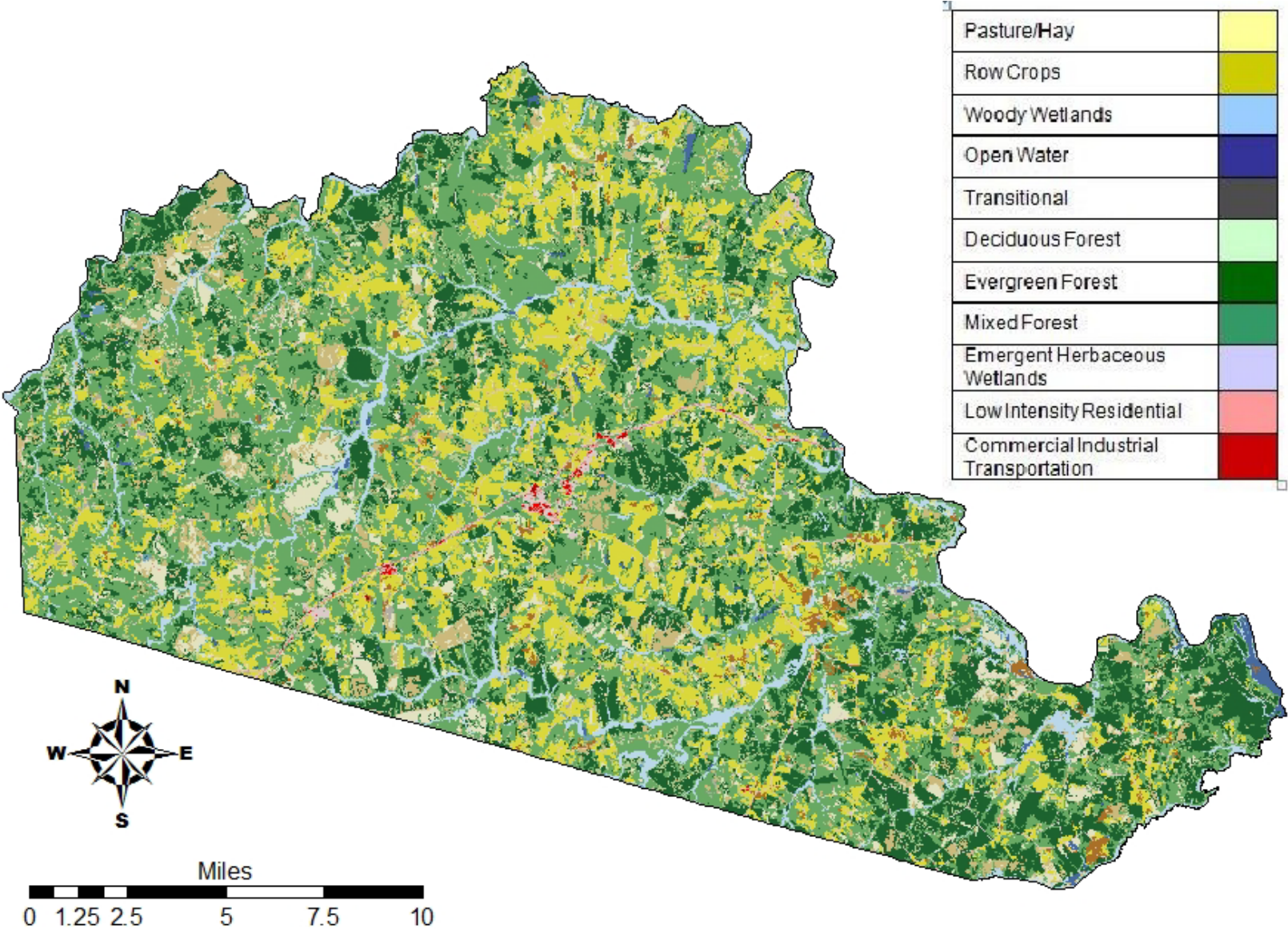


## LAND USE

The land use/land cover in the Commonwealth Region is generally rural residential, agricultural, and forested with denser residential and commercial uses centered around the existing towns and Fort Pickett. The location and extent of land use and development throughout the region was reviewed as a part of the 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. Amelia County has already begun to have more residential and development in the eastern part of the county due to its proximity to Richmond. Buckingham County has primarily agricultural land uses but development has been increasing along VA 20 and VA 56 west of Buckingham Court House. The remaining counties have experienced some changes in land use; for example, there is more residential development around the towns and commercial development along major roadways, but the changes have been limited.



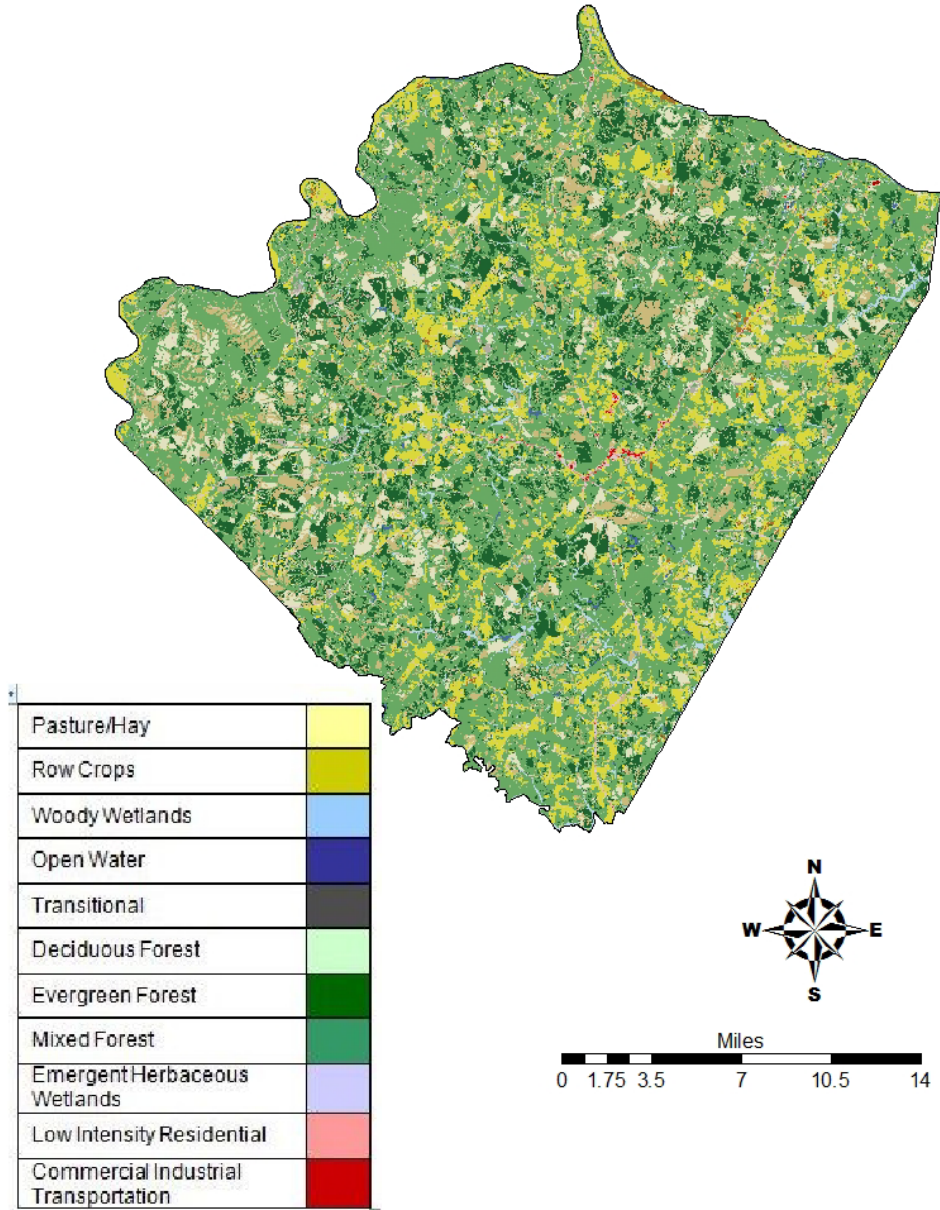
AMELIA COUNTY



Source: 2011 National Land Use Cover Dataset



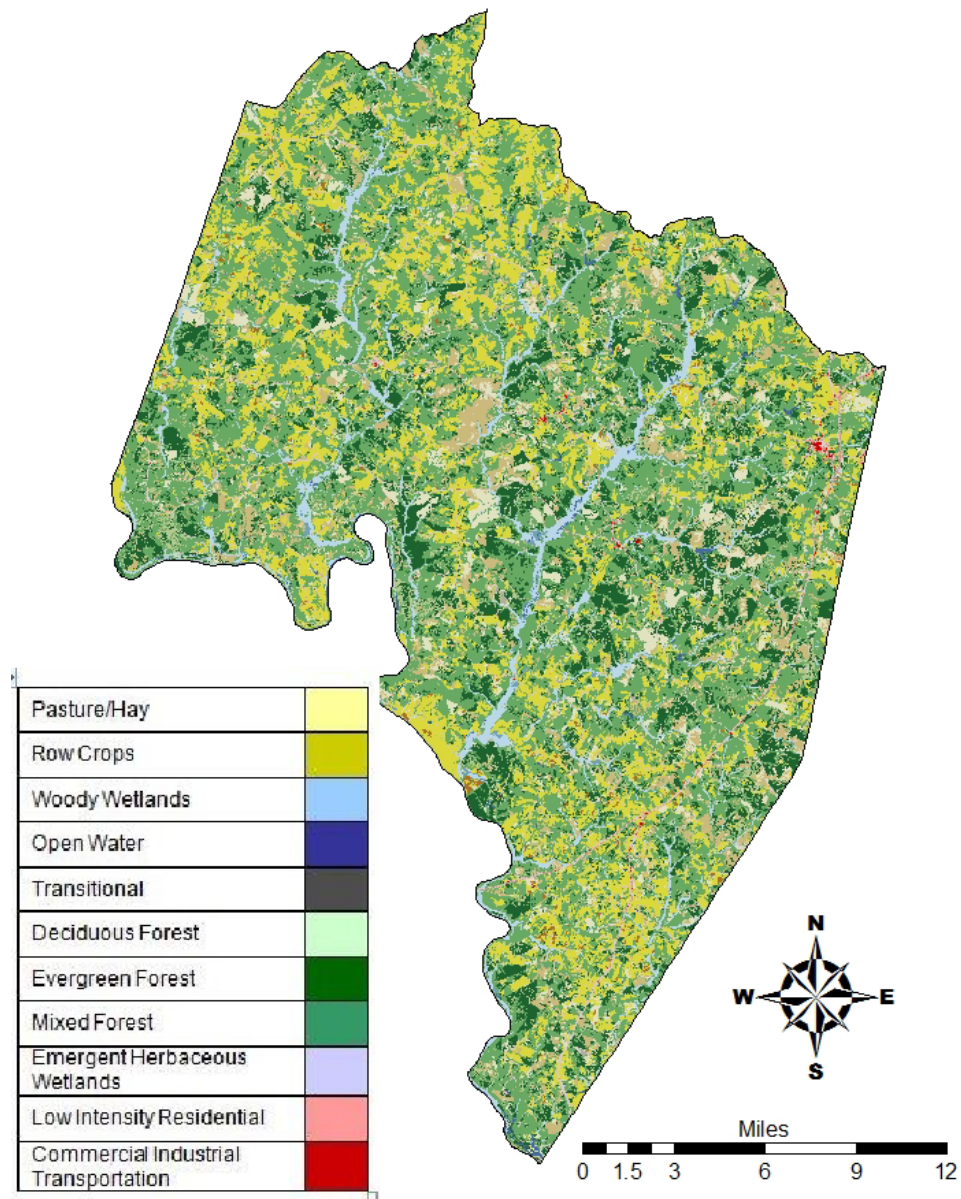
BUCKINGHAM COUNTY



Source: 2011 National Land Use Cover Dataset



CHARLOTTE COUNTY



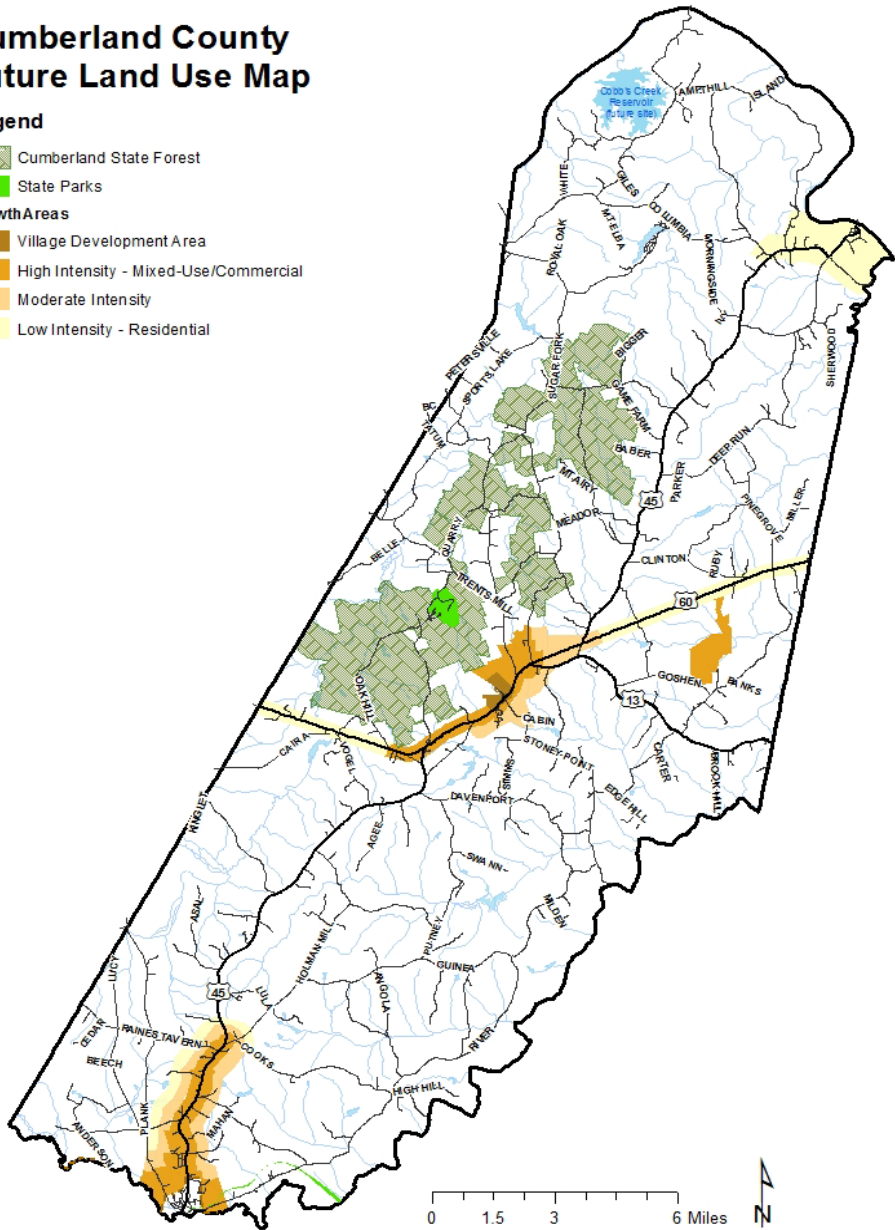
Source: 2011 National Land Use Cover Dataset

CUMBERLAND COUNTY

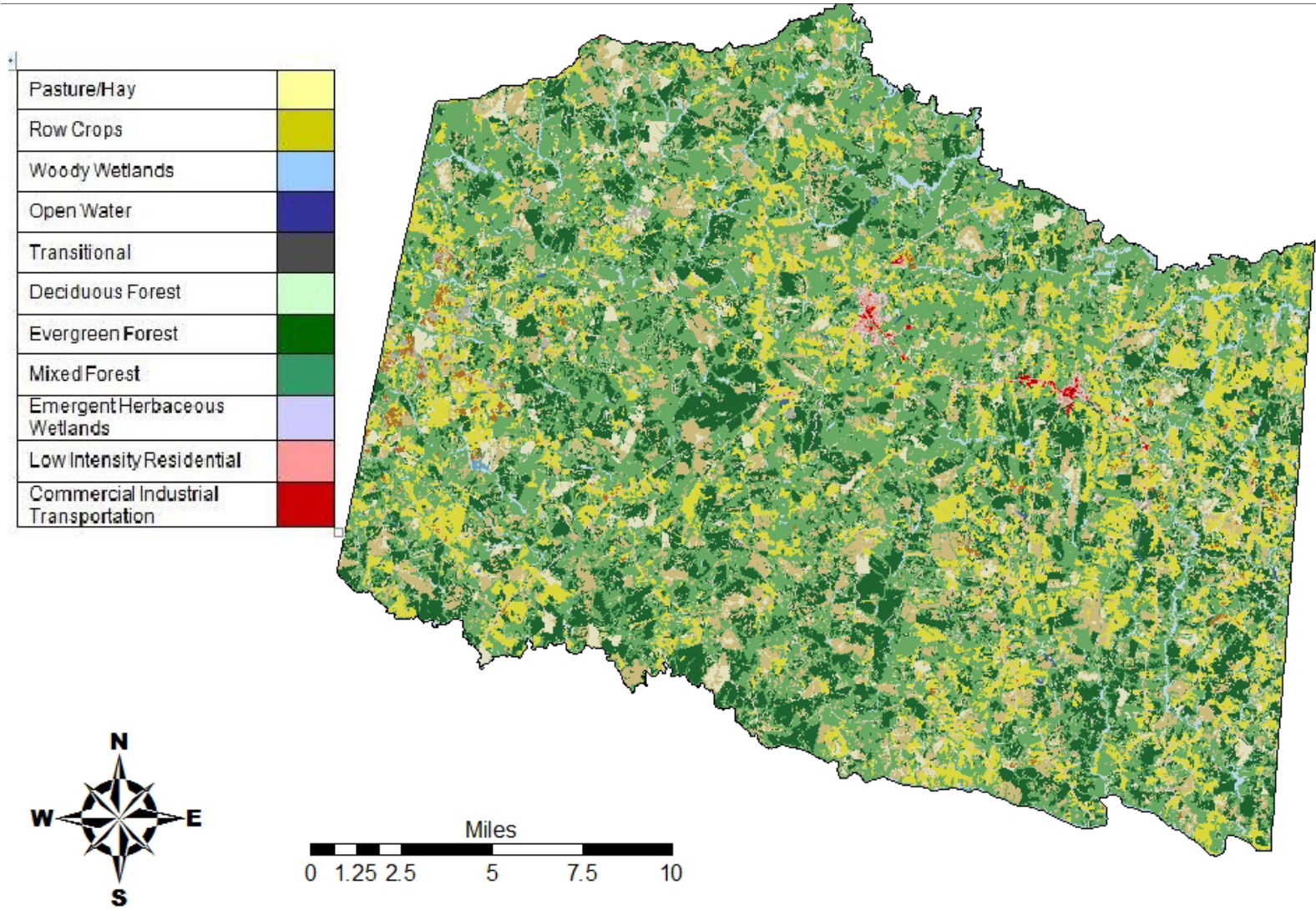
Cumberland County  
Future Land Use Map

Legend

- Cumberland State Forest
- State Parks
- Growth Areas
  - Village Development Area
  - High Intensity - Mixed-Use/Commercial
  - Moderate Intensity
  - Low Intensity - Residential



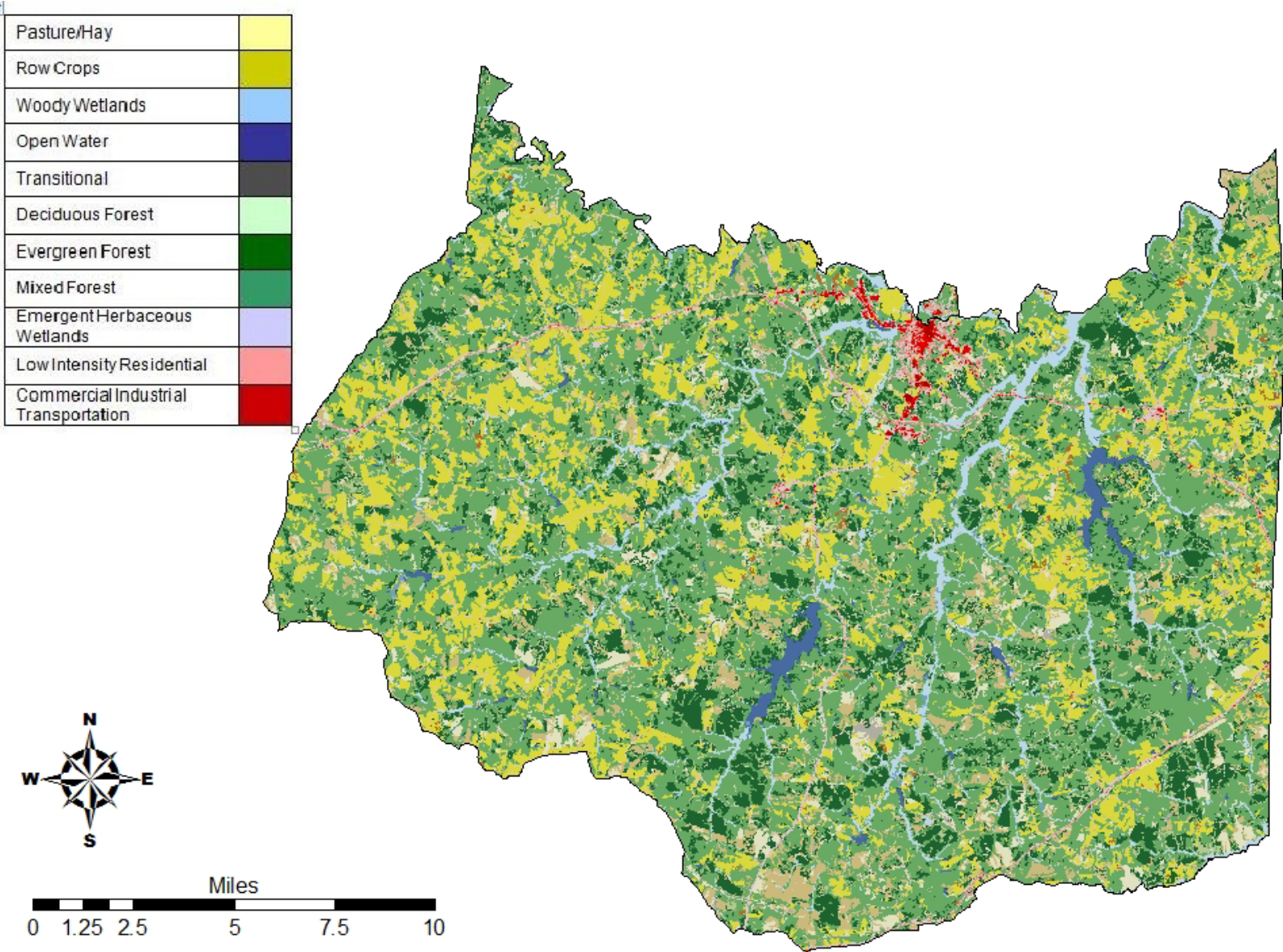
LUNENBURG COUNTY



Source: 2011 National Land Use Cover Dataset



PRINCE EDWARD COUNTY



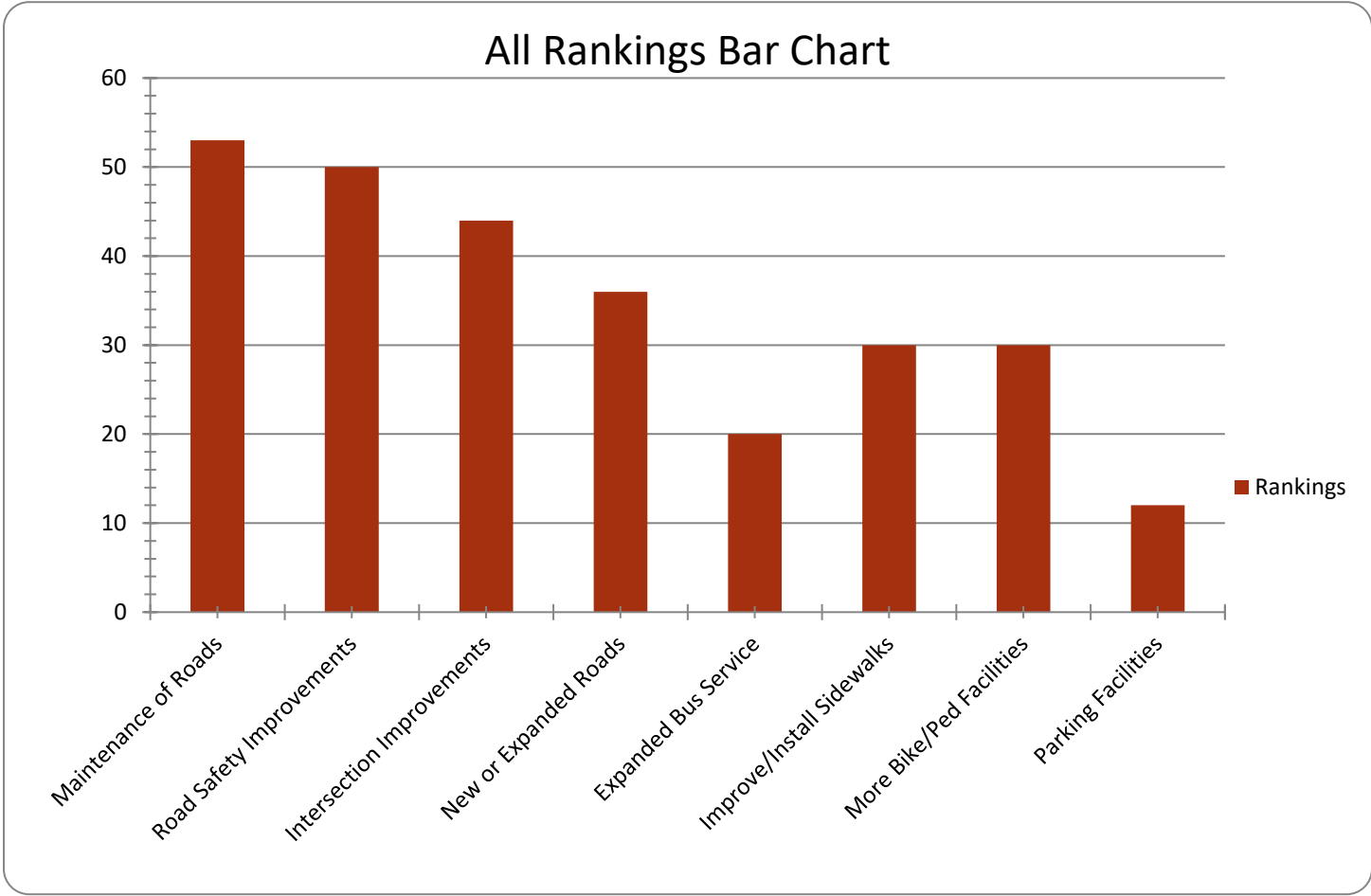
Source: 2011 National Land Use Cover Dataset

# CRC ONLINE INTERACTIVE SURVEY RESULTS

The CRC, through the Virginia Department of Transportation hosted an online interactive survey on the MetroQuest platform. This online survey was open from May 19-June 19<sup>th</sup>. Overall, 70 participants took part in the online survey. The results were as follows:

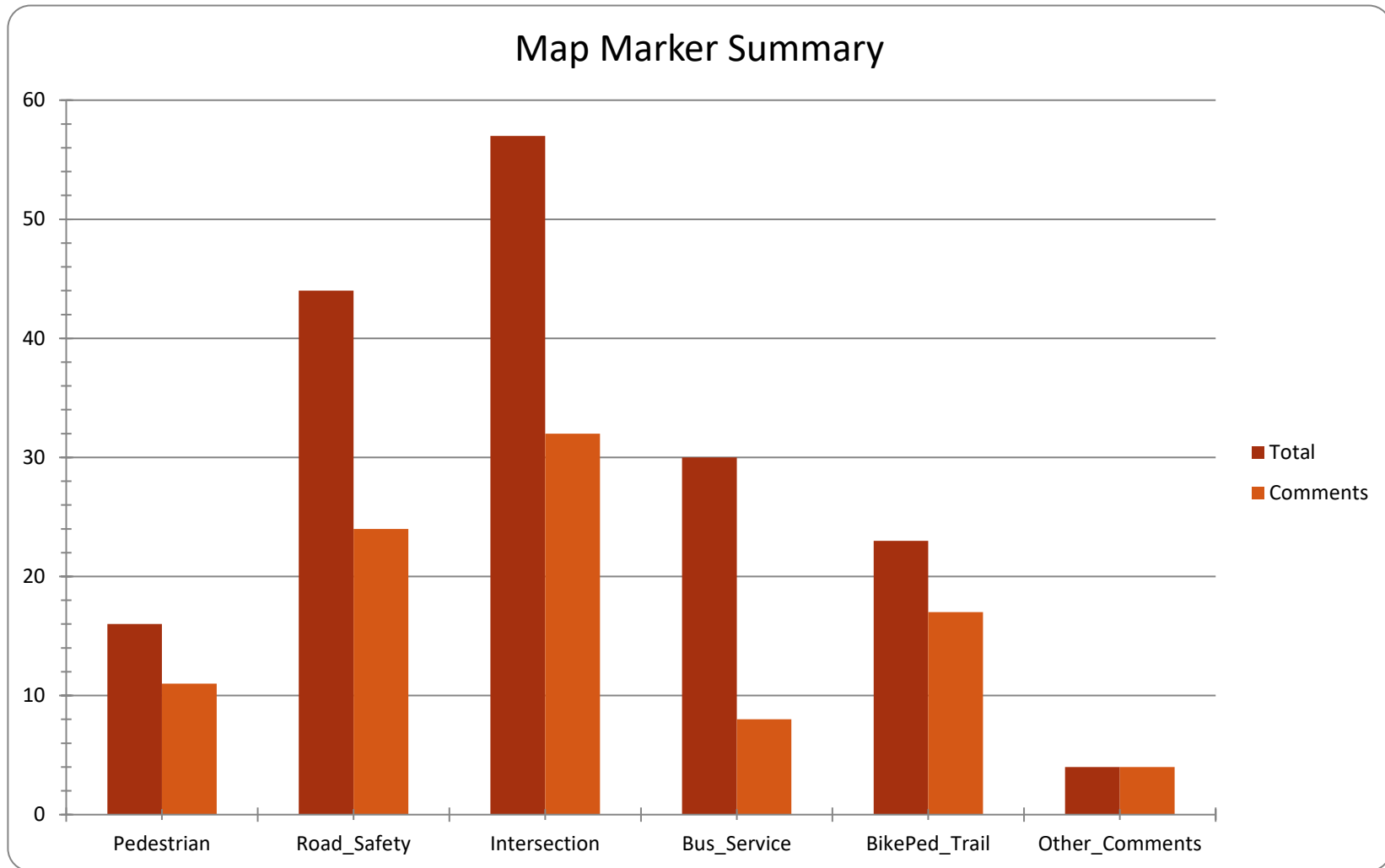
## PRIORITY RANKINGS

Respondents were asked to rank their priorities for the Region as it pertains to Transportation concerns. The results were as follows:



## MAP MARKERS (WITHOUT COMMENTS)

Respondents were asked to place map markers on a map of the CRC region—corresponding to their transportation concerns. Respondents were given six (6) categories (as shown on the x-axis). The results were as follows (without comments):

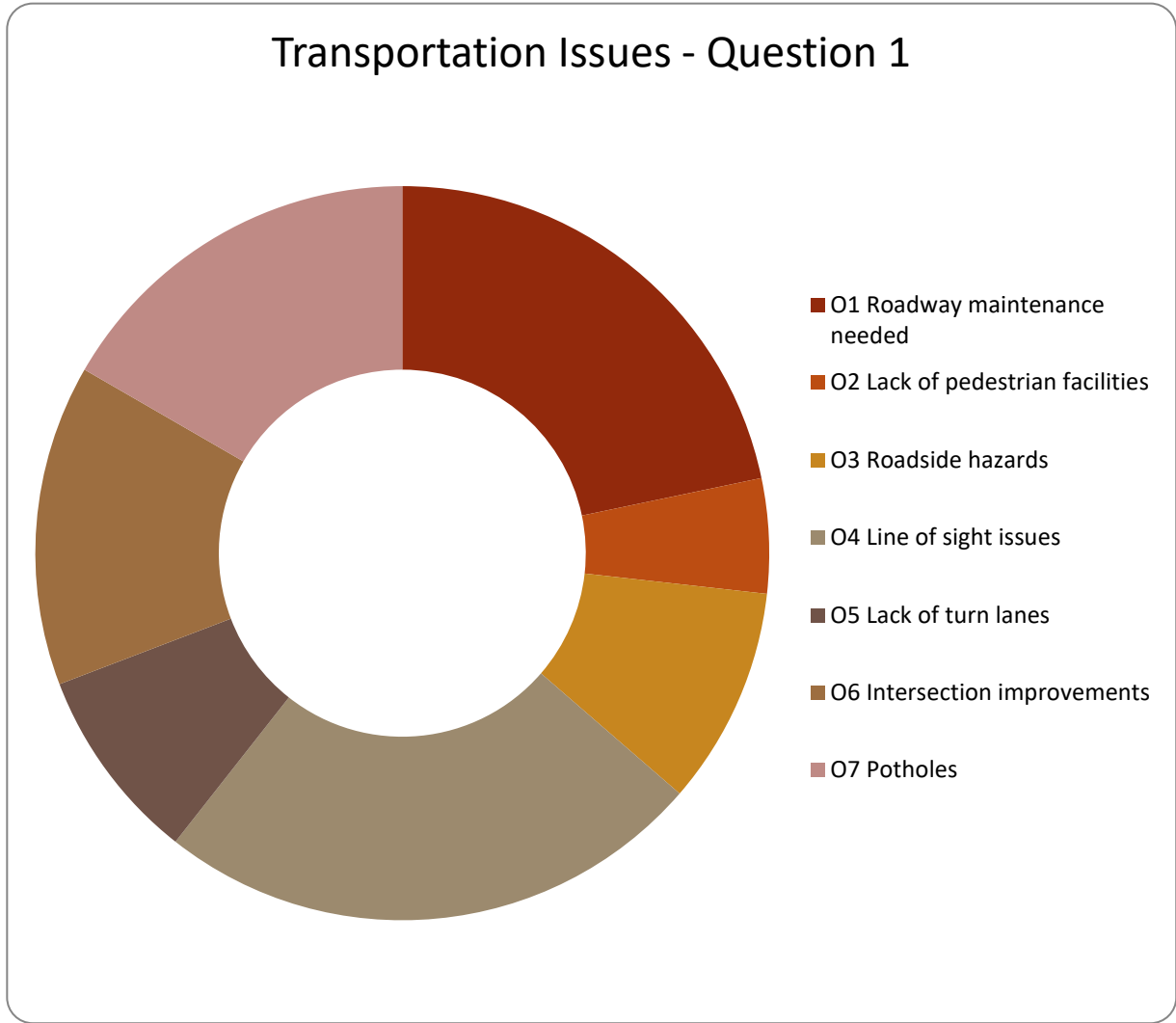




# STANDARD SURVEY QUESTIONS

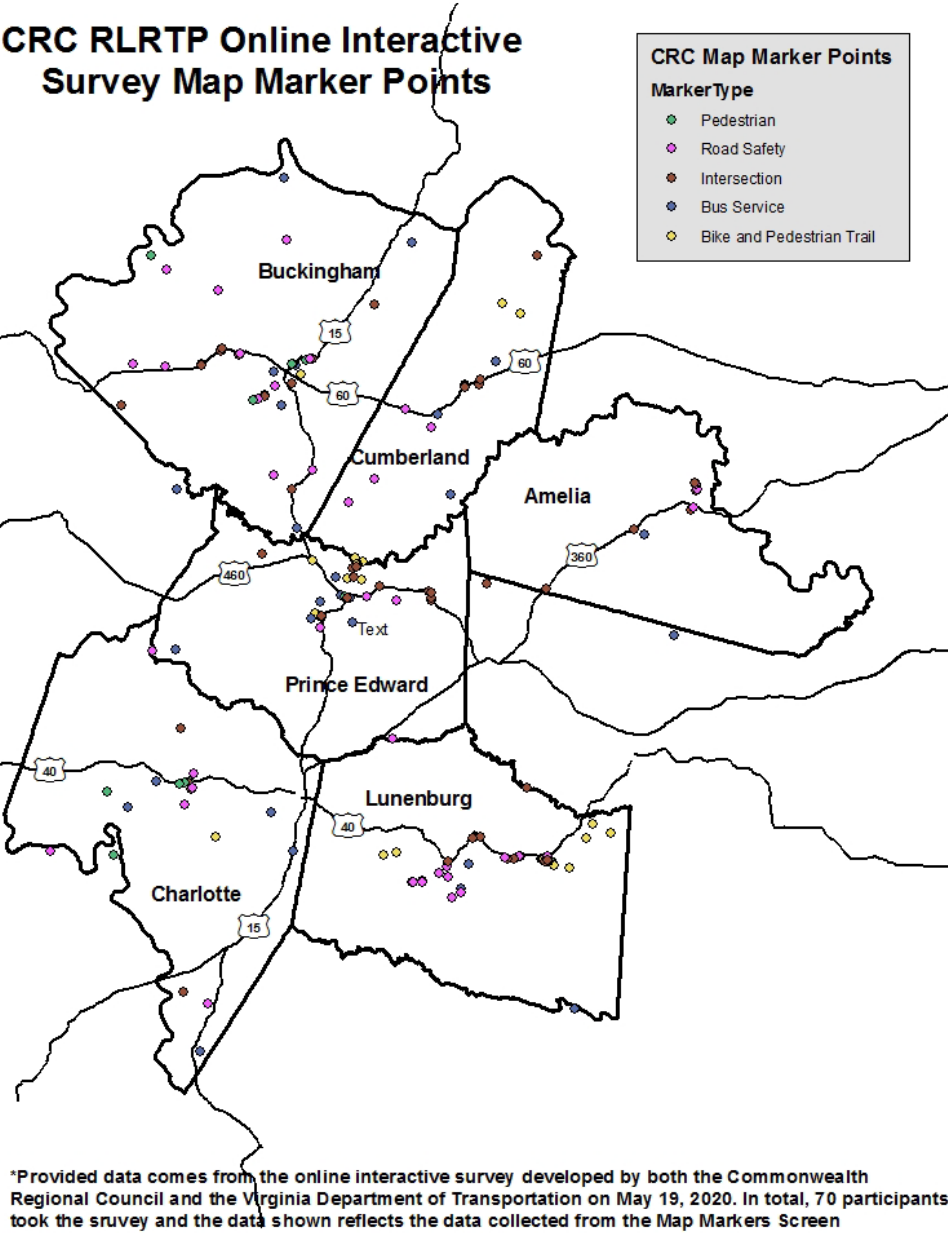
## TRANSPORTATION ISSUES

Respondents were asked: “What safety issues do you encounter typically when you are traveling in the region?” The results were as follows:



O1 Roadway maintenance needed	43
O2 Lack of pedestrian facilities	10
O3 Roadside hazards	19
O4 Line of sight issues	48
O5 Lack of turn lanes	17
O6 Intersection improvements	28
O7 Potholes	33

MAP MARKERS MAP



## FUNDING OPPORTUNITIES

The following represents a variety of options and opportunities available to local governments to help offset the cost of transportation improvements. While not an exhaustive list, it is nonetheless a good starting point for all localities throughout the region to utilize.

### SMART SCALE

Overview	Transportation projects are reviewed, scored and prioritized through a transparent process that seeks to ensure that only projects which best utilize limited tax dollars are funded. Smart Scale projects must meet an identified need from VTrans 2040 through one of the following categories to eligible for consideration: Corridors of Statewide Significance (CoSS), Regional Networks (RN), Urban Development Areas (UDA) and/or Transportation Safety Needs.
Funding	Funds for Smart Scale projects come from either the District Grant Program (DGP) or the High-Priority Projects Program (HPPP). Only localities can apply under DGP and they will compete against other localities within the same VDOT District. Those applying for Smart Scale funds through HPPP will be competing against all other project applicants from across the Commonwealth. There is no required local match.
Criteria	Projects within the Commonwealth Regional Council are reviewed based on the following weighted scoring system: Economic Development (35%), Safety (30%), Accessibility (15%), Congestion Mitigation (10%), and Environmental Quality (10%). The score is then divided by the cost of the project.
Due Date	Pre-application begins in the spring and final applications are due by August 1 <sup>st</sup> during even years.
Website	<a href="http://vasmartscale.org">vasmartscale.org</a>

### HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Overview	This highly data-driven program aims to significantly reduce or eliminate fatalities and serious injuries on all public roads by emphasizing actions with expected performance outcomes.
Funding	The program relies heavily on federal-aid which covers 90% of the project, with the Commonwealth covering the remaining 10% in some instances.
Criteria	Project areas involve high-crash locations in which analysis is completed on existing trends and conditions, cost/benefit ratio, and meeting specific strategies identified within the Strategic Highway Safety Plan.
Due Date	November 1 <sup>st</sup> , annual.
Website	<a href="http://www.viriniadot.org/business/ted_app_pro.asp">www.viriniadot.org/business/ted_app_pro.asp</a>

### TRANSPORTATION ALTERNATIVES PROGRAM

Overview	This program is intended to help provide funding for planning, design and construction of alternative transportation projects. Such projects may include, but are not limited to, the following: on-road/off-road improvements for pedestrians and non-motorized forms
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	of transportation, creation of scenic viewing areas, inventory/removal of outdoor advertising (billboards, etc.), preservation/rehabilitation of historic transportation facilities (train depot, etc.), and safe routes to schools.
<b>Funding</b>	This program provides for a maximum of 80% of project related costs, with the locality needing to account for the 20% match. It is of note that a locality needs to be able to handle costs upfront as this program operates on a reimbursement system.
<b>Criteria</b>	Projects are reviewed and scored based on concept/scope, funding/resources, impact and benefit to the transportation network and community as a whole, sponsor's ability to administer the project, and the projects readiness to proceed. Existing projects tend to receive priority within this program.
<b>Due Date</b>	Pre-applications are due July 1 <sup>st</sup> and final applications October 1 <sup>st</sup> during odd years.
<b>Website</b>	<a href="http://www.virginiadot.org/business/prehancegrants.asp">www.virginiadot.org/business/prehancegrants.asp</a>

## REVENUE SHARING PROGRAM

<b>Overview</b>	The purpose of this program is to provide additional funds to a locality to construct, reconstruct, improve or maintain the road network. Facilities that are ancillary to the roadway may also be considered. A locality's governing body must pass a resolution requesting funds.
<b>Funding</b>	Project costs are split between the locality and the Commonwealth, thus requiring a 50% local match.
<b>Criteria</b>	Projects are prioritized in the following order: Projects previously receiving revenue sharing funds, those that meet a need identified in VTrans or when funding will accelerate advertisement of a project, projects that address deficient pavement or bridges, and then other eligible projects.
<b>Due Date</b>	November 1 <sup>st</sup> , odd years.
<b>Website</b>	<a href="http://www.virginiadot.org/business/local-assistance-access-programs.asp">www.virginiadot.org/business/local-assistance-access-programs.asp</a>

## RECREATIONAL ACCESS PROGRAM

<b>Overview</b>	Funding is utilized for the construction, reconstruction, maintenance or improvement of roads and bikeways providing access to recreational areas or historic sites that are operated by the state, locality or authority.
<b>Funding</b>	Access roads to locally operated facilities may be awarded up to \$250,000 with an additional \$100,000 if matched dollar-for-dollar by the locality/authority. Bikeways providing access to local recreational or historic sites may be awarded up to \$60,000 with an additional \$15,000 if matched dollar-for-dollar by the locality/authority. Additional funding structures are also identified for state facilities.
<b>Criteria</b>	The overall scope and completeness of a proposed project is reviewed and considered by VDOT, Department of Conservation and Recreation, and the Virginia Department of Historic Resources as appropriate. The CTB will determine any allocation of funds.
<b>Due Date</b>	Rolling, with requests being considered on a first come, first served basis.
<b>Website</b>	<a href="http://www.virginiadot.org/business/local-assistance-access-programs.asp">www.virginiadot.org/business/local-assistance-access-programs.asp</a>

## ECONOMIC DEVELOPMENT ACCESS PROGRAM

Overview	Funds associated with this program are made available to provide adequate access to qualifying development sites.
Funding	Projects may be awarded up to \$500,000 with an additional \$150,000 if matched dollar-for-dollar by locality/authority within a fiscal year.
Criteria	The overall scope and completeness of a proposed project is reviewed and considered by the Virginia Economic Development Partnership and the Virginia Department of Business Assistance. The CTB will determine any allocation of funds.
Due Date	Rolling, with requests being considered on a first come, first served basis.
Website	<a href="http://www.virginiadot.org/business/local-assistance-access-programs.asp">www.virginiadot.org/business/local-assistance-access-programs.asp</a>

## STATE OF GOOD REPAIR

Overview	A program designed to address deteriorated pavement on interstates/primary highways and bridges deemed structurally deficient on the National Bridge Inventory. The subject infrastructure may be owned or maintained by either VDOT or a locality.
Funding	Each District is allocated between 5.5% - 17.5% of the total available funds based upon need. Awards are approved by the Commonwealth Transportation Board.
Criteria	A list of eligible projects can be found on VDOT's State of Good Repair webpage. The spreadsheet includes listings for the following: VDOT Bridges, Locality Bridges, VDOT Pavement, and Locality Pavement.
Due Date	January 31, each year.
Website	<a href="http://www.virginiadot.org/projects/state_of_good_repair.asp">www.virginiadot.org/projects/state_of_good_repair.asp</a>

## RECREATIONAL TRAILS PROGRAM

Overview	This program is designed to provide and maintain recreational trails. Sidewalks and publicly maintained roads are not considered trails under this program.
Funding	Funds originate from the Federal Highway Administration (FHWA) with the Virginia Department of Conservation and Recreation (DCR) serving as the administrative body. The Recreational Trails Program is an 80/20 matching reimbursement program. Trail funds are divided into the following categories and percentages: 30% for motorized recreational trail use, 30% non-motorized recreational trails, 40% trails with compatible recreational purposes and/or those that are multi-use.
Criteria	Projects should be consistent with the Virginia Outdoors Plan and will be reviewed, scored, and recommended by the Virginia Trails Program Advisory Committee.
Due Date	Information on the next grant cycle is scheduled to be announced in January of 2020.
Website	<a href="http://www.dcr.virginia.gov/recreational-planning/trailfnd">www.dcr.virginia.gov/recreational-planning/trailfnd</a>

## BUILD TRANSPORTATION DISCRETIONARY GRANT

Overview	BUILD (Better Utilizing Investments to Leverage Development) is administered by the USDOT for projects relating to roads, rail, transit, ports, and intermodal transportation that will help achieve national objectives. This program was previously known as TIGER (Transportation Investment Generating Economic Recovery). The grant does distinguish between urban and rural projects.
Funding	\$900 million nationally, with no state receiving more than \$90 million nor any single project receiving more than \$25 million. Minimum award for rural areas is \$1 million. Grant may not exceed 80% of a project in urban areas; however, in rural areas the Secretary of DOT may increase the Federal share above 80%.
Criteria	Projects are reviewed for safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life. Secondary criteria include: innovation (technology, project delivery, financing) and partnerships.
Due Date	July
Website	<a href="http://www.transportation.gov/BUILDgrants">www.transportation.gov/BUILDgrants</a>

## LAND USE REGULATIONS

Overview	This approach is proactive as issues are addressed before development occurs. All localities should utilize zoning and subdivision regulations, and include VDOT officials in the review process, to identify and properly address any improvements to the transportation system that are warranted by a proposed development, expansion, addition or change in land use, prior to approval.
Funding	A portion or all of the required transportation improvements necessitated by a proposed development may be covered by the developer.
Criteria	All new development, expansions, additions, and changes in land use, should be reviewed by the relevant jurisdiction for conformance with all zoning and subdivision regulations and, prior to approval, afford VDOT officials the opportunity to review and offer comments. All existing and proposed land use regulations shall be in conformance with the Code of Virginia.



## APPENDIX A – WEIGHT SCHEMA FOR PRIORITIZATION MATRIX

The weighting schema contained in the prioritization matrix for the Commonwealth Regional Council is based upon Category D of the Smart Scale Policy Guide. In general, Category D represents the more rural areas of the Commonwealth.

### WEIGHT SCHEMA – SMART SCALE CATEGORY D

Goals	Scoring Weight
1: Provide a transportation system that facilitates the efficient movement of people and goods.	10%
2: Provide a safe and secure transportation system.	30%
3: Retain and increase business and employment opportunities.	35%
4: Improve quality of life and protect the environment.	10%
5: Preserve the existing transportation system and promote efficient system management.	15%

## APPENDIX B – CRC PRIMARY ROADS



## CRC PRIMARY ROADS LIST

Route Number	Road Name	Jurisdiction	AADT
VA 38	Virginia Ave	Amelia County	2200
VA 38	Court St	Amelia County	2200
VA 38	Washington St	Amelia County	2200
VA 38	Church St	Amelia County	2200
VA 38	Five Forks Rd	Amelia County	2200
VA 38	Five Forks Rd	Amelia County	1200
VA 153	Military Rd	Amelia County	2900
VA 153	Military Rd	Amelia County	4600
VA 153	Military Rd	Amelia County	5100
VA 153	Military Rd	Amelia County	4800
VA 307	Holly Farms Rd	Amelia County	6500
US 360	Patrick Henry Hwy	Amelia County	6900
US 360	Patrick Henry Hwy	Amelia County	12000
US 360	Patrick Henry Hwy	Amelia County	16000
US 360	Patrick Henry Hwy	Amelia County	16000
US 360	Patrick Henry Hwy	Amelia County	17000
Bus US 360	Goodes Bridge Rd	Amelia County	4700
US 15		Buckingham County	4500
US 15	James Madison Hwy	Buckingham County	4300
US 15	James Madison Hwy	Buckingham County	9400
US 15	James Madison Hwy	Buckingham County	8600
US 15	James Madison Hwy	Buckingham County	4900
US 15	James Madison Hwy	Buckingham County	3500
US 15	James Madison Hwy	Buckingham County	3800
VA 20	Constitution Route	Buckingham County	4200
VA 20	Constitution Route	Buckingham County	3200
VA 20	Constitution Route	Buckingham County	4800
VA 24		Buckingham County	1700
VA 56	James River Hwy	Buckingham County	320



<b>VA 56</b>	James River Hwy	Buckingham County	1900
<b>US 60</b>	James Anderson Hwy	Buckingham County	760
<b>US 60</b>	James Anderson Hwy	Buckingham County	2600
<b>US 60</b>	James Anderson Hwy	Buckingham County	3700
<b>US 60</b>	James Anderson Hwy	Buckingham County	4400
<b>US 60</b>	James Anderson Hwy	Buckingham County	2300
<b>US 15</b>	Barnesville Hwy	Charlotte County	1500
<b>US 15</b>	Barnesville Hwy	Charlotte County	1900
<b>US 15, US 360</b>	Kings Hwy	Charlotte County	4800
<b>US 15, US 360</b>	Kings Hwy	Charlotte County	4700
<b>US 15, US 360</b>	Kings Hwy	Charlotte County	5000
<b>US 15, US 360</b>	Kings Hwy	Charlotte County	5500
<b>US 15</b>	Farmville Hwy	Charlotte County	3800
<b>Bus US 15, Bus US 360</b>	Olds Kings Hwy	Charlotte County	1300
<b>Bus US 15, Bus US 360</b>		Charlotte County	4100
<b>VA 40</b>	Patrick Henry Hwy	Charlotte County	1100
<b>VA 40</b>	Patrick Henry Hwy	Charlotte County	2300
<b>VA 40</b>	Patrick Henry Hwy	Charlotte County	2100
<b>VA 40</b>	George Washington Hwy	Charlotte County	2500
<b>VA 40</b>	Lunenburg Hwy	Charlotte County	3500
<b>VA 47</b>	Craftons Gate Hwy	Charlotte County	1700
<b>VA 47</b>	Graftons Gate Hwy	Charlotte County	1500
<b>VA 47</b>		Charlotte County	1800
<b>VA 47</b>		Charlotte County	1600
<b>VA 47</b>	Thomas Jefferson Hwy	Charlotte County	1500
<b>VA 47</b>	Thomas Jefferson Hwy	Charlotte County	1800
<b>VA 47</b>	Thomas Jefferson Hwy	Charlotte County	2100
<b>VA 59</b>		Charlotte County	1200
<b>VA 92</b>	JEB Stuart Hwy	Charlotte County	2000
<b>VA 92</b>	JEB Stuart Hwy	Charlotte County	2100
<b>VA 92</b>	JEB Stuart Hwy	Charlotte County	470

<b>US 360</b>	Kings Hwy	Charlotte County	4800
<b>US 360</b>	Kings Hwy	Charlotte County	3300
<b>US 15, US 360</b>	Kings Hwy	Charlotte County	4800
<b>US 15, US 360</b>	Kings Hwy	Charlotte County	4700
<b>US 15, US 360</b>	Kings Hwy	Charlotte County	5000
<b>US 15, US 360</b>	Kings Hwy	Charlotte County	5500
<b>US 360</b>	Kings Hwy	Charlotte County	4500
<b>Bus US 15, Bus US 360</b>	Olds Kings Hwy	Charlotte County	1300
<b>Bus US 15, Bus US 360</b>		Charlotte County	4100
<b>VA 13</b>	Old Buckingham Rd	Cumberland County	810
<b>VA 45</b>	Cumberland Rd	Cumberland County	5000
<b>VA 45</b>	Cumberland Rd	Cumberland County	3700
<b>VA 45</b>	Cumberland Rd	Cumberland County	3500
<b>US 60, VA 45</b>	Anderson Hwy	Cumberland County	6300
<b>24-685</b>	Miller Lane	Cumberland County	140
<b>24-686</b>	White Rd	Cumberland County	60
<b>24-686</b>	Cedar Plains Rd	Cumberland County	50
<b>24-687</b>	Sherwood Rd	Cumberland County	170
<b>24-722</b>	Bolden Rd	Cumberland County	46
<b>24-723</b>	Hatcher Rd	Cumberland County	80
<b>24-724</b>	Ayers Rd	Cumberland County	50
<b>24-725</b>	Woodland Dr	Cumberland County	80
<b>24-726</b>	Foster Rd	Cumberland County	200
<b>24-727</b>	Hill Crest Rd	Cumberland County	60
<b>24-728</b>	Poor House Rd	Cumberland County	480
<b>24-729</b>	Streets Place	Cumberland County	40
<b>24-730</b>	Ownby Rd	Cumberland County	60
<b>24-731</b>	Milden Rd	Cumberland County	40
<b>24-732</b>	Hauschild Dr	Cumberland County	390
<b>24-733</b>	Allen Dr	Cumberland County	50
<b>Bus US 15, Bus US 460</b>		Prince Edward County	6400

<b>VA 133</b>	Kingsville Rd	Prince Edward County	2500
<b>VA 133</b>	Kingsville Rd	Prince Edward County	5000
<b>VA 307</b>		Prince Edward County	5900
<b>US 360</b>	Kings Hwy	Prince Edward County	5300
<b>US 360</b>	Kings Hwy	Prince Edward County	4900
<b>US 360</b>	Kings Hwy	Prince Edward County	5200
<b>US 360</b>	Kings Hwy	Prince Edward County	4900
<b>US 360</b>		Prince Edward County	4800
<b>US 460</b>	Prince Edward Hwy	Prince Edward County	7100
<b>US 460</b>	Prince Edward Hwy	Prince Edward County	8100
<b>US 460</b>	Prince Edward Hwy	Prince Edward County	9000
<b>US 15, US 460</b>	Prince Edward Hwy	Prince Edward County	10000
<b>US 460</b>	Prince Edward Hwy	Prince Edward County	8600
<b>US 460</b>	Prince Edward Hwy	Prince Edward County	14000
<b>US 460</b>	Prince Edward Hwy	Prince Edward County	7400
<b>Bus US 460</b>		Prince Edward County	1500
<b>US 15, Bus US 460</b>	Sheppards Rd	Prince Edward County	6400
<b>Bus US 15, Bus US 460</b>		Prince Edward County	6400
<b>Bus US 460</b>	E 3rd St	Prince Edward County	8000
<b>VA 40</b>	David Bruce Ave	Town of Charlotte C.H.	2100
<b>VA 40, VA 47</b>	Thomas Jefferson Hwy	Town of Charlotte C.H.	5200
<b>VA 40</b>	George Washington Hwy	Town of Charlotte C.H.	2500
<b>VA 47</b>		Town of Charlotte C.H.	1800
<b>VA 40, VA 47</b>	Thomas Jefferson Hwy	Town of Charlotte C.H.	5200
<b>VA 47</b>	Thomas Jefferson Hwy	Town of Charlotte C.H.	1600
<b>US 15</b>	Oak St	Town of Dillwyn	8600
<b>US 15</b>	Main St	Town of Dillwyn	8600
<b>VA 47</b>		Town of Drakes Branch	1500
<b>VA 47</b>		Town of Drakes Branch	1800
<b>VA 59</b>		Town of Drakes Branch	1200
<b>Bus US 15</b>	S Main St	Town of Farmville	19000



<b>Bus US 15</b>	Main St	Town of Farmville	22000
<b>Bus US 15</b>	Main St	Town of Farmville	20000
<b>Bus US 15</b>	Main St	Town of Farmville	14000
<b>Bus US 15</b>	Main St	Town of Farmville	10000
<b>Bus US 15</b>	Main St	Town of Farmville	12000
<b>Bus US 15</b>	Main St	Town of Farmville	10000
<b>Bus US 15</b>	High St	Town of Farmville	4300
<b>Bus US 15</b>	High St	Town of Farmville	4700
<b>Bus US 15</b>	Oak St	Town of Farmville	6900
<b>Bus US 15, Bus US 460</b>	Third St	Town of Farmville	10000
<b>Bus US 15, Bus US 460</b>	Third St	Town of Farmville	7100
<b>VA 45</b>	Main St	Town of Farmville	9000
<b>VA 45</b>	Main St	Town of Farmville	10000
<b>VA 45</b>	Main St	Town of Farmville	6900
<b>VA 45</b>	Main St	Town of Farmville	5700
<b>Bus US 15, Bus US 460</b>	Third St	Town of Farmville	7100
<b>Bus US 15, Bus US 460</b>	Third St	Town of Farmville	10000
<b>Bus US 460</b>	Third St	Town of Farmville	7700
<b>Bus US 460</b>	3rd St	Town of Farmville	8600
<b>Bus US 460</b>	3rd St	Town of Farmville	9100
<b>Bus US 460</b>	3rd St	Town of Farmville	8000
<b>VA 40</b>		Town of Kenbridge	5000
<b>VA 40</b>	Main St	Town of Kenbridge	6400
<b>VA 40</b>	N. Broad St	Town of Kenbridge	3800
<b>VA 137, VA 138</b>		Town of Kenbridge	4200
<b>VA 137, VA 138</b>		Town of Kenbridge	4200
<b>Bus US 15, Bus US 360</b>		Town of Keysville	1300
<b>Bus US 15, Bus US 360, VA 40</b>	McDonald Rd	Town of Keysville	5400
<b>Bus US 15, Bus US 360</b>	Four Locust Hwy	Town of Keysville	4100
<b>VA 40</b>	Church St	Town of Keysville	2500

<b>Bus US 15, Bus US 360, VA 40</b>	McDonald Rd	Town of Keysville	5400
<b>VA 40</b>	Lunenburg Hwy	Town of Keysville	3500
<b>VA 59</b>		Town of Keysville	1200
<b>Bus US 15, Bus US 360</b>		Town of Keysville	1300
<b>Bus US 15, Bus US 360, VA 40</b>	McDonald Rd	Town of Keysville	5400
<b>Bus US 15, Bus US 360</b>	Four Locust Hwy	Town of Keysville	4100
<b>VA 40</b>	Phenix Main St	Town of Phenix	1100
<b>VA 40</b>	Patrick Henry Hwy	Town of Phenix	2300
<b>VA 40, VA 49</b>		Town of Victoria	3100
<b>VA 40</b>	Main St	Town of Victoria	5600
<b>VA 40</b>	K-V Rd	Town of Victoria	5000
<b>VA 40, VA 49</b>		Town of Victoria	3100
<b>VA 49</b>	Earl Davis Gregory Hwy	Town of Victoria	3800
<b>VA 49</b>	Nottoway Blvd	Town of Victoria	3400

Source: [www.virginiadot.org/info/2017\\_traffic\\_data.asp](http://www.virginiadot.org/info/2017_traffic_data.asp).

## APPENDIX C— CRC 2014 - 2018 CRASH DATA

CRC 2014-2018 CRASH DATA						
	Amelia	Buckingham	Charlotte	Lunenburg	Prince Edward	CRC
Property Damage Only (PDO)	468	755	396	339	1197	3155
Visible Injury	240	247	165	131	491	1247
Nonvisible Injury	14	30	5	14	50	113
Severe	82	90	80	83	116	451
Fatal	16	27	18	12	24	97
<b>Totals</b>	<b>820</b>	<b>1149</b>	<b>664</b>	<b>579</b>	<b>1878</b>	<b>5090</b>

Source: <https://www.virginiaroads.org/datasets/virginia-crashes-1>. Data also includes incorporated towns in the County data. To view 2014-2018 crash data in its entirety, visit: <https://www.virginiaroads.org/datasets/virginia-crashes-1>



## APPENDIX D— CRC BRIDGE & CULVERT DATA

\*Data obtained from [www.virginiaroads.org/datasets/bridges-and-culverts](http://www.virginiaroads.org/datasets/bridges-and-culverts) 10/18/2019

### AMELIA COUNTY

Road Name	Features	Year Built	Structure	Rating
PATRICK HENRY HWY	S BR NIBBS CREEK	1930	Bridge	Fair Bridge
GOODES BRIDGE RD	COURTHOUSE BRANCH	1930	Culvert	Fair Culvert
GOODES BRIDGE ROAD	NS RAILWAY	1939	Bridge	Poor Bridge
MILITARY ROAD	BEAVER POND MILL TRACE	1948	Culvert	Fair Culvert
MILITARY ROAD	DEEP CREEK	1955	Bridge	Fair Bridge
MILITARY ROAD	BEAVER POND CREEK	1948	Bridge	Fair Bridge
ROUTE 153	SMACKS CREEK	1973	Bridge	Poor Bridge
LODORE ROAD	BARKHOUSE BRANCH	1990	Bridge	Fair Bridge
SELMA ROAD	BRANCH OF FLAT CREEK	2011	Culvert	Good Culvert
MEADE ROAD	MYRTLENE BRANCH	2011	Culvert	Good Culvert
AMELIA AVENUE	COURTHOUSE BRANCH	1988	Culvert	Fair Culvert
DYKELAND ROAD	HORSEPEN BRANCH	1962	Bridge	Poor Bridge
AMELIA AVE.	BRANCH OF NIBBS CREEK	1936	Bridge	Fair Bridge
DYKELAND ROAD	FLAT CREEK	1957	Bridge	Fair Bridge
WINTERHAM ROAD	NIBBS CREEK	1962	Bridge	Poor Bridge
BUTLER'S ROAD	SMACKS CREEK	1965	Bridge	Fair Bridge
CHEATHAMS ROAD	SMACKS CREEK	1966	Culvert	Fair Culvert
MILL QUARTER ROAD	NAMOZINE CREEK	1961	Bridge	Fair Bridge
OLD COURTHOUSE RD	WEST CREEK	1987	Bridge	Fair Bridge
BEAVER POND CRK RD	BRANCH OF BUTLER CREEK	1956	Bridge	Fair Bridge
GREENES ROAD	WINTICOMACK CREEK	1968	Culvert	Fair Culvert
BEAVER POND CRK RD	BUTLER CREEK	1956	Bridge	Fair Bridge
GREENS ROAD	HORSEPEN BRANCH	1973	Culvert	Fair Culvert
RODOPHIL ROAD	STOCK CREEK	1963	Bridge	Fair Bridge
BEAVER POND CRK RD	BEAVER POND CREEK	1956	Bridge	Fair Bridge
BUNKER HILL ROAD	DAWSON CREEK	1981	Culvert	Fair Culvert
ROUTE 617	SANDY CREEK	1961	Culvert	Fair Culvert
NAMOZINE ROAD	BR DEEP CREEK	1958	Culvert	Good Culvert

<b>NAMOZINE ROAD</b>	DEEP CREEK	1950	Bridge	Poor Bridge
<b>DENNISVILLE ROAD</b>	WEST CREEK	1960	Bridge	Fair Bridge
<b>SOAP STONE ROAD</b>	FLAT CREEK	1959	Bridge	Fair Bridge
<b>RICHMOND ROAD</b>	DEEP CREEK	1978	Bridge	Fair Bridge
<b>ROCKY FORD ROAD</b>	FLAT CREEK	1952	Bridge	Fair Bridge
<b>GRUBB HILL CH. RD.</b>	BRANCH OF FLAT CREEK	1964	Culvert	Good Culvert
<b>GRUB HILL CHURCH R</b>	FLAT CREEK	1964	Bridge	Fair Bridge
<b>FOWLKES BRIDGE RD</b>	STOCK CREEK	1976	Bridge	Fair Bridge
<b>WEST CREEK ROAD</b>	WEST CREEK	1945	Bridge	Fair Bridge
<b>WALDROP ROAD</b>	BRANCH WINTICOMACK CREEK	1945	Bridge	Fair Bridge
<b>WALDROP ROAD</b>	BRANCH WINTICOMACK CREEK	1945	Bridge	Fair Bridge
<b>AMELIA SPRINGS RD</b>	NEAL CREEK	1979	Culvert	Fair Culvert
<b>CHULA ROAD</b>	FLAT CREEK	1979	Bridge	Fair Bridge
<b>AMELIA SPRINGS RD</b>	FLAT CREEK	1954	Bridge	Fair Bridge
<b>ROUTE 600</b>	LONG BRANCH	1964	Culvert	Good Culvert
<b>BURTON ROAD</b>	BR WINTICOMACK CREEK	1972	Culvert	Good Culvert
<b>AMELIA SPRINGS RD.</b>	LITTLE CREEK	1962	Bridge	Good Bridge
<b>ROUTE 360 EBL</b>	APPOMATTOX RIVER	1957	Bridge	Fair Bridge
<b>BUCKSKIN CREEK RD.</b>	BUCKSKIN CREEK	1950	Bridge	Fair Bridge
<b>PATRICK HENRY HWY</b>	APPOMATTOX RIVER	1982	Bridge	Fair Bridge
<b>NS RAILWAY</b>	ROUTE 360	1967	Bridge	<b>Unclassified bridge</b>
<b>NS RAILWAY</b>	ROUTE 360	1967	Bridge	<b>Unclassified bridge</b>
<b>PATRICK HENRY HWY</b>	S BR NIBBS CREEK	1965	Culvert	Fair Culvert
<b>CLEMONTOWN ROAD</b>	FLAT CREEK	1970	Bridge	Fair Bridge
<b>ROUTE 360</b>	CREEK COURTHOUSE BRANCH	1964	Culvert	Fair Culvert
<b>PERKINSON ROAD</b>	SOUTH BUCKSKIN CREEK	1984	Culvert	Fair Culvert
<b>OAK GROVE ROAD</b>	HORSEPEN BRANCH	1963	Bridge	Poor Bridge
<b>EBL PAT. HENRY HWY</b>	NS RAILWAY & RTE 360BUS	1966	Bridge	Poor Bridge
<b>OAK GROVE ROAD</b>	HORSEPEN BRANCH	1963	Bridge	Poor Bridge
<b>NORTH LODORE ROAD</b>	NIBBS CREEK	1960	Bridge	Fair Bridge
<b>NORTH LODORE ROAD</b>	FLAT CREEK	1950	Bridge	Fair Bridge
<b>EBL PAT. HENRY HWY</b>	NS RAILWAY & RTE 360BUS	1966	Bridge	Poor Bridge
<b>DRUNKYARD ROAD</b>	VAUGHANS CREEK	1958	Bridge	Fair Bridge
<b>WBL PAT. HENRY HWY</b>	NS RAILWAY & RTE 360BUS	1966	Bridge	Poor Bridge
<b>WBL PAT. HENRY HWY</b>	NS RAILWAY & RTE 360BUS	1966	Bridge	Poor Bridge

<b>NAMOZINE ROAD</b>	TRIB OF WINTICOMACK CR	1929	Bridge	Fair Bridge
<b>NAMOZINE ROAD</b>	BRANCH OF NAMOZINE CREEK	1974	Culvert	Fair Culvert
<b>NAMOZINE ROAD</b>	BRANCH OF NAMOZINE CREEK	1974	Culvert	Fair Culvert
<b>NAMOZINE ROAD</b>	SWEATHOUSE CREEK	1974	Bridge	Fair Bridge
<b>HARRISONS ROAD</b>	NIBBS CREEK	1971	Culvert	Poor Culvert
<b>SWEATHOUSE CREEK R</b>	SWEATHOUSE CREEK	1989	Bridge	Fair Bridge
<b>PRIDESVILLE ROAD</b>	NIBBS CREEK	1983	Bridge	Fair Bridge
<b>WHITAKER ROAD</b>	BRANCH OF NIBBS CREEK	2000	Culvert	Fair Culvert
<b>SAYLERS CREEK ROAD</b>	SAILORS CREEK	2012	Bridge	Good Bridge
<b>ROYALTON ROAD</b>	APPOMATTOX RIVER	2015	Bridge	Good Bridge
<b>STONE POINT ROAD</b>	APPOMATTOX RIVER	2015	Bridge	Good Bridge
<b>GRUBB HILL CHURCH</b>	NIBBS CREEK	2000	Bridge	Fair Bridge
<b>NAMOZINE ROAD</b>	SWEATHOUSE CREEK	2004	Bridge	Good Bridge
<b>BELL ROAD</b>	SANDY CREEK	2002	Bridge	Fair Bridge
<b>NAMOZINE ROAD</b>	WINTICOMACK CREEK	1997	Culvert	Good Culvert

## BUCKINGHAM COUNTY

Road Name	Features	Year Built	Structure	Rating
<b>Garrett Mill Rd.</b>	Pitman Creek	1961	Bridge	Good Bridge
<b>River Road</b>	David Creek	1974	Bridge	Good Bridge
<b>River Road</b>	Trib. James River	1932	Culvert	Good Culvert
<b>Sanders Creek</b>	Willis River	1968	Bridge	Fair Bridge
<b>River Road</b>	Tributary Alabama Creek	1932	Culvert	Fair Culvert
<b>Dixie Hill Rd.</b>	Horsepen Creek	1956	Bridge	Fair Bridge
<b>River Road</b>	Alabama Creek	1979	Culvert	Good Culvert
<b>Maple Bridge Road</b>	Willis River	1962	Bridge	Fair Bridge
<b>Howardsville Rd.</b>	James River	1970	Bridge	Fair Bridge
<b>Tower Creek Rd.</b>	Grease Creek	1964	Bridge	Good Bridge
<b>Stagecoach Rd</b>	Perkins Creek	1970	Culvert	Good Culvert
<b>Howardsville Rd.</b>	Tributary James River	1971	Culvert	Good Culvert
<b>Tower Hill Road</b>	Slate River	1957	Bridge	Fair Bridge
<b>Howardsville Road</b>	Branch Rock Island Creek	1932	Culvert	Good Culvert

<b>Oak Hill Road</b>	Bryant Creek	1973	Culvert	Good Culvert
<b>Howardsville Road</b>	Stadon Creek	1932	Culvert	Fair Culvert
<b>Rock Mill Rd.</b>	Willis River	1974	Bridge	Fair Bridge
<b>Howardsville Road</b>	Trib. Stadon Creek	1932	Culvert	Fair Culvert
<b>Bishop Creek Road</b>	Bishop Creek	1950	Bridge	Good Bridge
<b>Howardsville Rd.</b>	Walton's Fork	1947	Bridge	Fair Bridge
<b>Troublesome Ck Rd</b>	Troublesome Creek	1961	Bridge	Good Bridge
<b>Manteo Road</b>	Sycamore Creek	1952	Bridge	Fair Bridge
<b>Buffalo Road</b>	Turpin Creek	1961	Bridge	Fair Bridge
<b>Pattie Road</b>	Walton Fork	1963	Bridge	Fair Bridge
<b>Rosney Road</b>	Trib. Whispering Creek	1932	Culvert	Good Culvert
<b>Loop Road</b>	Tributary Willis River	1932	Culvert	Good Culvert
<b>Rosney Road</b>	Rosney Creek	1977	Culvert	Fair Culvert
<b>Plank Road</b>	Willis River	1977	Bridge	Good Bridge
<b>High Rock Rd.</b>	Little Buffalo Creek	1964	Bridge	Fair Bridge
<b>James Anderson Hwy</b>	Trib. Brick Kiln Branch	1945	Culvert	Fair Culvert
<b>High Rock Road</b>	Trib. Buffalo Creek	1975	Culvert	Fair Culvert
<b>E James Anderson</b>	Br Whispering Creek	1932	Culvert	Good Culvert
<b>Claybank Rd.</b>	Little Buffalo Creek	1975	Culvert	Fair Culvert
<b>James Anderson Hwy</b>	Branch Austin Creek	1932	Culvert	Fair Culvert
<b>Chellowe Rd.</b>	Whispering Creek	1965	Bridge	Fair Bridge
<b>James Anderson Hwy</b>	Austin Creek	1931	Bridge	Fair Bridge
<b>Melita Road</b>	Slate River	1967	Bridge	Fair Bridge
<b>James Anderson Hwy</b>	Trib. North River	1932	Culvert	Fair Culvert
<b>Johnson Station Rd</b>	Hunts Creek	1964	Bridge	Good Bridge
<b>E. James Anderson</b>	Rosney Creek	1932	Bridge	Fair Bridge
<b>Melita Rd.</b>	Crooked Creek	1960	Culvert	Good Culvert
<b>Trent's Mill Road</b>	Randolph Creek	1990	Culvert	Good Culvert
<b>E James Anderson</b>	Ivy Branch	1932	Culvert	Fair Culvert
<b>Evans Mill Road</b>	Willis River	1979	Bridge	Good Bridge
<b>James Anderson Hy.</b>	Brick Kiln Branch	1931	Bridge	Fair Bridge



<b>E. J. Anderson Hwy</b>	Whispering Creek	1931	Bridge	Fair Bridge
<b>Evans Mill Road</b>	Cattle Pass	1979	Culvert	Good Culvert
<b>S. James River Rd.</b>	North River	1981	Bridge	Fair Bridge
<b>Copper Mine Rd</b>	Joshua Creek	1967	Bridge	Good Bridge
<b>Mount Rush Hwy</b>	Grease Creek	1937	Bridge	Fair Bridge
<b>Banton Shop Rd.</b>	Flat Creek	1932	Culvert	Good Culvert
<b>Mt. Rush Highway</b>	Frisby Branch	1940	Culvert	Fair Culvert
<b>Copper Mine Rd.</b>	Turpin Creek	1983	Culvert	Good Culvert
<b>Mt. Rush Highway</b>	Slate River	1930	Bridge	Fair Bridge
<b>Hall Road</b>	North River	1983	Bridge	Good Bridge
<b>Hawksview Rd.</b>	Stevens Run	1967	Bridge	Fair Bridge
<b>Constitution Route</b>	Little Georgia Creek	1930	Bridge	Fair Bridge
<b>Gilliam Mill Road</b>	Willis River	1940	Bridge	Good Bridge
<b>Constitution Route</b>	Muddy Creek	1939	Bridge	Fair Bridge
<b>Union Church Rd.</b>	Grease Creek	1978	Culvert	Good Culvert
<b>Diana Mill Rd.</b>	Sharps Creek	1987	Culvert	Fair Culvert
<b>Constitution Route</b>	Maxeys Creek	1939	Bridge	Fair Bridge
<b>Union Church Rd.</b>	Frisby Creek	1963	Bridge	Good Bridge
<b>Slate Hill Road</b>	Hunt Creek	1978	Culvert	Good Culvert
<b>Route 15</b>	Appomattox River	1990	Bridge	Fair Bridge
<b>Bridge Road</b>	Slate River	1970	Bridge	Fair Bridge
<b>New Store Road</b>	Willis River	1974	Bridge	Good Bridge
<b>James Madison Hwy.</b>	Little Willis River	1961	Culvert	Good Culvert
<b>Perkins Mill Rd.</b>	Slate River	1974	Bridge	Fair Bridge
<b>Greenway Rd.</b>	Austin Creek	1978	Culvert	Good Culvert
<b>S. James Madison Hy</b>	Willis River	1962	Bridge	Good Bridge
<b>Spears Mountain Rd</b>	Mallory's Creek	1966	Bridge	Fair Bridge
<b>Howardsville Rd.</b>	Ripley Creek	1965	Bridge	Fair Bridge
<b>Little Creek Rd.</b>	Little Creek	1965	Culvert	Fair Culvert
<b>Warminister Church</b>	Little Sycamore Creek	1965	Bridge	Good Bridge
<b>Whispering Rd.</b>	Trib. Whispering Creek	1995	Culvert	Good Culvert

<b>Hundley Branch Rd.</b>	Rock Island Creek	1963	Bridge	Good Bridge
<b>Sharps Creek Rd</b>	Sharps Creek	1967	Bridge	Fair Bridge
<b>Georgia Creek Rd</b>	Little Georgia Creek	1965	Bridge	Good Bridge
<b>Chapel Road</b>	Bear Garden Creek	1979	Culvert	Poor Culvert
<b>Randolph Creek Rd</b>	Randolph Creek	1967	Bridge	Fair Bridge
<b>Mohele Rd.</b>	Gannaway Creek	1973	Culvert	Good Culvert
<b>Saw Mill Rd.</b>	Horsepen Creek	1975	Culvert	Good Culvert
<b>Paynes Pond Rd.</b>	Little George Creek	1948	Bridge	Fair Bridge
<b>Payne's Pond Rd.</b>	Little Georgia Creek	1974	Culvert	Good Culvert
<b>Rock Island Road</b>	Rock Island Creek	1963	Bridge	Good Bridge
<b>Ridge Road</b>	Slate River	1975	Bridge	Good Bridge
<b>Arvon Road</b>	Hunt Creek	1979	Culvert	Fair Culvert
<b>Blinkys Road</b>	Bear Garden Creek	1976	Culvert	Fair Culvert
<b>Penlan Road</b>	Rocky Creek	1961	Bridge	Good Bridge
<b>Penlan Road</b>	Hunts Creek	1961	Bridge	Good Bridge
<b>Penlan Road</b>	Slate River	1972	Bridge	Fair Bridge
<b>Thomas Road</b>	Hatcher Creek	1963	Bridge	Fair Bridge
<b>Old Tower Hill Rd.</b>	Hatcher Creek	1973	Culvert	Good Culvert
<b>Belle Branch Road</b>	Hatcher Creek	1932	Bridge	Fair Bridge
<b>Fanny White Rd.</b>	Troublesome Creek	1985	Culvert	Good Culvert
<b>Woods Road</b>	Mathews Creek	1961	Bridge	Fair Bridge
<b>Forest Clay Rd.</b>	Meadow Creek	1963	Bridge	Fair Bridge
<b>Ranson Road</b>	Trib. Staddon Creek	1973	Culvert	Fair Culvert
<b>Watoga Road</b>	Walton Fork Creek	1988	Culvert	Fair Culvert
<b>St. Andrews Rd.</b>	Walton's Fork	1973	Culvert	Fair Culvert
<b>Route 654</b>	Whispering Creek	1968	Bridge	Good Bridge
<b>Logan Road</b>	Mill Creek	1961	Bridge	Good Bridge
<b>Bridgeport Road</b>	Slate River	1961	Bridge	Fair Bridge
<b>Muddy Creek Rd</b>	Muddy Creek	1975	Bridge	Fair Bridge
<b>Slate River Mill Rd</b>	Slate River	1976	Bridge	Good Bridge
<b>Ranson Road</b>	Staddon Creek	2015	Culvert	Good Culvert

<b>Blinkys Road</b>	Bear Garden Creek	1976	Culvert	Fair Culvert
<b>Blinkys Road</b>	Bear Garden Road	1976	Culvert	Fair Culvert
<b>Claybank Road</b>	Little Buffalo Creek	1975	Culvert	Fair Culvert
<b>Tatum Road</b>	Cat Branch	2015	Culvert	Good Culvert
<b>Howardsville Road</b>	Forsip Creek	2015	Culvert	Good Culvert
<b>Slate Hill Road</b>	Green Creek	2017	Bridge	Good Bridge
<b>Slate Hill Road</b>	Hunt Creek	1978	Culvert	Good Culvert
<b>Greenway Road</b>	Austin Creek	1978	Culvert	Good Culvert
<b>Greenway Road</b>	Austin Creek	1978	Culvert	Good Culvert
<b>River Road</b>	Alabama Creek	1979	Culvert	Good Culvert
<b>Jerico Road</b>	Cooper Creek	2018	Bridge	Good Bridge
<b>SAW MILL RD</b>	HORSEPEN CREEK	1975	Culvert	Good Culvert
<b>Payne Creek Rd.</b>	Payne Creek	1963	Bridge	Good Bridge
<b>Payne Creek Road</b>	Br. Payne Creek	1997	Culvert	Good Culvert
<b>Route 15</b>	James Rv; CSX RR & Rt 656	2001	Bridge	Good Bridge
<b>Spencer Rd.</b>	Walton Fork	1999	Bridge	Good Bridge
<b>C. G. Woodson Road</b>	Bear Garden Creek	2010	Bridge	Good Bridge
<b>Constitution Route</b>	Slate River	2017	Bridge	Good Bridge
<b>Paradise Road</b>	Davis Creek	1995	Bridge	Good Bridge
<b>Paradise Rd.</b>	Ducker Creek	1996	Culvert	Poor Culvert
<b>Route 60</b>	Slate River	1997	Bridge	Good Bridge

## CHARLOTTE COUNTY

<b>Road Name</b>	<b>Features</b>	<b>Year Built</b>	<b>Structure</b>	<b>Rating</b>
<b>Patrick Henry Hwy.</b>	Branch	1932	Culvert	Fair Culvert
<b>Robertson Road</b>	Black Creek	1964	Bridge	Good Bridge
<b>Rt. 40</b>	NS Railway	1957	Bridge	Fair Bridge
<b>Patrick Henry Hwy.</b>	Turnip Creek	1974	Culvert	Good Culvert
<b>Robertson Road</b>	Bluestone Creek	1932	Bridge	Fair Bridge
<b>George Wash. Hwy.</b>	Branch	1932	Culvert	Fair Culvert
<b>Robertson Road</b>	Moody Creek	1932	Bridge	Fair Bridge

Patrick Henry Hwy	Terrys Creek	1927	Bridge	Fair Bridge
Patrick Henry Hwy	Ward Fork Creek	1983	Bridge	Fair Bridge
Rocky Branch Road	Sandy Creek	1932	Culvert	Fair Culvert
G. Washington Hwy.	Roanoke Creek	1931	Bridge	Fair Bridge
Roanoke Station Rd	Little Sandy Creek	1973	Culvert	Fair Culvert
River Road	Roanoke Creek	1969	Bridge	Good Bridge
Dairy Farm Road	Bluestone Creek	1991	Bridge	Good Bridge
G Washington Hwy	Branch	1932	Culvert	Fair Culvert
Whitlow Road	Buffalo Creek	1932	Culvert	Fair Culvert
Kings Highway	Gills Creek	1965	Culvert	Fair Culvert
Kings Highway NBL	Rt 15 & 360 Bu; BB	1966	Bridge	Fair Bridge
Kings Highway NBL	Rt 15 & 360 Bu; BB	1966	Bridge	Fair Bridge
Abilene Road	NS Railway	1967	Bridge	Fair Bridge
Kings Highway SBL	Rt 15 & 360 Bu; VA So RR	1966	Bridge	Fair Bridge
Abilene Road	NS Railway	1961	Bridge	Fair Bridge
Moody Creek Rd	Bluestone Creek	1978	Culvert	Poor Culvert
Barnes Road	Moody Creek	1978	Culvert	Fair Culvert
Kings Highway SBL	Rt 15 & 360 Bu; VA So RR	1966	Bridge	Fair Bridge
NS Railway	Rt 15 & 360 Bypass	1965	Bridge	<b>Unclassified bridge</b>
Kings Highway WBL	Staunton River	1969	Bridge	Fair Bridge
NS Railway	Rt 15 & 360 Bypass	1965	Bridge	<b>Unclassified bridge</b>
Kings Highway WBL	Staunton River	1969	Bridge	Fair Bridge
Kings Highway EBL	Staunton River	1969	Bridge	Fair Bridge
Kings Highway	Berles Creek	1967	Culvert	Fair Culvert
Route 15/360 Bus.	Routes 15 & 360 Byp.	1965	Bridge	Good Bridge
Route 15/360 Bus.	Routes 15 & 360 Byp.	1965	Bridge	Good Bridge
Kings Highway	Berles Creek	1967	Culvert	Fair Culvert
Route 15/360 Bus.	Routes 15 & 360 Byp.	1965	Bridge	Good Bridge
Barnesville Road	Branch	1932	Culvert	Fair Culvert
Kings Highway	Berles Creek	1967	Culvert	Fair Culvert
Kings Highway	North Meherrin River	1977	Culvert	Fair Culvert



<b>Kings Highway</b>	Stream	1932	Culvert	Fair Culvert
<b>Jeb Stuart Highway</b>	Staunton River	1930	Bridge	Poor Bridge
<b>Jeb Stuart hwy.</b>	Bluestone Creek	1931	Bridge	Fair Bridge
<b>Thomas Jefferson H</b>	NS Railway	1962	Bridge	Fair Bridge
<b>Main Street</b>	Drakes Branch	1932	Culvert	Fair Culvert
<b>Juniper Creek Road</b>	Route 15/360 Bypass	1965	Bridge	Good Bridge
<b>Thomas Jefferson H</b>	Branch	1932	Culvert	Fair Culvert
<b>Tates Mill Road</b>	Bluestone Creek	1932	Culvert	Fair Culvert
<b>Thomas Jefferson H</b>	Cardwell Creek	1932	Bridge	Fair Bridge
<b>Aspen Wall Road</b>	Louse Creek	1956	Bridge	Fair Bridge
<b>Craftons Gate High</b>	Horsepen Creek	1974	Culvert	Good Culvert
<b>Cub Ck Church Rd</b>	Cub Creek	1956	Bridge	Fair Bridge
<b>Drakes Main St</b>	Twitty's Creek	1981	Culvert	Fair Culvert
<b>Patrick Henry Road</b>	NS Railway	1969	Bridge	Fair Bridge
<b>Tollhouse Highway</b>	Roanoke Creek	1940	Bridge	Fair Bridge
<b>Turnip Creek Road</b>	Turnip Creek	1932	Bridge	Fair Bridge
<b>Thomas Jefferson H</b>	Wards Fork Creek	1939	Bridge	Fair Bridge
<b>Bethel Road</b>	NS Railway	1964	Bridge	Fair Bridge
<b>Lunenburg Hwy.</b>	Rts 15 & 360 Bypass	1965	Bridge	Fair Bridge
<b>Smiths Mill Road</b>	Turnip Creek	1932	Culvert	Fair Culvert
<b>Lunenburg Hwy.</b>	Rts 15 & 360 Bypass	1965	Bridge	Fair Bridge
<b>Hermon Road</b>	Roanoke Creek	1978	Bridge	Fair Bridge
<b>Lunenburg Hwy.</b>	Rts 15 & 360 Bypass	1965	Bridge	Fair Bridge
<b>Carrington Road</b>	Bluestone Creek	1984	Bridge	Good Bridge
<b>County Line Road</b>	NS Railway	1972	Bridge	Fair Bridge
<b>Stockdale Road</b>	Terry Creek	1932	Bridge	Fair Bridge
<b>Hillcroft Road</b>	Terrys Creek	1988	Culvert	Fair Culvert
<b>Hillcroft Road</b>	Sandy Creek	1976	Culvert	Fair Culvert
<b>Bear Creek Road</b>	Bear Creek	1985	Culvert	Fair Culvert
<b>Wards Fk Mill Road</b>	Wards Fork Creek	1967	Bridge	Fair Bridge
<b>Virginian Road</b>	Wards Fork Creek	1958	Bridge	Fair Bridge

<b>Welsh Track Road</b>	NS Railway	1973	Bridge	Fair Bridge
<b>Bethlehem Road</b>	NS Railway	1966	Bridge	Fair Bridge
<b>Eureka School Road</b>	Ash Camp Creek	1932	Culvert	Fair Culvert
<b>Maple Road</b>	Branch Roanoke Creek	1960	Bridge	Fair Bridge
<b>Richardson Road</b>	Spring Creek	1957	Bridge	Fair Bridge
<b>McGehee Road</b>	East Fork Roanoke Creek	1932	Bridge	Fair Bridge
<b>Woodfork Road</b>	NS Railway	1979	Bridge	Good Bridge
<b>Woods Fork Road</b>	Wards Fork Creek	1990	Culvert	Good Culvert
<b>Germantown Road</b>	NS Railway	1965	Bridge	Fair Bridge
<b>Coles Ferry Road</b>	Cub Creek	1988	Bridge	Good Bridge
<b>Hannah Road</b>	Branch Wallace Creek	1932	Bridge	Fair Bridge
<b>Carwile Springs Rd</b>	Wards Fork Creek	1985	Bridge	Fair Bridge
<b>Mossing Ford Road</b>	Roanoke Creek	1960	Bridge	Fair Bridge
<b>Red House Road</b>	Cub Creek	1934	Bridge	Fair Bridge
<b>Horseshoe Bend Rd</b>	Rts 15 & 360 Bypass	1965	Bridge	Fair Bridge
<b>Wheelers Spring Rd</b>	Horsepen Creek	1932	Bridge	Fair Bridge
<b>Horseshoe Bend Rd</b>	Rts 15 & 360 Bypass	1965	Bridge	Fair Bridge
<b>Sylvan Hill Road</b>	Twittys Creek	1960	Bridge	Fair Bridge
<b>Sylvan Hill Road</b>	Mill Pond Branch	1961	Bridge	Fair Bridge
<b>Horseshoe Bend Rd</b>	Rts 15 & 360 Bypass	1965	Bridge	Fair Bridge
<b>Sylvan Hill Road</b>	Horsepen Creek	1959	Bridge	Fair Bridge
<b>Waddell-Nelson Rd</b>	NS Railway	1982	Bridge	Good Bridge
<b>Sylvan Hill Road</b>	Reynolds Creek	1962	Bridge	Fair Bridge
<b>Waddell-Nelson Rd</b>	NS Railway	1982	Bridge	Good Bridge
<b>Westview Farm Road</b>	Little Horsepen Creek	1932	Bridge	Fair Bridge
<b>Thorntons Mill Rd</b>	Cub Creek	1961	Bridge	Fair Bridge
<b>Westview Farm Road</b>	Reynolds Creek	1983	Culvert	Fair Culvert
<b>Terrell Road</b>	Branch of Turnip Creek	1963	Bridge	Fair Bridge
<b>Cargillis Creek Rd</b>	McCargo Creek	1963	Culvert	Fair Culvert
<b>Tower Road</b>	Little Cub Creek	1966	Bridge	Good Bridge
<b>Cargills Creek Rd</b>	Cargills Creek	1963	Culvert	Good Culvert

Crymes Orchard Rd	Spring Creek	1967	Culvert	Fair Culvert
Cargills Creek Rd	Cargills Creek	1963	Culvert	Good Culvert
Tola Road	NS Railway	1973	Bridge	Fair Bridge
Kings Cross Road	Berles Creek	1932	Culvert	Good Culvert
Mount Carmel Road	NS Railway	1968	Bridge	Fair Bridge
Juniper Creek Road	Route 15/360 Bypass	1965	Bridge	Good Bridge
Taro Road	NS Railway	1971	Bridge	Fair Bridge
Juniper Creek Road	Route 15/360 Bypass	1965	Bridge	Good Bridge
Harold Street	Drakes Branch	1932	Culvert	Fair Culvert
Turkey Creek Rd	Turkey Branch	1932	Bridge	Fair Bridge
Scuffletown Road	Stream	1932	Culvert	Fair Culvert
Scuffletown Road	Sandy Creek	1932	Culvert	Fair Culvert
Scuffletown Road	Stream	1932	Culvert	Fair Culvert
Red House Road	Branch of Cub Creek	1932	Bridge	Fair Bridge
Red House Road	Rough Creek	1932	Bridge	Good Bridge
Stockdale Road	Austins Creek	2013	Culvert	Good Culvert
ROCKY ROAD	TANYARD BRANCH	2015	Culvert	Good Culvert
LINDWARD ROAD	BRANCH OF BLUESTONE CK	2015	Culvert	Good Culvert
MULBERRY HILL ROAD	JONES CREEK	2015	Culvert	Good Culvert
WHEELERS SPRING RO	LITTLE CUB CREEK	2016	Bridge	Good Bridge
Rough Creek Road	Cub Creek	2018	Bridge	Good Bridge
Moody Creek Road	Bluestone Creek		Bridge	<b>Unclassified bridge</b>
Mt. Harmony Road	Spring Creek	1997	Culvert	Fair Culvert
Mt. Harmony Road	Spencer Creek	1996	Culvert	Good Culvert
White's Chapel Rd	Cub Creek	1998	Bridge	Good Bridge
Barnes Road	Bluestone Creek	1998	Culvert	Good Culvert
Oak Hill Road	Horsepen Creek	1998	Bridge	Good Bridge
Patrick Henry Hwy	Cub Creek	1999	Bridge	Fair Bridge
BERKLEY STREET	CUB CREEK	2015	Bridge	Good Bridge
Moody Creek Road	Moody Creek	2008	Bridge	Good Bridge
Double Bridges Rd.	Roanoke Creek	2008	Bridge	Good Bridge

<b>Patrick Henry Road</b>	Turnip Creek	2009	Bridge	Good Bridge
<b>Patrick Henry Hwy</b>	Louse Creek	2017	Bridge	Good Bridge
<b>Hannah Road</b>	Wallace Creek	2011	Bridge	Good Bridge
<b>Chandler Fork Road</b>	Wards Fork Creek	2012	Bridge	Good Bridge
<b>PINE TREE ROAD</b>	BLACK CREEK	2012	Bridge	Good Bridge
<b>Tobacco Hill Road</b>	Buffalo Creek	1993	Culvert	Good Culvert
<b>Mossing Ford Road</b>	Twittys Creek	2001	Bridge	Good Bridge
<b>Wren Road</b>	Double Branch	2001	Culvert	Good Culvert
<b>W Spring Hill Road</b>	Bluestone Creek	2002	Bridge	Fair Bridge
<b>ABILENE ROAD</b>	ROANOKE CREEK	2005	Bridge	Good Bridge
<b>Wood Fork Road</b>	Roaches Branch	2003	Bridge	Good Bridge
<b>Algerene Road</b>	Lickfort Creek	2004	Culvert	Good Culvert
<b>Chandler Fork Road</b>	Rocky Bell Creek	2006	Bridge	Good Bridge
<b>Butterwood Road</b>	Rough Creek	2007	Culvert	Good Culvert
<b>Crawley Road</b>	Jenkins Creek	2006	Bridge	Good Bridge
<b>Morton Road</b>	Hills Creek	2007	Bridge	Good Bridge
<b>Waddell-Nelson Rd</b>	Cold Creek	1994	Culvert	Good Culvert
<b>Roanoke Station Rd</b>	Sandy Creek	1994	Bridge	Good Bridge
<b>Sunny Side Road</b>	Horsepen Creek	1995	Bridge	Good Bridge
<b>Rolling Hill Road</b>	Cub Creek	1996	Bridge	Fair Bridge
<b>Aspen Road</b>	Branch Louse Creek	1997	Culvert	Good Culvert
<b>Wren Road</b>	Turnip Creek	1997	Bridge	Good Bridge



## CUMBERLAND COUNTY

Road Name	Feature	Year Built	Structure	Rating
Deep Run Road	Davis Creek	1965	Bridge	Fair Bridge
Cartersville Road	James River	1974	Bridge	Fair Bridge
Game Farm Road	Bigger Creek	1964	Bridge	Fair Bridge
River Road	Trib Appomattox River	1986	Culvert	Good Culvert
Anderson Highway	Willis River	1988	Bridge	Good Bridge
Anderson Highway	Trib. Willis River	1932	Culvert	Fair Culvert
Route 605	Willis River	1985	Bridge	Good Bridge
Ampthill Road	Trib. James River	1955	Culvert	Fair Culvert
Deep Run Road	Deep Run Creek	1974	Culvert	Good Culvert
Brook Hill Road	Trib. Appomattox River	1932	Culvert	Fair Culvert
Brook Hill Road	Appomattox River	1900	Bridge	Poor Bridge
Anderson Highway	Small Branch	1932	Culvert	Good Culvert
Game Farm Road	Reynolds Creek	1962	Bridge	Fair Bridge
Anderson Highway	Trib. Maxey Mill Creek	1935	Culvert	Fair Culvert
Anderson Highway	Trouble Creek	1932	Culvert	Fair Culvert
Ampthill Road	Willis River	1966	Bridge	Good Bridge
River Road	Angola Creek	1968	Culvert	Good Culvert
Stoney Point Road	Trib. Little Guinea Crk.	1932	Culvert	Good Culvert
Sugar Fork Road	Willis River	1974	Bridge	Fair Bridge
Sports Lake Road	Randolph Creek	1963	Bridge	Fair Bridge
Anderson Highway	Trib. Muddy Creek	1932	Culvert	Fair Culvert
Trents Mill road	Buck and Game Creek	1973	Culvert	Good Culvert
Anderson Highway	Rock Creek	1930	Bridge	Fair Bridge
Stoney Point Road	Big Guinea Creek	1952	Bridge	Fair Bridge
Anderson Highway	Payne Creek	1930	Bridge	Fair Bridge
Anderson Highway	Small Branch	1935	Culvert	Fair Culvert
River Road	Bad Luck Branch	1990	Culvert	Fair Culvert
Bonbrook Road	Willis River	1971	Bridge	Good Bridge
Holman Mill Road	Little Guinea Creek	1968	Bridge	Good Bridge

<b>Belle Road</b>	Hatcher Creek	1975	Culvert	Fair Culvert
<b>Sports Lake Road</b>	Buck and Game Creek	1932	Culvert	Good Culvert
<b>Oak Hill Road</b>	Bear Creek	1933	Bridge	Fair Bridge
<b>Pleasant Valley Rd</b>	Dry Creek	1994	Culvert	Good Culvert
<b>Rock Creek Road</b>	Rock Creek	1961	Bridge	Good Bridge
<b>Oak Hill Road</b>	Rock Point Creek	1932	Bridge	Fair Bridge
<b>Oak Hill Road</b>	Winston Creek	1945	Bridge	Fair Bridge
<b>Columbia Road</b>	Boston Branch	1932	Bridge	Fair Bridge
<b>Angola Road</b>	Angola Creek	1962	Bridge	Fair Bridge
<b>Sports Lake Rd.</b>	Cat Branch	1970	Culvert	Fair Culvert
<b>Sherwood Road</b>	Davis Creek	1961	Bridge	Good Bridge
<b>Columbia Road</b>	Willis River	1934	Bridge	Fair Bridge
<b>Mottley Mill Road</b>	Trib.Little Guinea Creek	1974	Culvert	Fair Culvert
<b>Sugar Fork Road</b>	Bonbrook Creek	1991	Culvert	Good Culvert
<b>Quarry Road</b>	Horn Quarter Creek	1930	Bridge	Fair Bridge
<b>Ligontown Road</b>	Angola Creek	1960	Bridge	Fair Bridge
<b>Salem Church Road</b>	Willis River	1963	Bridge	Fair Bridge
<b>Trents Mill Road</b>	Willis River	1980	Bridge	Fair Bridge
<b>Summerset Road</b>	Cat Branch	1965	Culvert	Good Culvert
<b>Davenport Road</b>	Tearwallet Creek	1954	Bridge	Good Bridge
<b>Pinegrove Road</b>	Muddy Creek	1996	Culvert	Fair Culvert
<b>Sports Lake Road</b>	Tributary Willis River	1964	Culvert	Fair Culvert
<b>Columbia Road</b>	Branch Willis River	1932	Culvert	Good Culvert
<b>Forest Hill Road</b>	Big Guinea Creek	1965	Bridge	Poor Bridge
<b>Putney Road</b>	Big Guinea Creek	1999	Bridge	Good Bridge
<b>Meador Road</b>	Reynolds Creek	1994	Culvert	Fair Culvert
<b>Sunnyside Road</b>	Little Guinea Creek	1997	Bridge	Good Bridge
<b>Simms Road</b>	Tear Wallet Creek	1996	Culvert	Good Culvert
<b>River Road</b>	Green Creek	2017	Bridge	Good Bridge
<b>Plank Road</b>	Little Willis River	2014	Bridge	Good Bridge
<b>Belle Road</b>	Hatcher Creek	1975	Culvert	Fair Culvert

<b>S. AIRPORT DRIVE</b>	DRY CREEK	2014	Bridge	Good Bridge
<b>Raines Tavern Rd.</b>	Trib. Little Willis Rv.	2015	Culvert	Good Culvert
<b>Deep Run Road</b>	Deep Run Creek	2014	Culvert	Good Culvert
<b>French's Store Rd</b>	Maxey Mill Creek	2010	Bridge	Good Bridge
<b>Bonbrook Creek Rd</b>	Bonbrook Creek	2006	Bridge	Good Bridge
<b>Trices Lake Road</b>	Big Cattail Creek	2010	Bridge	Good Bridge
<b>Boston Hill Road</b>	Boston Branch	2011	Bridge	Good Bridge

## LUNENBURG COUNTY

Road Name	Features	Year Built	Structure	Rating
<b>BRICKLAND ROAD</b>	CROOKED CREEK	1963	Culvert	Good Culvert
<b>BRICKLAND ROAD</b>	BEAVER POND CREEK	1963	Culvert	Good Culvert
<b>BRICKLAND ROAD</b>	FLAT ROCK CREEK	1963	Bridge	Fair Bridge
<b>BRICKLAND ROAD</b>	BR FLAT ROCK CREEK	1963	Culvert	Fair Culvert
<b>ST JOHNS CHURCH RD</b>	FLAT ROCK CREEK	1916	Bridge	Fair Bridge
<b>SUGAR HILL ROAD</b>	NASH MILL CREEK	1984	Culvert	Poor Culvert
<b>HAWTHORNE DRIVE</b>	TRIB OF GREAT CREEK	1979	Culvert	Fair Culvert
<b>LONGVIEW ROAD</b>	STONY CREEK	1945	Bridge	Fair Bridge
<b>LONGVIEW DRIVE</b>	STONY CREEK	1984	Bridge	Fair Bridge
<b>FLETCHER CHAPEL RD</b>	SEAY CREEK	1953	Bridge	Fair Bridge
<b>SOUTH HILL ROAD</b>	TOBACCO HERITAGE TR	1957	Bridge	Fair Bridge
<b>FALLS ROAD</b>	NOTTOWAY RIVER	1936	Bridge	Fair Bridge
<b>ROUTE 0049</b>	BR MIDDLE MEHERRIN RIVER	1929	Culvert	Fair Culvert
<b>ROUTE 0049</b>	BR LITTLE HOUNDCREEK	1967	Culvert	Fair Culvert
<b>COURTHOUSE ROAD</b>	MIDDLE MEHERRIN RIVER	1929	Bridge	Fair Bridge
<b>PLANK ROAD</b>	FLAT ROCK CREEK	1989	Bridge	Good Bridge
<b>HWY-FORTY-NINE</b>	ST JOHNS CREEK	1929	Bridge	Good Bridge
<b>WHITTLES MILL ROAD</b>	CROOKED CREEK	1942	Bridge	Fair Bridge
<b>COURTHOUSE ROAD</b>	KITS CREEK	1930	Bridge	Fair Bridge
<b>ORAL OAKS ROAD</b>	BEAR ELEMENT CREEK	1962	Bridge	Fair Bridge
<b>COURTHOUSE RD</b>	NORTH MEHERRIN RIVER	1930	Bridge	Fair Bridge

<b>ORAL OAKS ROAD</b>	N/S RAILWAY (ABANDONED)	1975	Bridge	Good Bridge
<b>Lunenburg County Rd.</b>	HURRICANE BRANCH	1981	Culvert	Good Culvert
<b>TRAFFIC ROAD</b>	M FORK MEHERRIN RIVER	1957	Bridge	Fair Bridge
<b>LEES MILL ROAD</b>	CRUPPERS RUN	1973	Bridge	Fair Bridge
<b>ROUTE 0040</b>	ROYALL CREEK	1935	Bridge	Fair Bridge
<b>TIDEWATER RAOD</b>	TRIB OF JUNIPER CREEK	1976	Culvert	Fair Culvert
<b>COUNTY LINE ROAD</b>	NORTH MEHERRIN RIVER	1968	Culvert	Good Culvert
<b>LUNENBURG CO. ROAD</b>	NORTH MEHERRIN RIVER	1981	Bridge	Fair Bridge
<b>DOBBINS ROAD</b>	NOTTOWAY RIVER	1971	Bridge	Fair Bridge
<b>Lunenburg County Rd.</b>	COUCHES CREEK	1981	Bridge	Fair Bridge
<b>S.R. 40</b>	N&S RAILWAY (ABANDONED)	1980	Bridge	Fair Bridge
<b>MILL CREEK ROAD</b>	NASH MILL CREEK	1961	Bridge	Fair Bridge
<b>DOUBLE BRIDGES RD.</b>	NORTH MEHERRIN RIVER	1956	Bridge	Fair Bridge
<b>DOUBLE BRIDGES RD.</b>	LEDBETTER CREEK	1956	Bridge	Poor Bridge
<b>KINGS ROAD</b>	NS RAILWAY(Abandoned)	1972	Bridge	Fair Bridge
<b>MOLASSES HILL ROAD</b>	NOTTOWAY RIVER	1957	Bridge	Poor Bridge
<b>PLANTERSVILLE ROAD</b>	KNIGHTS CREEK	1966	Culvert	Fair Culvert
<b>DIX ROAD</b>	BRANCH OF MEHERRIN RIVER	1959	Bridge	Fair Bridge
<b>REEDY BRANCH ROAD</b>	Branch of STONY CREEK	1975	Culvert	Fair Culvert
<b>FAIRVIEW ROAD</b>	GREAT CREEK	1970	Culvert	Fair Culvert
<b>UNITY ROAD</b>	CROOKED CREEK	1941	Bridge	Fair Bridge
<b>WILD WOOD ROAD</b>	NORTH MEHERRIN RIVER	1950	Bridge	Fair Bridge
<b>GERMANTOWN ROAD</b>	SPRING CREEK	1968	Culvert	Good Culvert
<b>ARVINGS STORE ROAD</b>	TUSEKIAH CREEK	1961	Bridge	Fair Bridge
<b>CRYMES ROAD</b>	LYLE CREEK	1962	Bridge	Fair Bridge
<b>CRYMES ROAD</b>	NORTH MEHERRIN RIVER	1986	Bridge	Good Bridge
<b>HART ROAD</b>	TUSEKIAH CREEK	1964	Bridge	Fair Bridge
<b>DOWSWELL ROAD</b>	LEDBETTER CREEK	1947	Bridge	Fair Bridge
<b>REEDY CREEK ROAD</b>	BRANCH of REEDY CREEK	1969	Bridge	Poor Bridge
<b>MAYS ROAD</b>	TUSEKIAH CREEK	1957	Bridge	Good Bridge
<b>BLANKENSHIP POND R</b>	DRY CREEK	1941	Bridge	Fair Bridge



<b>MODEST CREEK ROAD</b>	MODEST CREEK	1979	Bridge	Fair Bridge
<b>GALLION TOWN ROAD</b>	TRIB OF REEDY CREEK	1960	Bridge	Fair Bridge
<b>OLD MASION ROAD</b>	REEDY CREEK	1989	Bridge	Good Bridge
<b>WATTSBORO CIRCLE</b>	BRANCH OF REEDY CREEK	1954	Bridge	Poor Bridge
<b>WATTSBORO CRICLE</b>	BRANCH OF REEDY CREEK	1954	Bridge	Fair Bridge
<b>PLANK ROAD</b>	BEAR ELEMENT CREEK	1960	Bridge	Fair Bridge
<b>PLANK ROAD</b>	BR BEAR ELEMENT CREEK	1941	Bridge	Poor Bridge
<b>PLANK ROAD</b>	BEAR ELEMENT CREEK	1941	Bridge	Good Bridge
<b>POORHOUSE ROAD</b>	BIG HOUNDS CREEK	1955	Bridge	Fair Bridge
<b>ASHTON ROAD</b>	BIG HOUNDS CREEK	1966	Culvert	Good Culvert
<b>ADAMS ROAD</b>	Branch of KNIGHTS CREEK	1971	Culvert	Poor Culvert
<b>MANSON ROAD</b>	BEAVER POND CREEK	1940	Bridge	Poor Bridge
<b>OAKES ROAD</b>	FLAT ROCK CREEK	1964	Bridge	Fair Bridge
<b>HORSESHOE BEND RD</b>	Gills Creek	1989	Culvert	Fair Culvert
<b>MARSHALL TOWN ROAD</b>	FALLS CREEK	1940	Bridge	Fair Bridge
<b>RED BANKS ROAD</b>	LITTLE HOUNDS CREEK	1966	Bridge	Good Bridge
<b>BRUCEVILLE ROAD</b>	N&S RAILWAY (ABANDON)	1985	Bridge	Fair Bridge
<b>SNEADS STORE ROAD</b>	FLAT ROCK CREEK	1961	Bridge	Poor Bridge
<b>CARY ROAD</b>	BEAR ELEMENT CREEK	1952	Bridge	Fair Bridge
<b>SIMON ROAD</b>	SPRING CREEK	1954	Bridge	Fair Bridge
<b>NEW GROVE ROAD</b>	BEAR ELEMENT CREEK	1962	Bridge	Good Bridge
<b>BEAVER CREEK ROAD</b>	BR MEHERRIN RIVER	1969	Culvert	Fair Culvert
<b>EUBANK ROAD</b>	MIDDLE MEHERRIN RIVER	1937	Bridge	Poor Bridge
<b>STONEMILL ROAD</b>	STONY CREEK	1959	Bridge	Good Bridge
<b>JUNIPER CREEK ROAD</b>	BIG JUNIPER CREEK	1966	Bridge	Fair Bridge
<b>STONE MILL ROAD</b>	LONG BRANCH	1957	Bridge	Fair Bridge
<b>DAVIS LOWGROUND RD</b>	JUNIPER CREEK	1958	Bridge	Fair Bridge
<b>IRON CLAD ROAD</b>	BOLD BRANCH	1930	Bridge	Poor Bridge
<b>BRAXTON ROAD</b>	KNIGHTS CREEK	1966	Bridge	Fair Bridge
<b>WARDS CORNER ROAD</b>	LITTLE JUNIPER CREEK	1955	Culvert	Good Culvert
<b>WARDS CORNER ROAD</b>	JUNIPER CREEK	1955	Culvert	Fair Culvert

<b>CRAIG MILL ROAD</b>	BRANCH FLAT ROCK CREEK	1986	Culvert	Fair Culvert
<b>CRAIG MILL ROAD</b>	BRANCH FLAT ROCK CREEK	1986	Culvert	Fair Culvert
<b>CRAIG MILL ROAD</b>	KETTLESTICKS BRANCH	1986	Culvert	Good Culvert
<b>OWL CREEK ROAD</b>	OWL CREEK	1950	Bridge	Fair Bridge
<b>CRAIG MILL ROAD</b>	MOODYS BRANCH	1974	Culvert	Good Culvert
<b>ELSAESSER ROAD</b>	SEWISH CREEK	1973	Bridge	Good Bridge
<b>POND ROAD</b>	BRANCH FLAT ROCK CREEK	1962	Bridge	Poor Bridge
<b>BURKEVILLE ROAD</b>	NOTTOWAY RIVER	1941	Bridge	Poor Bridge
<b>BURKEVILLE ROAD</b>	MODEST CREEK	1948	Bridge	Fair Bridge
<b>SUGAR HILL ROAD</b>	CEDAR CREEK	2015	Culvert	Good Culvert
<b>BAUGHAN ROAD</b>	SPRING CREEK	2016	Culvert	Good Culvert
<b>MEHERRIN RIVER RD.</b>	MITCHELLS CREEK	2018	Culvert	Good Culvert
<b>RUBERMOUNT ROAD</b>	NOTTOWAY RIVER	1999	Bridge	Good Bridge
<b>OAK HILL ROAD</b>	STONY CREEK	1998	Culvert	Good Culvert
<b>WALLACES BRIDGE RD</b>	NORTH MEHERRIN RIVER	2016	Bridge	Good Bridge
<b>SWITCH BACK ROAD</b>	Branch / Nash Mill Creek	2012	Culvert	Good Culvert
<b>LEE'S MILL ROAD</b>	MIDDLE MEHERRIN RIVER	2016	Bridge	Good Bridge
<b>DIX DRIVE</b>	MEHERRIN RIVER	2016	Bridge	Good Bridge
<b>RTE.40</b>	TOBACCO HERITAGE TRAIL	2015	Bridge	Good Bridge
<b>DUNDAS ROAD</b>	TOBACCO HERITAGE TRAIL	2013	Culvert	Good Culvert
<b>ROUTE 0138</b>	MEHERRIN RIVER @	1991	Bridge	Good Bridge
<b>BACON FORK ROAD</b>	STONY CREEK	1992	Culvert	Good Culvert
<b>TOMILSON ROAD</b>	BIG HOUND CREEK	1992	Culvert	Good Culvert
<b>BRICKLAND ROAD</b>	BR FLAT ROCK CREEK	2000	Culvert	Good Culvert
<b>SNEADS STORE ROAD</b>	CROOKED CREEK	2003	Culvert	Good Culvert
<b>PLEASANT HILL ROAD</b>	BR FLAT ROCK CREEK	2004	Culvert	Good Culvert
<b>MILL CREEK ROAD</b>	SEAY CREEK	2004	Culvert	Good Culvert
<b>BEECH FOREST ROAD</b>	FLAT ROCK CREEK	2004	Culvert	Fair Culvert
<b>SHELTONS ROAD</b>	CRUPPERS RUN	2004	Culvert	Good Culvert
<b>ASHTON ROAD</b>	LITTLE HOUND CREEK	2004	Culvert	Good Culvert
<b>SNEADS STORE ROAD</b>	TRIB FLAT ROCK CREEK	2004	Culvert	Fair Culvert

<b>DOUBLE BRIDGES RD.</b>	TUSEKIAH CREEK	1995	Culvert	Good Culvert
<b>LUNENBURG COUNTY RD</b>	BR COUCHES CREEK	1996	Culvert	Good Culvert
<b>PLEASANT GROVE RD.</b>	Branch of MEHERRIN RIVER	1996	Culvert	Good Culvert
<b>FAIRVIEW ROAD</b>	STONY CREEK	1996	Culvert	Good Culvert
<b>LONGVIEW DRIVE</b>	STONY CREEK	1996	Culvert	Good Culvert
<b>CEDAR CREEK ROAD</b>	CEDAR CREEK	1997	Culvert	Good Culvert

## PRINCE EDWARD COUNTY

Road Name	Features	Year Built	Structure	Rating
<b>Farmville Road</b>	Briery Creek	1987	Culvert	Good Culvert
<b>Butler Road</b>	Tributary Buffalo Creek	1976	Culvert	Fair Culvert
<b>Route 015 NBL</b>	Buffalo Creek	1976	Bridge	Fair Bridge
<b>WBL Route 460</b>	Sandy River	1971	Bridge	Fair Bridge
<b>Fairlea Road</b>	East Fork Sandy Creek	1962	Culvert	Fair Culvert
<b>Prince Edward Hwy</b>	Trib. Appomattox River	1932	Culvert	Good Culvert
<b>Poorhouse Road</b>	East Fork Bush River	1967	Culvert	Fair Culvert
<b>Route 460 WBL</b>	Briery Creek	1978	Bridge	Fair Bridge
<b>Prince Edward Hwy</b>	Trib. Appomattox River	1932	Culvert	Good Culvert
<b>Route 460 Business</b>	Briery Creek	1928	Bridge	Fair Bridge
<b>Twin Lakes Road</b>	Goodwin Lake Spillway	1932	Bridge	Good Bridge
<b>NBL Route 15</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Pr. Edward Hwy. EBL</b>	Bush River	1928	Bridge	Fair Bridge
<b>EBL Route 460</b>	Sandy River	1917	Bridge	Fair Bridge
<b>Germantown Road</b>	Routes 15 & 460 Bypass	1976	Bridge	Fair Bridge
<b>NBL Route 15</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Pedestrian Trail VC</b>	Lee Grant Highway_ (460)	1971	Bridge	Fair Bridge
<b>Peaks Road</b>	Vaughan Creek	1950	Bridge	Fair Bridge
<b>Barton Road</b>	N Fork Nottoway River	1932	Culvert	Good Culvert
<b>NBL Route 15</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Pedestrian Trail VC</b>	Lee Grant Highway_ (460)	1971	Bridge	Fair Bridge

<b>Gully Tavern Road</b>	Little Saylers Creek	1973	Bridge	Good Bridge
<b>Route 360 WBL</b>	Grade Crossing	1973	Bridge	Fair Bridge
<b>Patrick Henry Hwy.</b>	Tributary Mountain Creek	1955	Culvert	Fair Culvert
<b>Bk Hampden-Sydney</b>	Rte. 15 BP & 460 BP	1976	Bridge	Fair Bridge
<b>Route 460</b>	460 EBL Business	1978	Bridge	Fair Bridge
<b>Patrick Henry Hwy.</b>	Tributary Mountain Creek	1955	Culvert	Fair Culvert
<b>Commerce Road</b>	Little Buffalo Creek	1973	Bridge	Good Bridge
<b>Patrick Henry Hwy.</b>	Tributary Mountain Creek	1932	Culvert	Fair Culvert
<b>Meherrin Road</b>	Rice Creek	1967	Culvert	Good Culvert
<b>Patrick Henry Hwy.</b>	Tributary Mountain Creek	1932	Culvert	Fair Culvert
<b>Holiday Lake Road</b>	Vaughn Creek	1978	Bridge	Fair Bridge
<b>NBL Route 15</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>WBL Route 360</b>	NS Railway	1973	Bridge	Fair Bridge
<b>SBL Route 15</b>	Rte. 460 Bypass	1976	Bridge	Fair Bridge
<b>EBL Route 360</b>	Grade Crossing	1931	Bridge	Poor Bridge
<b>Rice Creek Road</b>	Rice Creek	1965	Bridge	Fair Bridge
<b>Millers Lake Road</b>	Millers Creek	1975	Culvert	Good Culvert
<b>EBL Route 360</b>	NS Railway	1931	Bridge	Fair Bridge
<b>Route 460 EBL</b>	Vaughn's Creek	1969	Culvert	Fair Culvert
<b>Fairlea Road</b>	Marrowbone Creek	1993	Bridge	Good Bridge
<b>Holly Farms Road</b>	Saylers Creek	1940	Culvert	Fair Culvert
<b>Millbank Road</b>	Mud Creek	1990	Culvert	Poor Culvert
<b>Prince Edward Hwy</b>	Trib. Appomattox River	1974	Culvert	Good Culvert
<b>Holly Farms Road</b>	Trib. Little Saylors Ck.	1940	Culvert	Fair Culvert
<b>Holly Farms Road</b>	Trib. Little Saylers Ck.	1940	Culvert	Fair Culvert
<b>Kings Highway</b>	Tributary Briery Creek	1932	Culvert	Fair Culvert
<b>Meherrin Road</b>	NS Railway	1976	Bridge	Fair Bridge
<b>SBL Route 15</b>	Rte. 460 Bypass	1976	Bridge	Fair Bridge
<b>HIGH BRIDGE TRAIL</b>	ROUTE 15	1950	Bridge	<b>Unclassified bridge</b>
<b>Pin Oak Road</b>	Bell Creek	1968	Culvert	Good Culvert
<b>Germantown Road</b>	Routes 15 & 460 Bypass	1976	Bridge	Fair Bridge



<b>SBL Route 15</b>	Rte. 460 Bypass	1976	Bridge	Fair Bridge
<b>Rt 15NB /Rt 460 WB</b>	Little Buffalo Creek	1976	Culvert	Good Culvert
<b>Sandy River Road</b>	Sandy River	1949	Bridge	Fair Bridge
<b>Farmville Road</b>	NS Railroad	1950	Bridge	Poor Bridge
<b>Rt 15 SB/Rt 460 EB</b>	Little Buffalo Creek	1976	Culvert	Good Culvert
<b>Hubbard Road</b>	Little Saylers Creek	1963	Bridge	Good Bridge
<b>Route 15 SBL Bypass</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Falkland Road</b>	Evans Creek	1968	Culvert	Fair Culvert
<b>Route 15 SBL Bypass</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Bk Hampden-Sydney</b>	Rte. 15 BP & 460 BP	1976	Bridge	Fair Bridge
<b>Route 460</b>	460 EBL Business	1978	Bridge	Fair Bridge
<b>Route 15 SBL Bypass</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Weaver Road</b>	Sandy Creek	1933	Bridge	Fair Bridge
<b>Route 15SBL/460EBL</b>	Pedestrian Trail	1976	Bridge	Fair Bridge
<b>Route 15 SBL Bypass</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Germantown Road</b>	Routes 15 & 460 Bypass	1976	Bridge	Fair Bridge
<b>Route 15SBL/460EBL</b>	Pedestrian Trail	1976	Bridge	Fair Bridge
<b>NBL Route 15</b>	460 Bypass	1976	Bridge	Fair Bridge
<b>NBL Route 15</b>	460 Bypass	1976	Bridge	Fair Bridge
<b>Hardtimes Road</b>	Br. Buffalo Creek	1967	Culvert	Good Culvert
<b>Scuffletown Rd.</b>	Little Saylers Creek	1967	Bridge	Fair Bridge
<b>Farmville Road</b>	Trib. Briery Creek	1932	Bridge	Fair Bridge
<b>NBL Route 15</b>	460 Bypass	1976	Bridge	Fair Bridge
<b>Route 460 WBL</b>	Vaughn's Creek	1969	Culvert	Fair Culvert
<b>Piney Grove Road</b>	Pedestrian Trail	1960	Bridge	Fair Bridge
<b>Rts 15 N &amp; 460 W</b>	Pedestrian trail	1976	Bridge	Fair Bridge
<b>Bk Hampden-Sydney</b>	Rte. 15 BP & 460 BP	1976	Bridge	Fair Bridge
<b>Prince Edward Hwy</b>	Trib. Appomattox River	1974	Culvert	Fair Culvert
<b>Rts 15 N &amp; 460 W</b>	Pedestrian trail	1976	Bridge	Fair Bridge
<b>Route 15 SBL</b>	Buffalo Creek	1976	Bridge	Fair Bridge
<b>Route 15 SBL</b>	Buffalo Creek	1976	Bridge	Fair Bridge

<b>Meherrin Road</b>	Bush River	1966	Bridge	Poor Bridge
<b>Route 015 NBL</b>	Buffalo Creek	1976	Bridge	Fair Bridge
<b>Peaks Road</b>	Harris Creek	1932	Bridge	Good Bridge
<b>Zion Hill Road</b>	Briery Creek	1971	Bridge	Fair Bridge
<b>Farmville Road</b>	Tanyard Branch	1932	Bridge	Fair Bridge
<b>Sandy River Road</b>	Little Sandy River	1949	Bridge	Fair Bridge
<b>WBL Route 460</b>	Bush River	1971	Bridge	Fair Bridge
<b>Darlington Heights</b>	Buffalo Creek	1959	Bridge	Good Bridge
<b>Worsham Road</b>	Briery Creek	1978	Bridge	Poor Bridge
<b>Morris Creek Road</b>	Brown's Branch	1932	Culvert	Good Culvert
<b>Morris Creek Road</b>	Tributary Buffalo Creek	1932	Culvert	Good Culvert
<b>NS RAILWAY</b>	BAKER MOUNTAIN ROAD	1932	Bridge	<b>Unclassified bridge</b>
<b>Baker Mtn. Rd.</b>	South Fork Spring Creek	1962	Bridge	Fair Bridge
<b>Mud Dusty Road</b>	Little Briery Creek	1984	Culvert	Good Culvert
<b>Levi Road</b>	NS & VA Southern RR	1974	Bridge	Fair Bridge
<b>Dempsey's Road</b>	Horsepen Creek	1979	Culvert	Poor Culvert
<b>Nursery Road</b>	North Fork Spring Creek	1961	Bridge	Fair Bridge
<b>Corner Road</b>	Snail Creek	1963	Bridge	Fair Bridge
<b>Buffalo Church Rd.</b>	Mud Creek	1967	Bridge	Good Bridge
<b>Moore Road</b>	Spring Creek	1993	Culvert	Good Culvert
<b>Rosser Mill Road</b>	South Fork Spring Creek	1962	Bridge	Fair Bridge
<b>Tuggle Road</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Tuggle Road</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Five Forks Road</b>	Buffalo Creek	1964	Bridge	Fair Bridge
<b>Tuggle Road</b>	Route 460 Bypass	1976	Bridge	Fair Bridge
<b>Five Forks Road</b>	Mud Creek	1974	Culvert	Good Culvert
<b>Campbell Hill Rd.</b>	Tributary Falling River	1964	Culvert	Fair Culvert
<b>Dry Bridge Road</b>	Pedestrian Trail	1981	Bridge	Good Bridge
<b>Harris Creek Road</b>	Harris Creek	1965	Bridge	Poor Bridge
<b>County Line Road</b>	NS Railway	1966	Bridge	Fair Bridge
<b>Spring Creek Road</b>	Branch	1991	Culvert	Good Culvert

Bell Road	Trib. Buffalo Creek	1980	Culvert	Good Culvert
Chappell Road	Briery Creek	1968	Culvert	Good Culvert
Chappell Road	Mingo Creek	1968	Culvert	Fair Culvert
Douglas Church Rd.	Buffalo Creek	1932	Bridge	Fair Bridge
Hardtimes Road	Buffalo Creek	1984	Bridge	Fair Bridge
Buffalo Church Rd	Spring Creek	2014	Bridge	Good Bridge
Millers Lake Road	Millers Creek	1975	Culvert	Good Culvert
FALKLAND ROAD	BUSH RIVER	2016	Bridge	Good Bridge
ROUTE 621	North Branch Sandy River	2017	Culvert	Good Culvert
Meherrin Road	Rice Creek	1967	Culvert	Fair Culvert
Falkland Road	Evans Creek	1968	Culvert	Fair Culvert
CHINQUAPIN ROAD	HARRIS CREEK	2017	Culvert	Good Culvert
Sulpher Spring Rd.	Falling Creek	2018	Culvert	Good Culvert
Harris Creek Road	Harris Creek		Bridge	<b>Unclassified bridge</b>
Monroe Church Road	Branch Sandy River	1997	Culvert	Good Culvert
Worsham Road	Bush River	1999	Bridge	Good Bridge
Leigh Mountain Rd.	Bush River	2000	Bridge	Good Bridge
New Bethel Road	Bush River	2007	Bridge	Good Bridge
VIRSO ROAD	BUSH RIVER	2014	Bridge	Good Bridge
Twin Bridges Rd.	NS & Buck. Branch RR	2015	Bridge	Good Bridge
SOUTH FORK ROAD	SOUTH FORK CREEK	2009	Bridge	Good Bridge
Twenty - Two Road	Lockett Creek	2011	Bridge	Good Bridge
Miller Lake Road	Sandy River	2011	Bridge	Good Bridge
Lockett Road	Saylers Creek	2016	Bridge	Good Bridge
Heights School Rd	Spring Creek	2011	Bridge	Good Bridge
Mountain Creek Rd	Mountain Creek	2012	Bridge	Good Bridge
Carter Road	Carey Creek	2013	Bridge	Good Bridge
Bloomfield Road	Buffalo Creek	2013	Bridge	Good Bridge
Schultz Mill Rd.	Schultze's Creek	1999	Bridge	Good Bridge
Leigh Mountain Rd.	Redd Branch	2000	Culvert	Good Culvert
Virso Road	NS Railway	2005	Bridge	Good Bridge

<b>Bell Road</b>	Buffalo Creek	2004	Bridge	Good Bridge
<b>Bell Road</b>	Brown's Branch	2005	Bridge	Good Bridge
<b>Route 460 EBL Byp.</b>	Route 460 EBL Business	1995	Bridge	Good Bridge
<b>Route 460 EBL Byp.</b>	Route 460 EBL Business	1995	Bridge	Good Bridge
<b>Prince Edward Hwy</b>	Briery Creek	1995	Bridge	Fair Bridge
<b>Pin Oak Road</b>	Falling Creek	1995	Culvert	Fair Culvert

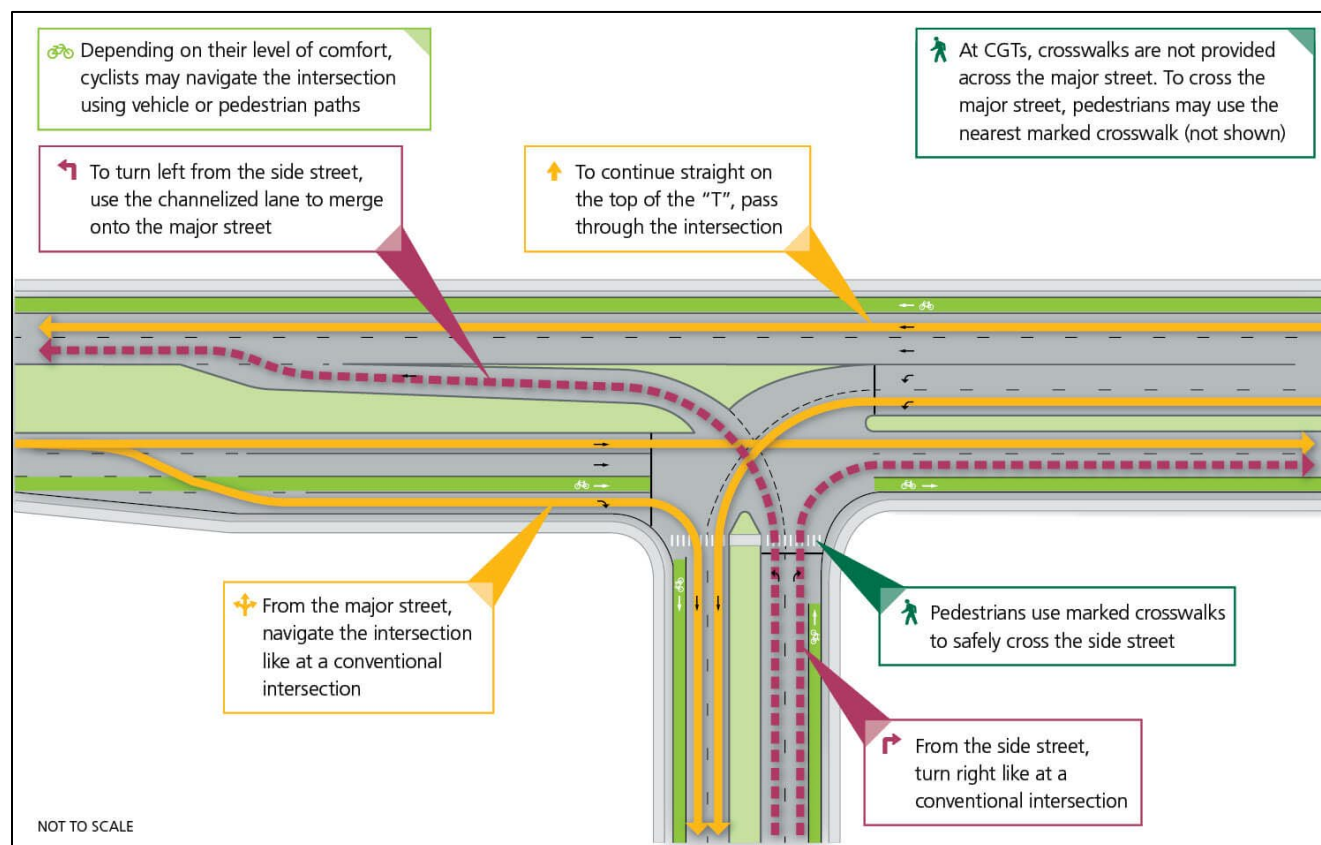


## APPENDIX E – INNOVATIVE INTERSECTIONS AND INTERCHANGES

One of the ways in which VDOT is looking to improve safety and efficiency on the roadway is through the implementation of innovative intersections and interchanges. These alternative solutions are a break from the traditional intersection and/or interchanges when those designs prove insufficient. What follows is a brief overview of the various innovative designs taken directly from VDOT's Innovative Intersections and Interchanges webpage. When discussing improvements to the roadway network throughout the Southside Planning District, local jurisdictions are encouraged to consider incorporating innovative designs into their recommendations when applicable. All of the following information and diagrams concerning innovative intersections and interchanges was obtained from VDOT. Additional details can be found at [www.virginiadot.org/info/alternative\\_intersection\\_informational\\_design\\_guides.asp](http://www.virginiadot.org/info/alternative_intersection_informational_design_guides.asp).

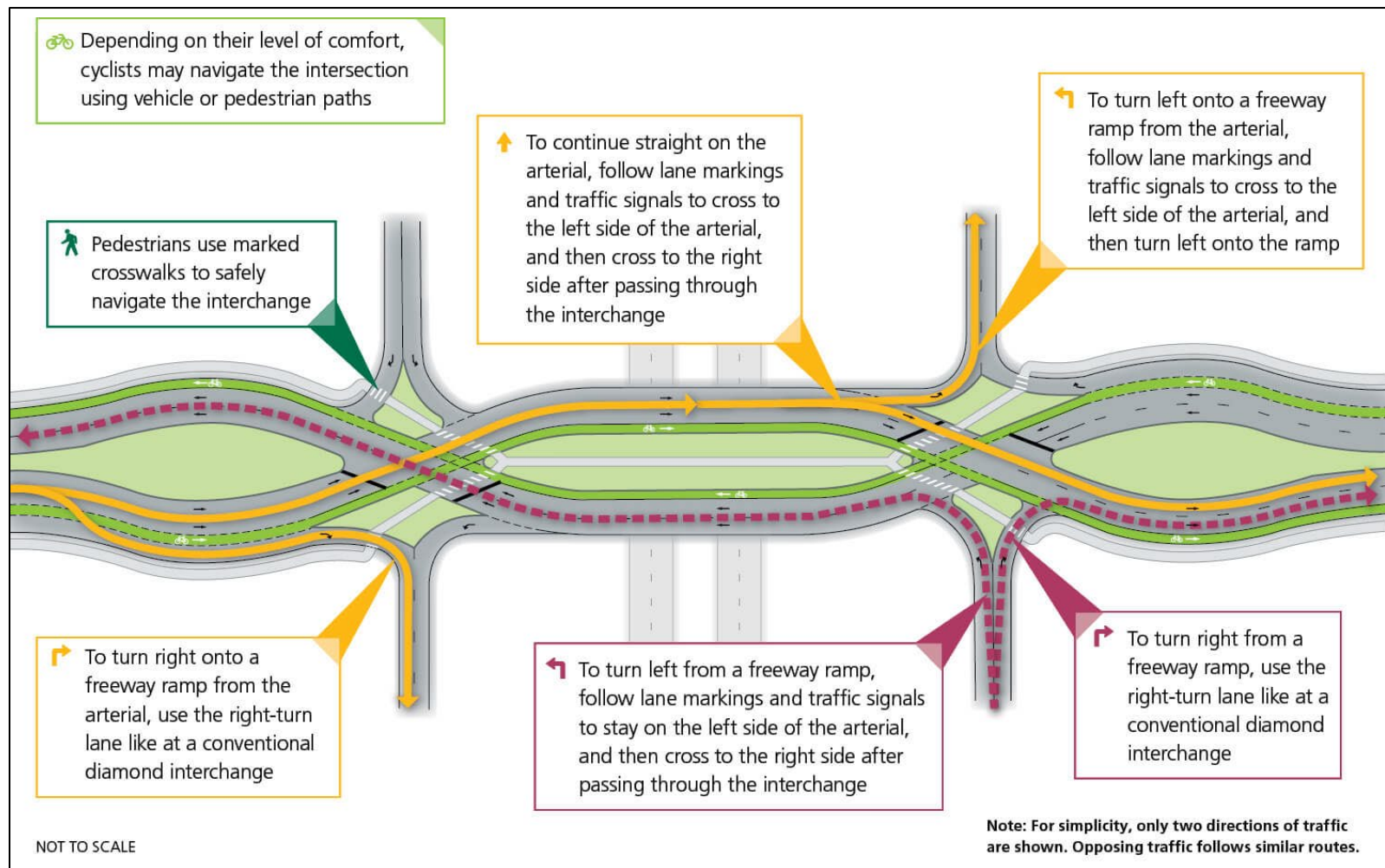
### CONTINUOUS GREEN-T (CGT)

The Continuous Green-T intersection is applicable to intersections with three legs, forming the letter "T". As designed, the intersection would allow traffic traveling along the top of the "T" to continue through the intersection without ever stopping. Those looking to make a left turn would stack in a designated turn lane and in most cases wait for a traffic signal to continue their turn movement. This design tends to work well on major roadways with large volumes of through traffic and relatively low to moderate left turn movements. Its benefits include: improved safety through the channelization of left-turns, increased efficiency with free-flowing traffic in one direction and more responsive traffic signalization for the other two.



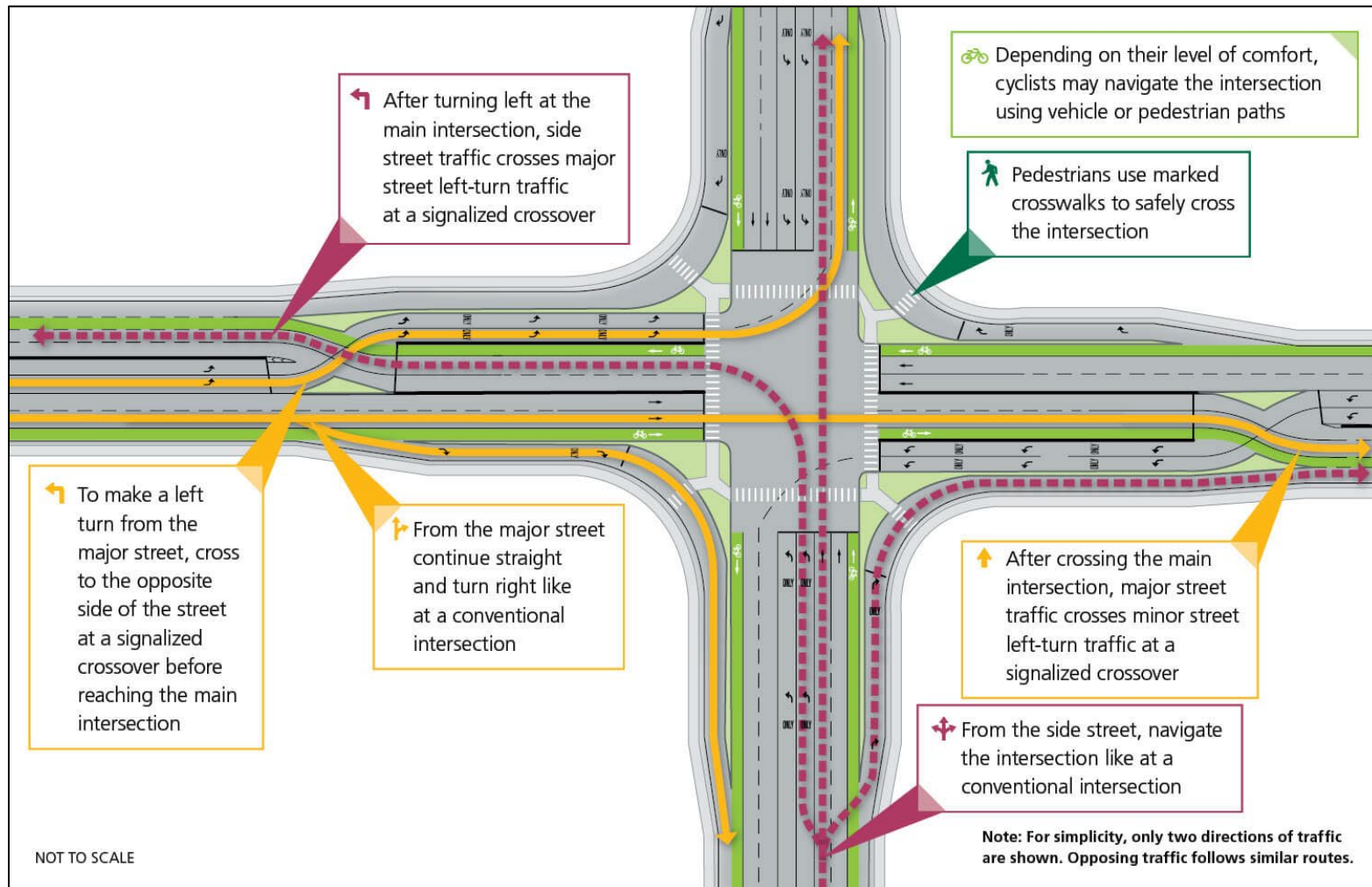
## DIVERGING DIAMOND INTERCHANGE (DDI)

The Diverging Diamond Interchange is generally found near highway interchanges in which a large volume of traffic is making left-turns. In this design, vehicles will make a shift to the opposite side of the roadway through signalized intersections. This allows for left-turns to be made onto or off of the highway without having to cross opposing lanes of traffic. Right-turns onto or off of the same highway occur before or after the crossover intersections. Its benefits include: improved safety by reducing instances in which vehicles can cross paths, increased efficiency with crossover traffic signals only requiring two phases, easier access to highway without having to cross opposing lanes of traffic, and their cost effective due to a narrower cross section.



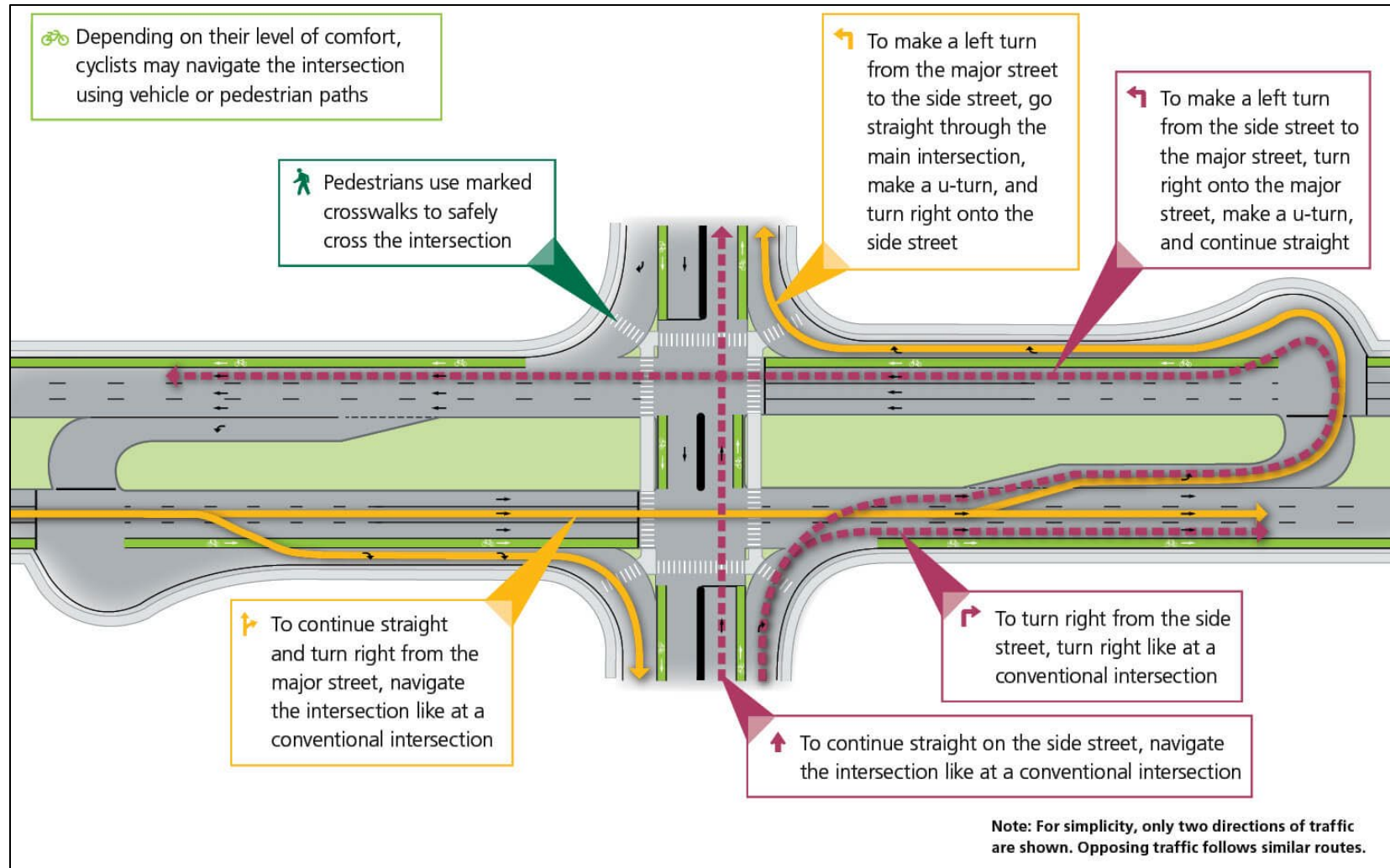
## DISPLACED LEFT TURN (DLT)

The Displaced Left Turn is designed to move traffic making a left-turn to the opposite side of the roadway in advance of the main intersection. This allows left-turns and through traffic to move at the same time while also lowering the number of potential conflict points between vehicles. The main intersection and crossovers are signalized and timed to operate together, thus minimizing stops and improving efficiency. Its benefits include: improved safety by spreading out potential conflict points, increased efficiency by lowering the number of required signal phases, better synchronization by eliminating left-turn phases, and the syncing up of the crossover and main intersection traffic signals allows for less time spent stopped at the intersection.



## MEDIAN U-TURN (MUT)

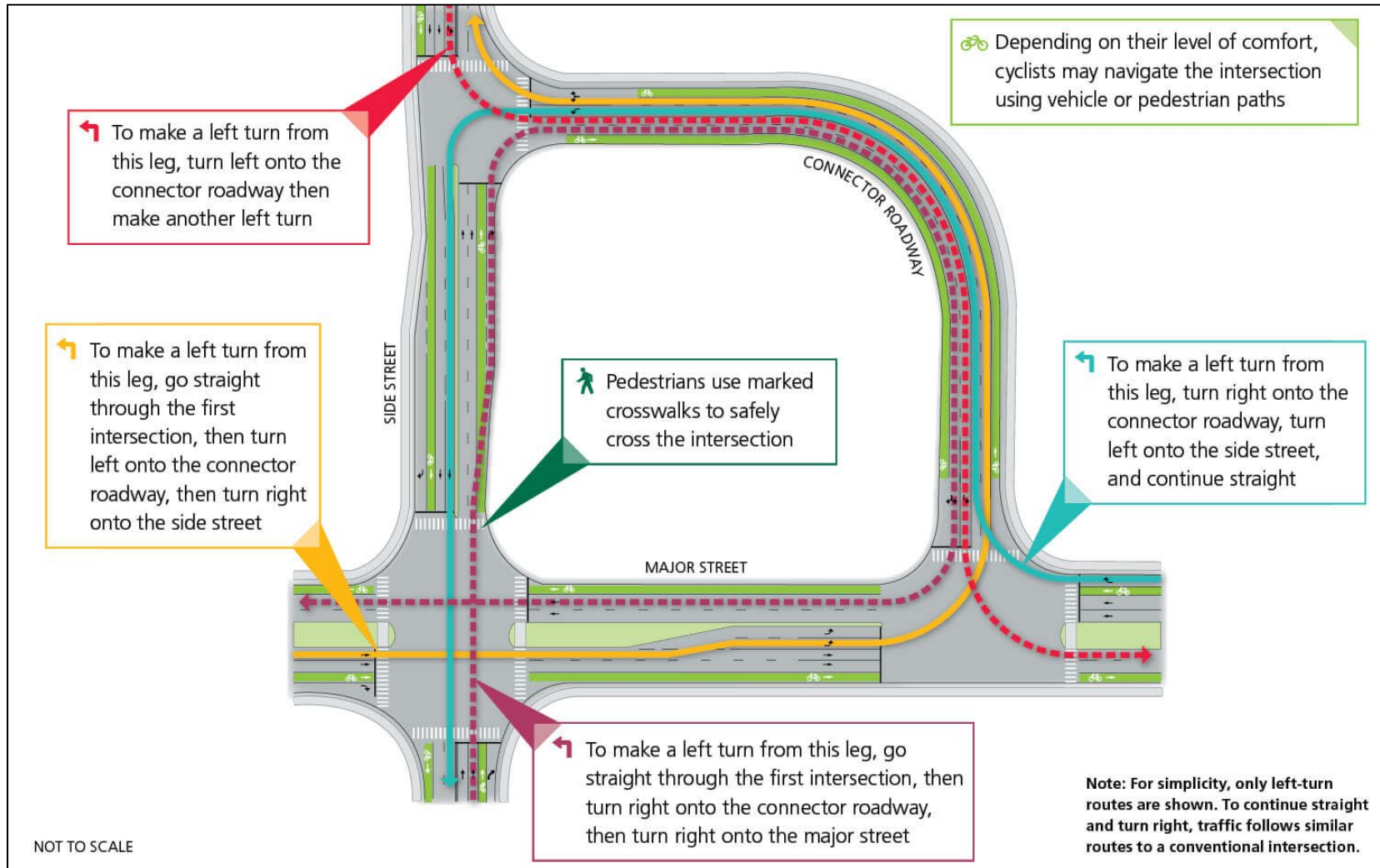
In this intersection design, vehicles wishing to make left-turns travel to designated medians and complete a U-turn movement. The Median U-Turn can be constructed on one or both intersecting roadways and the U-Turn movement may or may not be signalized. Its benefits include: improved safety as it decreases the number of points where vehicles would normally cross paths, increased efficiency by lowering the number of signal phases at the main intersection since left-turn movements have been shifted away from the intersection, less time spent waiting as there are fewer signal phrases to cycle through, and it can be more cost effective than building new lanes to accommodate capacity.





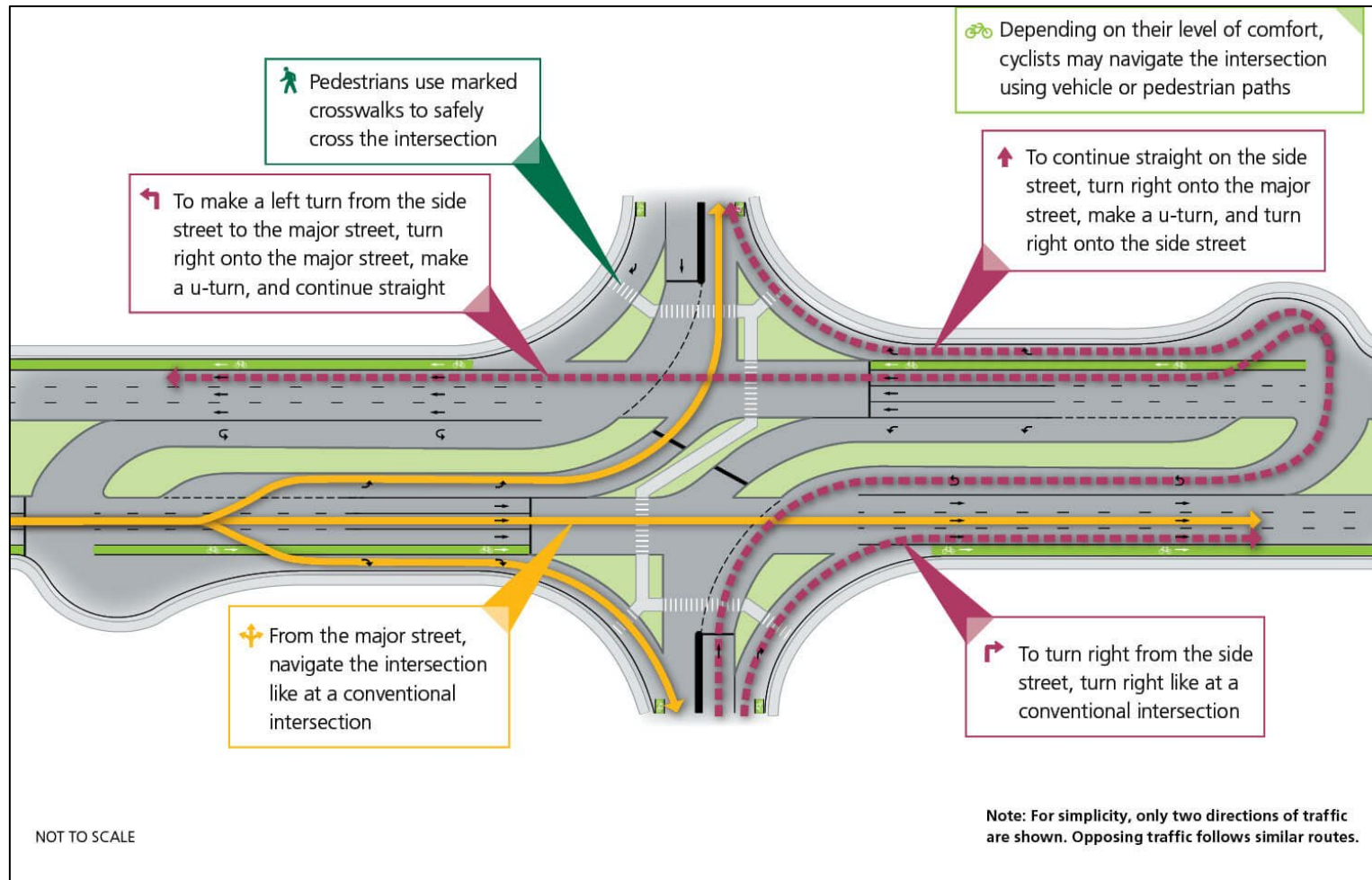
## QUADRANT ROADWAY (QR)

Quadrant Roadways have two secondary intersections connected to a major intersection. Those making left-turns use the secondary intersections and connector roadway instead of the main intersection. Its benefits include: improved safety by reducing and spreading out potential conflict points for vehicles, increased efficiency as the rerouting of left-turns allows for fewer signal phases at the main intersection, and better synchronization of the three intersections allows for improved travel times along the corridor.



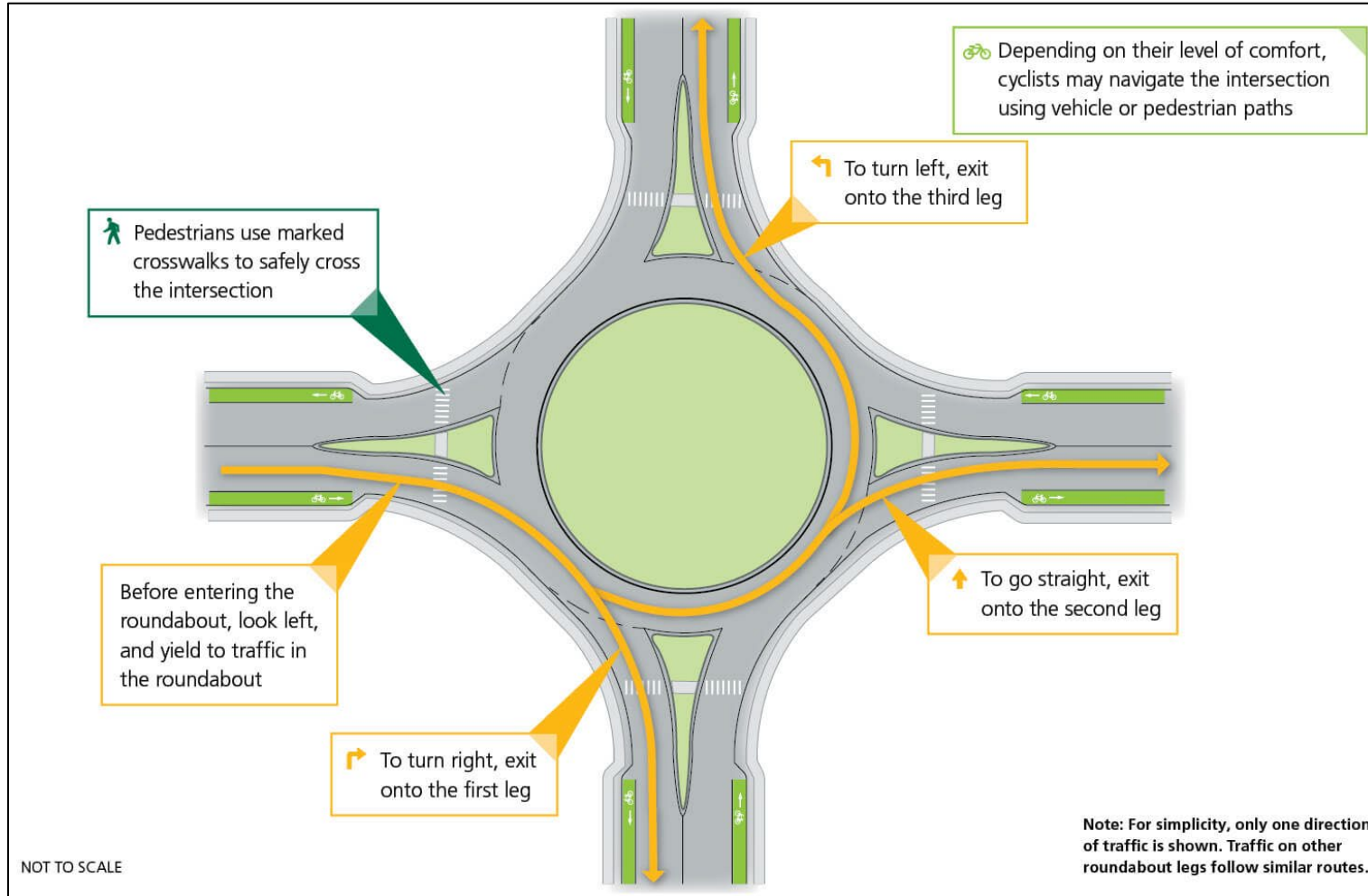
## RESTRICTED CROSSING U-TURN (RCUT)

Found on median-divided highways, Restricted Crossing U-Turns tend to work well with heavy through and left-turn traffic on major roadways that intersect with low through and left-turn traffic coming from a side street. In this intersection, all side street traffic must begin by turning right at the intersection. Side street traffic needing to go straight or turn left, will then make the U-turn located downstream from the main intersection in order to complete their desired traffic movement. Benefits of the RCUT include: improved safety by reducing the number of times vehicles cross paths, increased efficiency by creating two one-way streets that increase the overall capacity of the intersection, shorter wait times due to less traffic signal phases and the incorporation of only allowing side streets to turn right at the intersection, and more cost-effective than adding additional lanes.



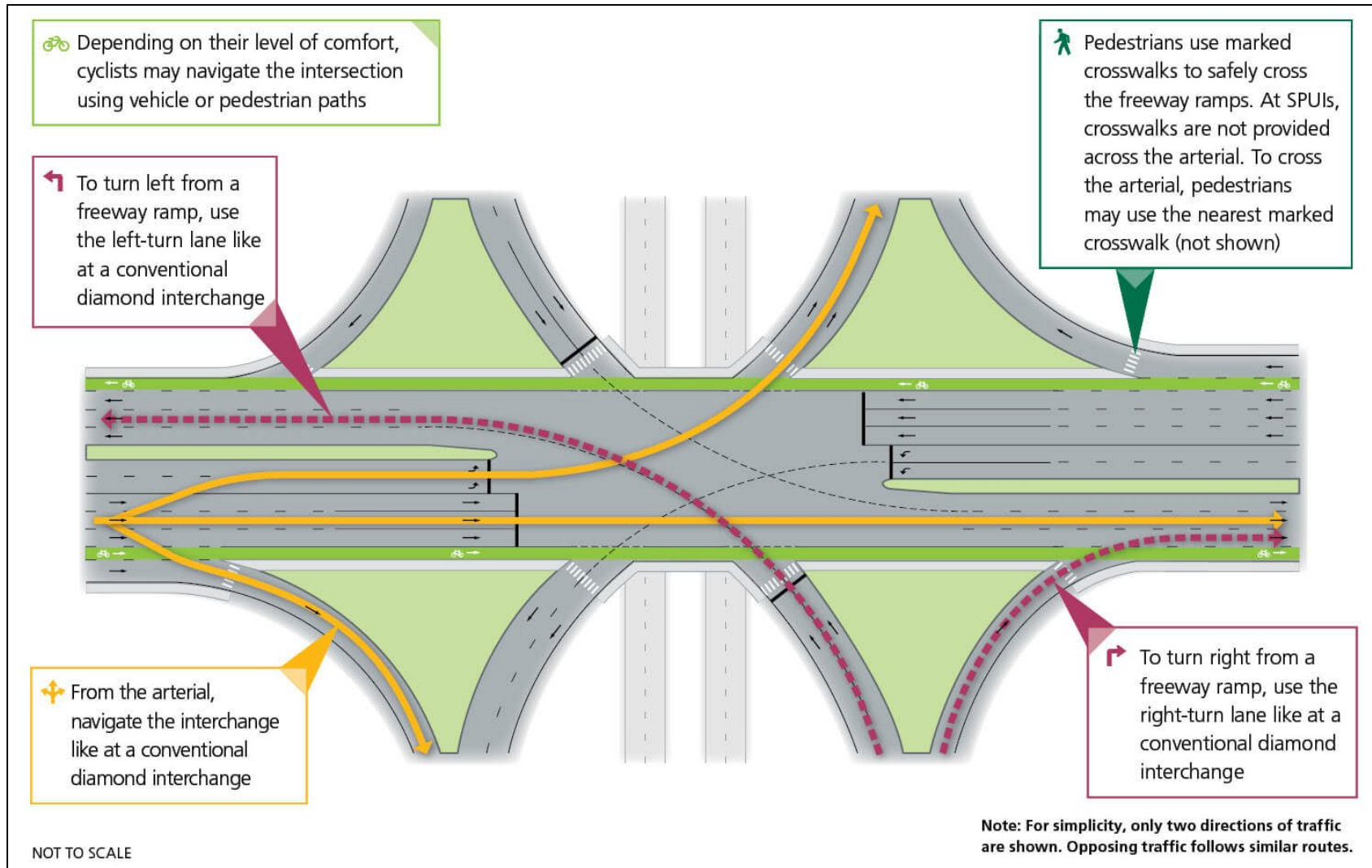
## ROUNDAABOUT

Roundabouts are a circular intersection in which traffic moves in a counterclockwise motion around a central point. This design is helpful for intersections that have a high volume of left-turns or when crashes are occurring between through traffic and those making left-turns. Roundabouts are generally unsignalized and those entering it will yield to those already driving in it. Roundabout benefits include: improved safety as angle and head-on crashes are eliminated and points of vehicle conflicts are drastically reduced, increased efficiency as all drivers entering the roundabout are yielding and not having to sit through traffic signal phases, safer speeds as drivers will have to slow down when approaching and driving in the roundabout, long-term cost effectiveness as the result of not needing or having to maintain a traffic signal, and aesthetics are improved as landscaping and beautification can be added.



## SINGLE-POINT URBAN INTERCHANGE (SPUI)

The Single-Point Urban Interchange is an intersection in which all ramps for the highway begin and end at one signalized intersection. Right turns onto and off of the highway are made before and after the main intersection and are unsignalized. Benefits of the Single-Point Urban Interchange include: improved safety as only having one intersection means there is only one location that vehicles cross paths, increased efficiency as one signal phase can be removed, increased capacity as left-turns can be made at a slightly higher speed, and fewer traffic signals means improved travel times along the corridor.





## APPENDIX F – GLOSSARY OF ACRONYMS/KEY TERMS

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- AADT** (Average Annual Daily Traffic) – The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.
- AASHTO** (American Association of State Highway and Transportation Officials)
- CoSS** (Corridor of Statewide Significance) – Those facilities and services which comprise the multimodal network connecting major centers of activity and accommodate inner-city travel between these centers as well as interstate traffic.
- CRC** (Commonwealth Regional Council) – Local planning district, Planning District #14.
- CTB** (Commonwealth Transportation Board) – The governor appointed 17-member board that oversees transportation projects and initiatives for the Commonwealth of Virginia.
- FAB** (Farmville Area Bus) – Fixed-route transit service, serving the Farmville, Va area seven days a week.
- LOS** (Level of Service) – A measure of the operating conditions of a roadway from a qualitative standpoint. The highest level allows for free-flowing traffic while lower levels progressively begin to restrict driver movement until heavy congestion and travel delays become common.
- NHS** (National Highway System) – Roadways of importance to the nation’s economy, defense, and mobility.
- PSI** (Potential for Safety Improvement) – A score that is calculated by taking the number of crashes within a subject area and subtracting the predicted number for that type of intersection or road segment based upon traffic volume.
- RLRTP** (Regional Long-Range Transportation Plan) – A goal driven plan that evaluates the transportation network and includes recommendations to address current and future needs on a regional scale.
- STRAHNET** (Strategic Highway Network) – Roadways identified as being important for their access, continuity, and emergency capabilities as it relates to the United States strategic defense policy.
- SYIP** (Six-Year Improvement Program) – A program that is updated on annual basis that establishes planned spending for the next six years on transportation projects.
- THT** (Tobacco Heritage Trail) – A planned network of mostly off-road multimodal trails utilizing former railroad right-of-way and managed by Roanoke River Rails-to-Trails, Inc.
- TREDS** (Traffic Records Electronic Data Systems) – A centralized data system that includes all crash data and other related information in Virginia.
- UDA** (Urban Development Area) – An area designated by a locality that is appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and to the extent feasible, to be used for redevelopment or infill development.
- V/C** (Volume to Capacity Ratio) – A measure in which traffic volume is divided by a roadway’s capacity.
- VDOT** (Virginia Department of Transportation) – The department of state government that is responsible for building, maintaining and operating the Commonwealth’s roads, bridges and tunnels, as well providing funding for airports, seaports, rail and public transportation.
- VTRANS** (Virginia’s Statewide Multimodal Transportation Plan) – The Commonwealth’s multimodal transportation plan that is updated every four years which establishes transportation goals, identifies transportation investment priorities, and provides direction on implementation strategies and programs.