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COMMONWEALTH REGIONAL COUNCIL 2035 REGIONAL LONG RANGE TRANSPORTATION PLAN



COMMONWEALTH REGIONAL COUNCIL

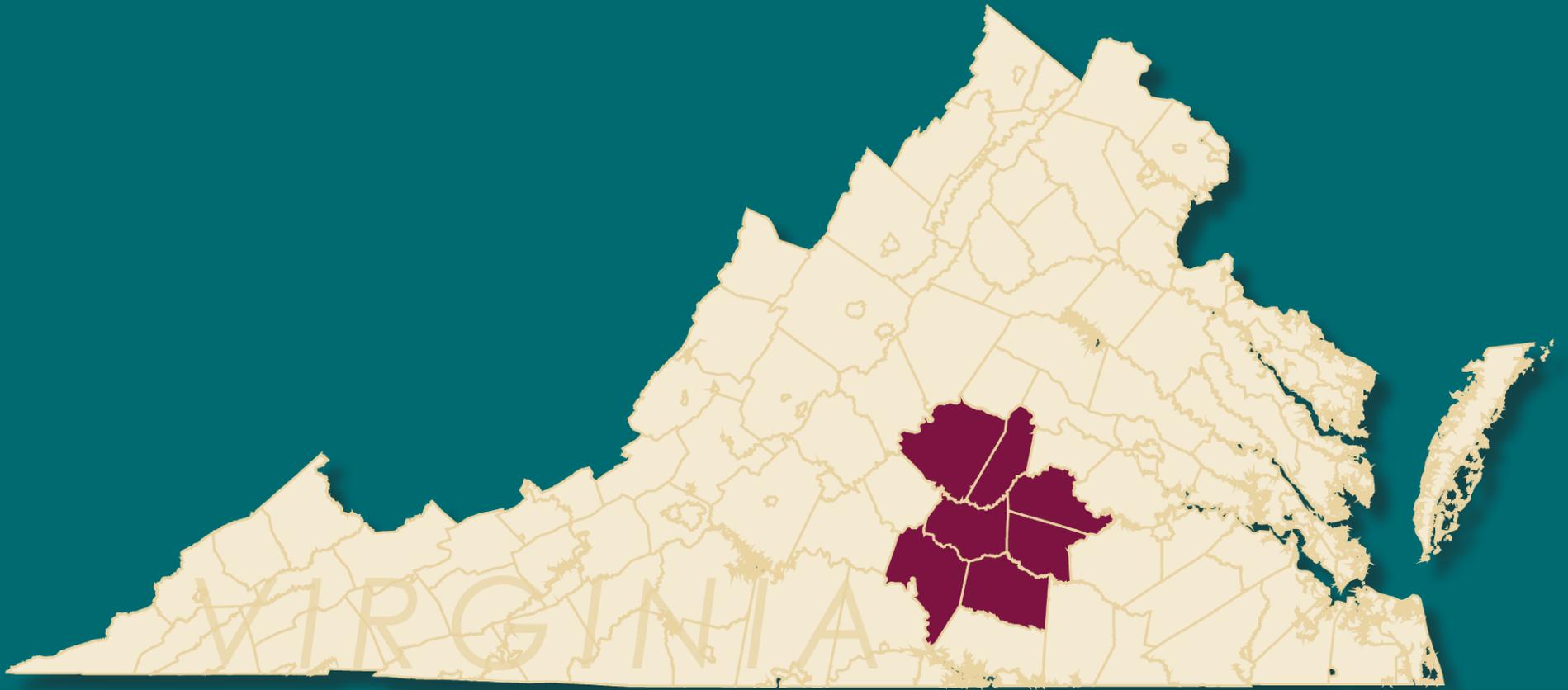


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INTRODUCTION & PURPOSE

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other modal agencies to develop *VTrans 2035*, the Commonwealth's multi-modal long range plan and a more detailed subset report known as the *2035 Surface Transportation Plan*. The highway element of the *2035 Surface Transportation Plan* includes proposed improvements on Virginia's federal functionally classified roadways. This *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. Additional details on topics discussed in this plan can be found in the Technical Report.

STUDY APPROACH

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

Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability.

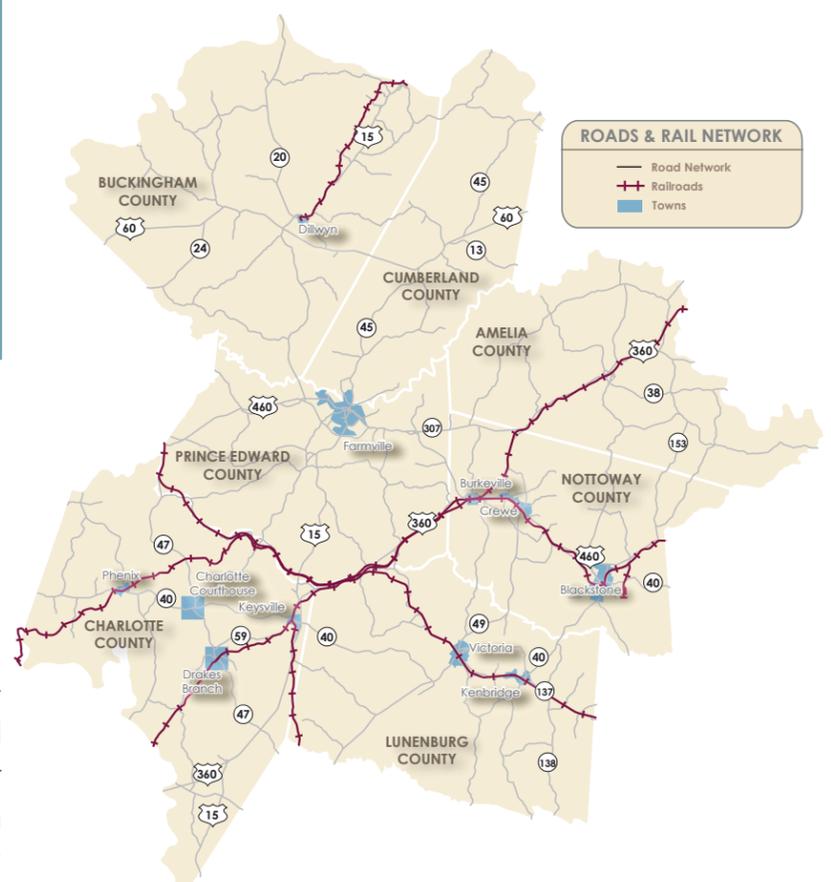
OVERVIEW OF THE REGION

Description and Function of the Commonwealth Regional Council

The CRC serves the Counties of Amelia, Buckingham, Charlotte, Cumberland, Lunenburg, Prince Edward, and the Town of Farmville. Longwood University is also a member of the CRC. Nottoway County is not a member of the CRC but does lie within the geographic boundaries of the region and is included in this report. Located in the center of Virginia, the CRC is an area of 2,818 square miles, with a current estimated population of almost 102,000 (Weldon, 2009). The CRC is a predominantly rural area with more intense urban development occurring primarily around Farmville but also near the smaller towns, and around Fort Pickett. 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 three public transit agencies that serve the Commonwealth Region: Farmville Area Bus (FAB), Blackstone Area Bus Service (BABS), and



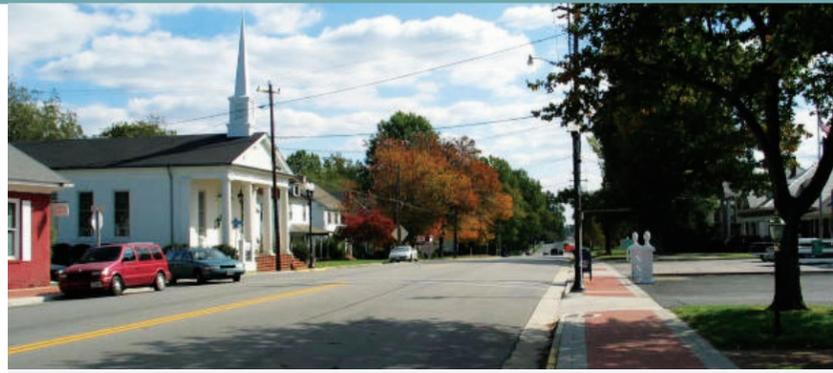
JAUNT. There are currently 57.6 miles of bicycle and pedestrian facilities throughout the region. There are no commercial airports in the region and four general aviation airports. Within the CRC, there are Class I rail carriers, Norfolk Southern and CSX, and Class III rail carriers, Buckingham Branch 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. Passenger rail is currently not available in the region.

Commonwealth Regional Council Regional Transportation Goals

Transportation needs for each regional plan were developed based on regional and statewide goals and objectives. Similar concepts within the goals of the PDCs were found and used to shape common regional long range plan goals (at right) to address rural transportation planning across the Commonwealth. A basic goal for all transportation programs in Virginia is the provision for the effective, safe, and efficient movement of people and goods. The plan for the CRC was developed with this primary goal in mind; with other goals including consideration of environmental issues and local travel desires. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area. Rural transportation planning in the CRC is guided by the Transportation Task Force Committee, which was formed in 2007. The transportation committee reviewed the needs of the region and formulated goals:

- GOAL 1** Provide a transportation system that facilitates the efficient movement of people and goods.
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 Transportation Task Force Committee, which was formed in 2007.



Common Rural Long Range Plan Goals

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

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

DEMOGRAPHIC AND LAND USE TRENDS

Relationship of Land Use and Development to Transportation

Rural counties throughout the Commonwealth and in the 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.

The population growth of the adjacent regions have affected commuting patterns within the CRC.

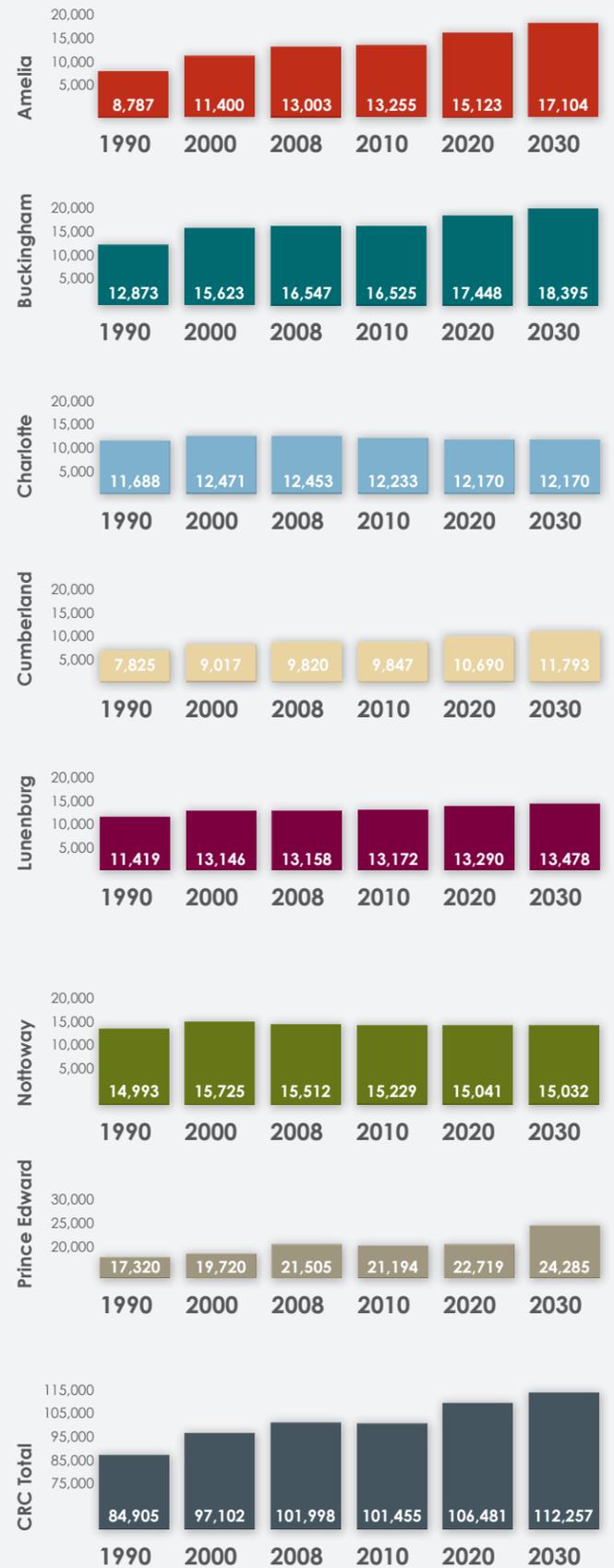
Several factors have affected land use in the CRC: population growth within the region itself; population growth in the Richmond region and Charlottesville; and the location of four state-wide roadway corridors that traverse the region: US 15, US 60, US 360, and US 460. The population growth of the adjacent regions have affected commuting patterns within the CRC. A high percentage of workers (63-79 percent) remain within the CRC for work (US Census, 2000). 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.

Population Trends

The CRC has experienced steady growth in population over time. All of the jurisdictions, except Charlotte and Nottoway Counties, have experienced growth between 2000 and 2008; total population was estimated at 101,998 in 2008 (Weldon, 2009). Amelia, Cumberland, 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, except for Charlotte and Nottoway



Total Population Over Time



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

Counties, 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 2000 US Census, all of the jurisdictions had a minority population percentage higher than that of the state (29.9 percent). In 2000, all jurisdictions, except Amelia County, had low-income populations above the state percentage of 9.6 percent. The portion of the population with disabilities in all jurisdictions is also above the state percentage of 18.1 percent. All of the jurisdictions have elderly populations in a higher proportion than the state in 2000 (11.2 percent).

Transportation Implications

US Census data from 2000 were reviewed at the block group level in order to provide enough detail to assess possible areas of service expansion for fixed-route and demand-responsive transit. Any segment of the population without a vehicle available, which can include 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, recently completed a Coordinated Human Service Mobility (CHSM) Plan that assessed the mobility needs of these target populations. Certain needs are being identified throughout the state, 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.



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

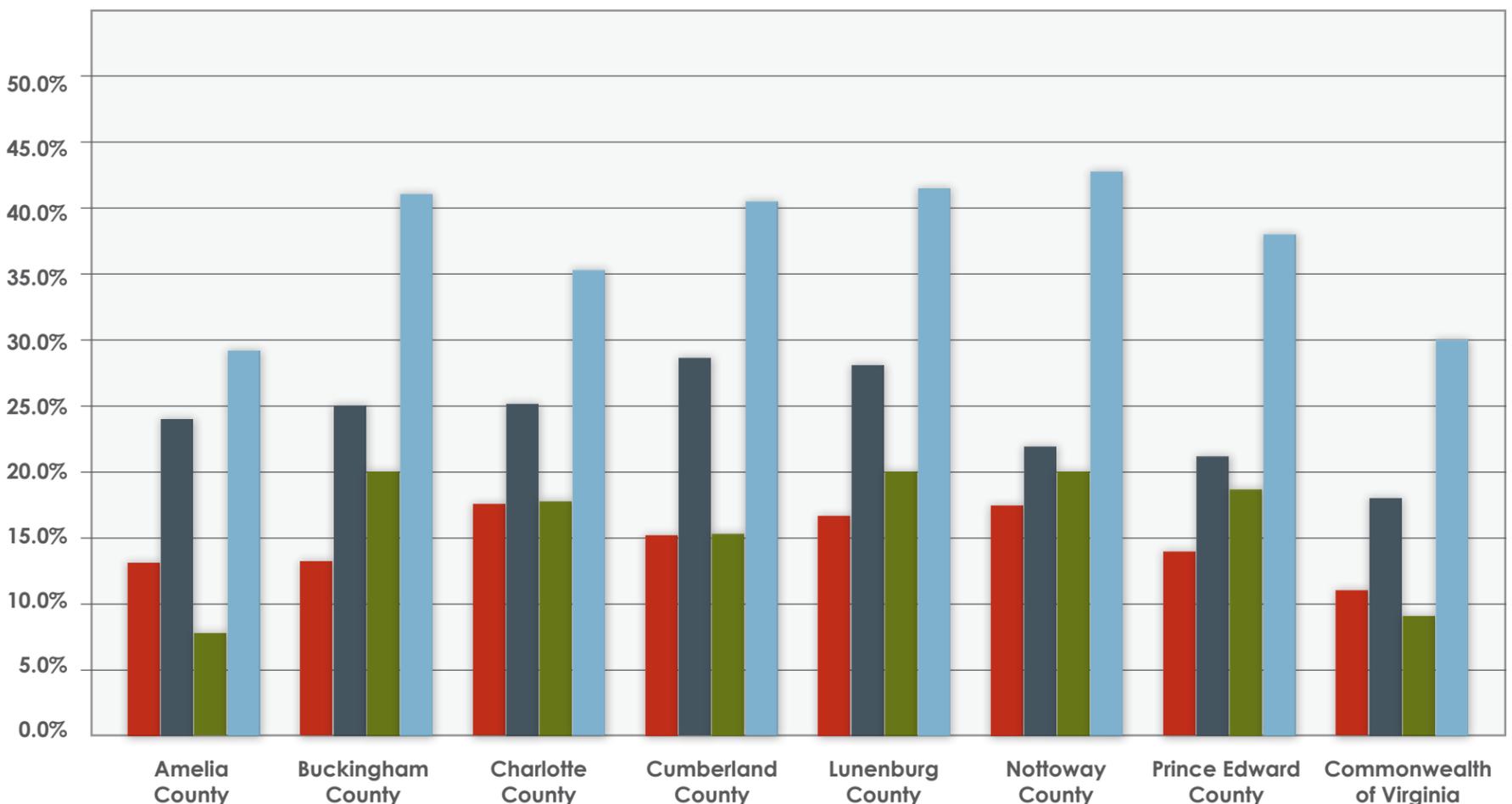
LEGEND

- Elderly
- Disability
- Low-Income
- Minority



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

Elderly, Disability, Low-Income, and Minority Populations in the Commonwealth Region



REGIONAL TRANSPORTATION SYSTEM



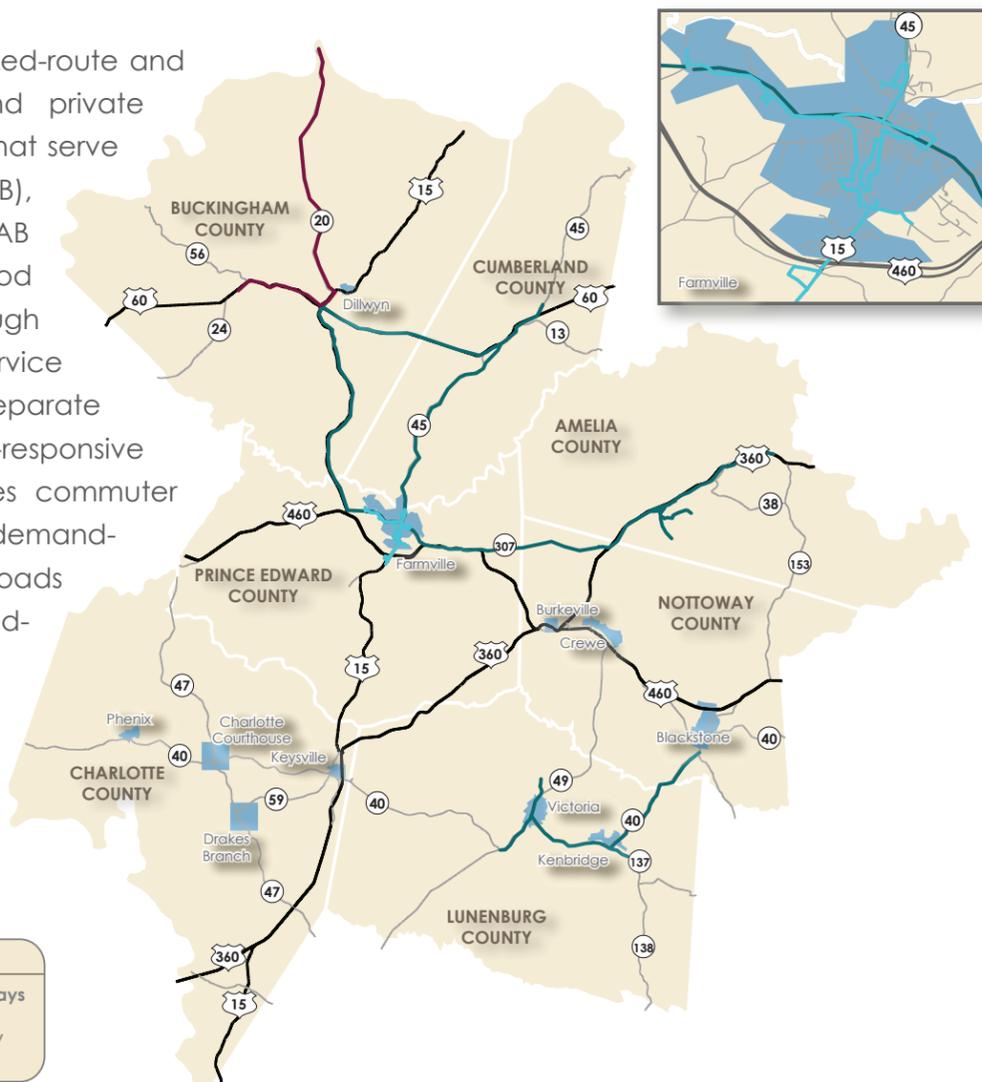
Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – was independently analyzed for both current and forecasted conditions.

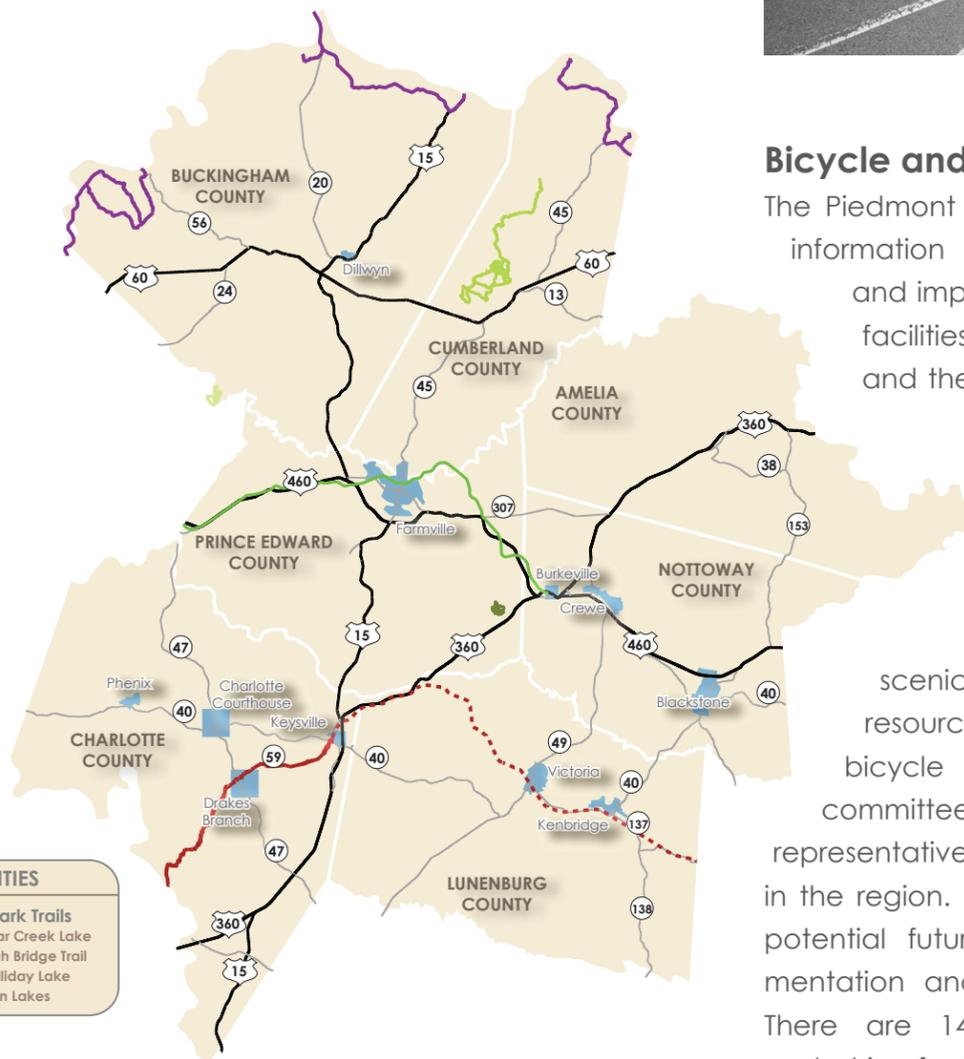
Roadways

I-85 passes just to the east of the region, running northeast to southwest. 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.

Public Transportation

Public transportation includes public transit, both fixed-route and demand-responsive, volunteer transportation, and private providers. There are three public transit agencies that serve the Commonwealth Region: Farmville Area Bus (FAB), Blackstone Area Bus Service (BABS), and JAUNT. FAB operates within Farmville, and also serves Longwood and the rural portion of Prince Edward County through Prince Edward Rural Transit. BABS provides service throughout and outside of the region on seven separate fixed-routes. 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.





EXISTING BICYCLE FACILITIES	
	Bicycle Routes
	Tobacco Heritage Trail
	Off-Road
	On-Road
	State Park Trails
	Bear Creek Lake
	High Bridge Trail
	Holliday Lake
	Twin Lakes

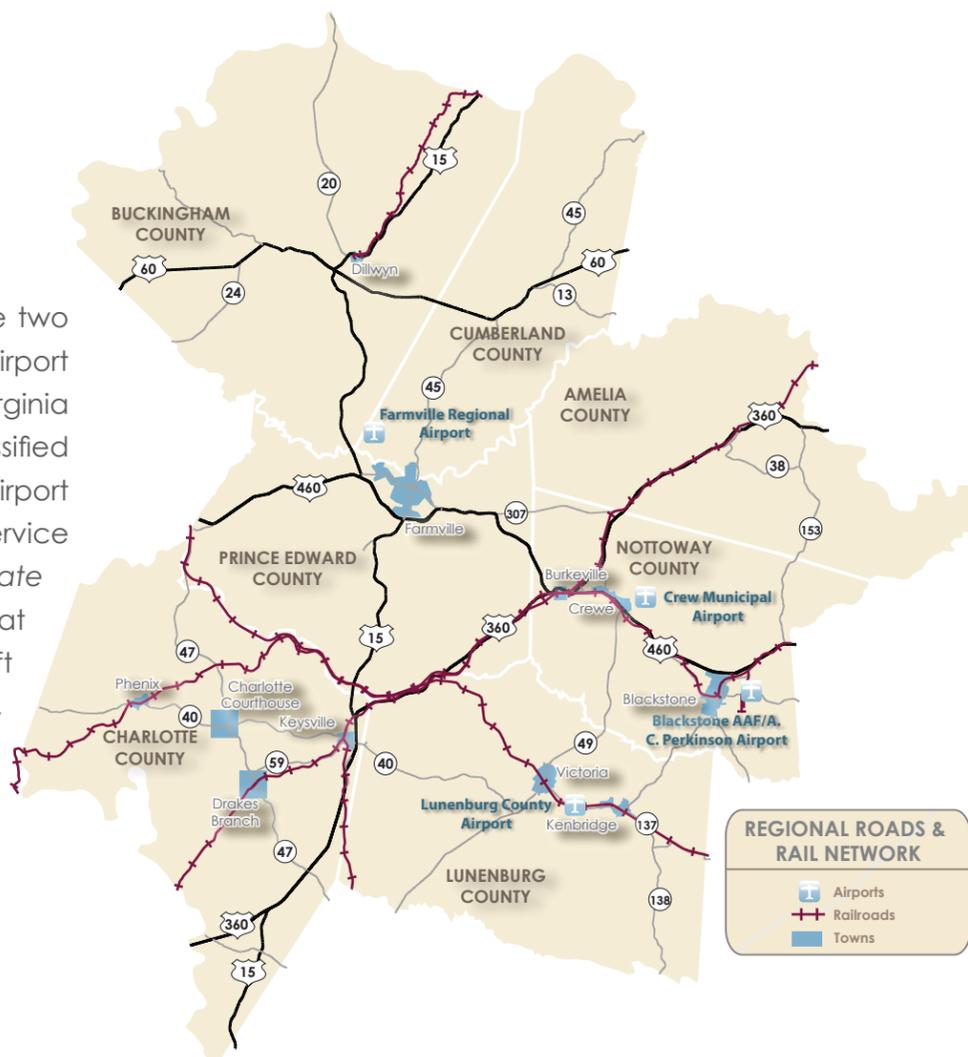
Bicycle and Pedestrian Facilities

The Piedmont Regional Bicycle Plan (2010) provides information and guidance on the development and implementation of bicycle and pedestrian facilities. The presence of US Bicycle Route 1 and the increasing popularity of Lee's Retreat driving route to bicyclists prompted the jurisdictions to develop the region-wide bicycle plan that will be incorporated into individual county and town comprehensive plans. In addition, the combination of scenic natural landscapes and historic resources offers potential destinations for bicycle and pedestrian facilities. A bicycle committee consisting of local bicycle users and representatives of the jurisdictions has been formed in the region. A pragmatic approach to identifying potential future facilities included ease of implementation and connectivity between destinations. There are 143.4 miles of existing bicycle and pedestrian facilities in the Commonwealth Region.

A bicycle committee consisting of local bicycle users and representatives of the jurisdictions has been formed in the region.

Airports

There are no commercial airports in the region, but there are two general aviation and two local airports. Farmville Municipal Airport is classified as a general aviation regional airport by the Virginia Department of Aviation (DOAV). Blackstone Municipal is classified as a general aviation community airport. Crewe Municipal Airport and Lunenburg County Airport are both classified as local service airports. The Virginia Air Transportation System Plan Update includes data on changes in the number of aircraft based at individual airports. The annual growth rate of based aircraft between 1990 and 2000 was 0.6 percent at Farmville Municipal, 0.2 percent at Blackstone Municipal, no growth at Crewe Municipal, and -0.5 percent at Lunenburg County (DOAV, 2003).



REGIONAL ROADS & RAIL NETWORK	
	Airports
	Railroads
	Towns



Goods Movement

The majority of local goods movement in the region is by truck and utilizes the road network, particularly US 15, US 60, US 360, and US 460. They are spread throughout the region but are generally positioned near or adjacent to the principal roadway network.

There are two Class I rail carriers, Norfolk Southern and CSX, and two Class III rail carriers, Buckingham Branch and Virginia Southern, in the region. Norfolk Southern's Heartland Corridor and Coal Corridor run east-west through the region. The Heartland Corridor generally parallels US 460 and is the primary east-west carrier of intermodal stacked trains; the Coal Corridor runs from western Virginia to the coal terminals in Norfolk (DRPT, *Virginia*, 2008). The CSX Coal Corridor rail line runs from western Virginia to the CSX coal terminal in Newport News, passing along the northern boundary of the CRC. The Buckingham Branch is a Class III short-line that connects with CSX lines just over the Buckingham County line in Fluvanna County. The Virginia Southern Railroad is a short-line owned by RailAmerica. It is 75 miles long, connects to Norfolk Southern lines in Burkeville, and runs through the Southside PDC to Oxford, North Carolina.

While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains in mass transit ridership for commuters could be realized.

Travel Demand Management

Travel Demand Management (TDM) holds the potential for enhancing many elements of the transportation network, and along with other improvements, has been shown to greatly aid in reducing single-occupant vehicle trips. TDM measures include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between modes to facilitate intermodal transfers. While low population densities in rural areas are not always conducive to major shifts to mass transit, some gains in mass transit ridership for commuters could be realized. In parts of the Commonwealth Region, there are concentrations of commuter destinations primarily outside the region: Lynchburg, Charlottesville, and Richmond. Therefore, some gains in mass transit ridership could be realized using improvements to improve access to these destinations. According to the US Census, commuters traveling outside of their county of residence in 2000 was over 50 percent in all counties except for Nottoway and Prince Edward.

Additional commuter-oriented pieces of the transportation network include ridesharing and park and ride lots. RideFinders, based in Richmond, offers commuter matching, a guaranteed ride home program, vanpool assistance, and other alternative transportation options. The vanpool services include several current vanpools from the CRC, as well as other regions.

Land Use

The land use/land cover in the Commonwealth Region is generally rural residential, agricultural, and forested with more dense 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.

There is one official, VDOT-maintained park and ride lot within the region: in Amelia County on US 360, approximately one mile west of the Chesterfield County line. There is an additional lot that facilitates commuting to the Charlottesville area, just outside of the PDC, one mile north of Buckingham County in Scottsville.

Amtrak service lies to the west and the east of the region. The station west of the CRC, in the City of Lynchburg, serves the Amtrak Crescent Route, that runs between New York and New Orleans daily. An additional daily service began in October of 2009 originating in Lynchburg with potential final destinations as far north as Boston. There are three stations to the east of the CRC. Richmond at Staples Mill is a stop on the Atlantic Coast Service that includes four different East Coast routes: the Northeast Regional line, Palmetto, Carolinian, and Silver Star. The Richmond Main Street Station is a stop on the Northeast Regional. Petersburg is also a stop on the Atlantic Coast service and is a stop on four different routes: Palmetto, Carolinian, Silver Star, and Silver Meteor.

TRANSPORTATION SYSTEM PERFORMANCE & RECOMMENDATIONS

Roadways

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

Some priority locations had current improvement recommendations from recent studies and required no further analysis.

updated analysis. Within the CRC, 17 priority locations were analyzed. Two of these locations were identified for assessment of congestion concerns, eight were assessed for safety concerns, while the remaining seven were analyzed for safety and congestion. The safety assessment locations were identified using safety and crash database information, and input from local officials and the public. A more detailed discussion of all deficiencies and recommendations with planning-level cost estimates is located in the Technical Report.



1. Safety

The roadway safety assessments identified deficiencies such as sight distance and visibility, access management, and inadequate signage. Recommendations were developed for both intersections and segments throughout the region. The recommendations are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

2. Operations and Maintenance

a. Geometric Conditions

Roadways and intersections with geometric deficiencies such as substandard lane width, shoulder width, or horizontal and vertical curvature, were identified from the VDOT Statewide Planning System (SPS) database. Higher priorities were given to those roadways with potential geometric concerns that also carried higher levels of traffic. Recommendations to address these needs are identified by jurisdiction. More detailed deficiency data appear in the Technical Report.

b. Bridge Condition

Current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. These appear in a separate table by jurisdiction.

3. Capacity

Level of service analyses were performed on all functionally classified roadways in the CRC to assess current and projected year 2035 operations. In addition, analyses were conducted for intersections identified by the CRC and local governments as priority study locations. The recommendations to address the deficient locations are identified as congestion or safety, by jurisdiction. Short-term, mid-term, and long-term recommendations were combined in the tables and maps.

Deficiencies in the forecast year were noted for the functionally classified roadway network. Forecasted deficiencies are applicable only to anticipated mobility performance measures, since it is not possible to forecast safety issues or geometric and structural deficiencies.

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

Bridge Deficiency Summary

Bridge Sufficiency Rating	Functionally Obsolete			Structural Deficiency		
	REPLACE 0-50	UPGRADE/REPAIR 51-80	UPGRADE/REPAIR 80+	REPLACE 0-50	UPGRADE/REPAIR 51-80	UPGRADE/REPAIR 80+
Amelia	4	14	0	5	3	0
Buckingham	1	15	1	3	10	0
Charlotte	2	8	0	8	9	0
Cumberland	1	7	1	5	4	0
Lunenburg	6	7	0	14	4	0
Nottoway	5	4	1	6	5	0
Prince Edward	3	10	2	7	11	0
CRC Total	22	65	5	48	46	0





ROADWAY SYSTEM DEFICIENCIES

Intersection Deficiency

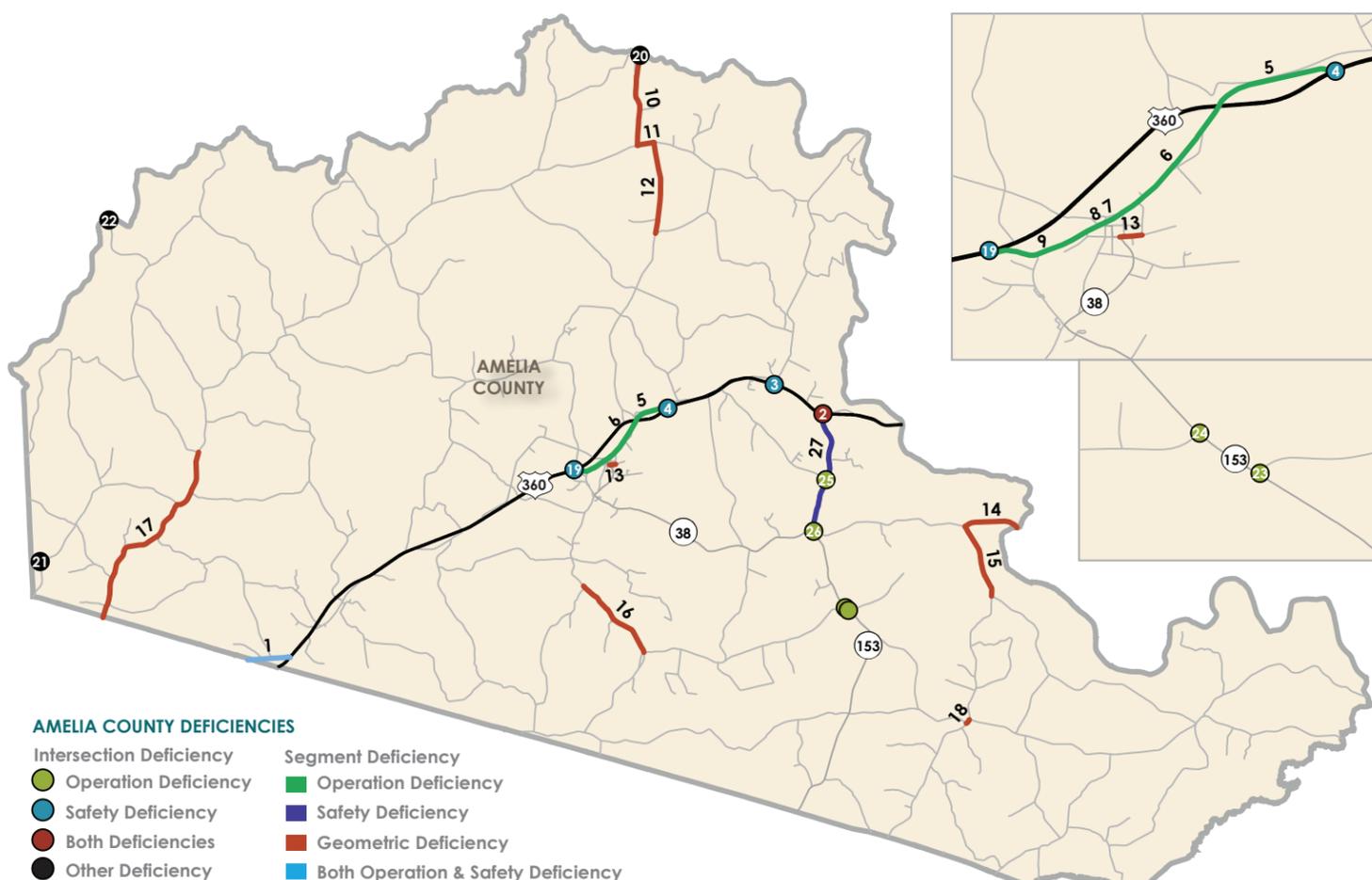
- Operation Deficiency
- Safety Deficiency
- Both Deficiencies
- Other Deficiencies

Segment Deficiency

- Operation Deficiency
- Safety Deficiency
- Geometric Deficiency
- Both Operation and Safety Deficiency

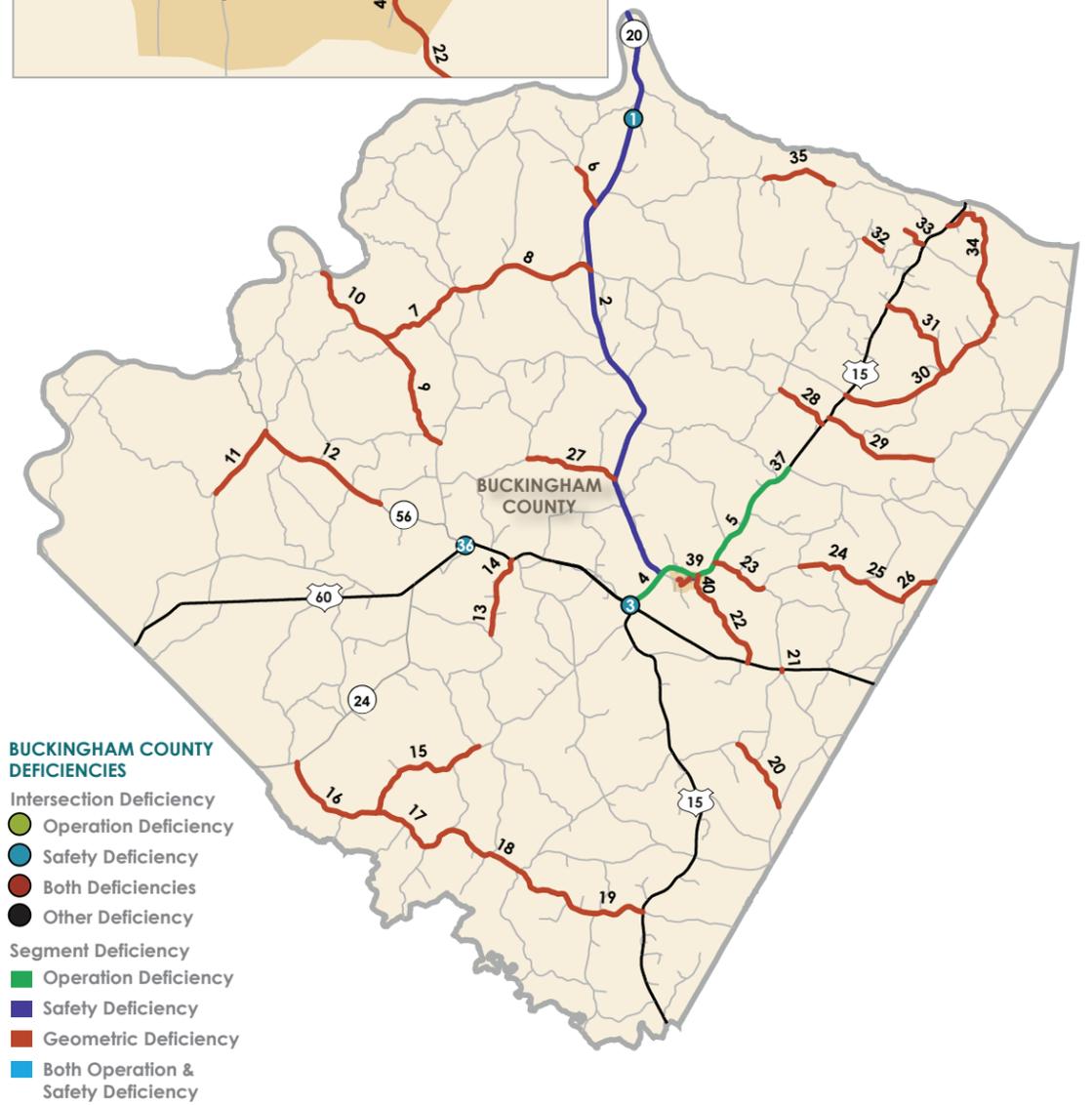
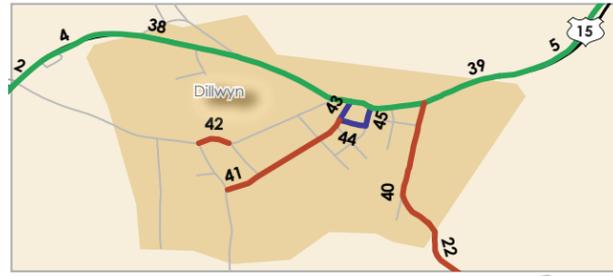
AMELIA COUNTY RECOMMENDATIONS

- 1 VA 307 (Holly Farms Rd.) from Nottoway Co. Line to US 360 (Patrick Henry Hwy.)**
Long-term reconstruct as rural three-lane roadway.
- 2 US 360 (Patrick Henry Hwy.)/VA 153 (Military Rd.)**
Short-term add advanced warning signs on all intersection approaches; Mid-term consider installation of traffic signal.
- 3 US 360 (Patrick Henry Hwy.)/VA 604 (Chula Rd.)**
Traffic signal installed recently; Continue to monitor for potential improvements.
- 4 US 360 (Patrick Henry Hwy.)/US 360 BUS (Goodes Bridge Rd.) N.**
Deficiency with low priority; Continue to monitor for potential improvements.
- 5 US 360 BUS (Goodes Bridge Rd.) from US 360 E. to US 360 Interchange/Food Lion shopping plaza**
Long-term reconstruct as urban four lane roadway.
- 6 US 360 BUS (Goodes Bridge Rd.) from US 360 Interchange to VA 1005**
Long-term reconstruct as urban four lane roadway.
- 7 US 360 BUS (Goodes Bridge Rd.) from VA 1005 to VA 38**
Long-term reconstruct as urban four lane roadway.
- 8 US 360 BUS (Goodes Bridge Rd.) from VA 38 to VA 1007**
Long-term reconstruct as urban four lane roadway.
- 9 US 360 BUS (Goodes Bridge Rd.) from VA 1007 to US 360 W.**
Long-term reconstruct as urban four lane roadway.
- 10 VA 609 (Royalton Rd.) from Powhatan Co. Line to VA 616 (Genito Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 11 VA 616 (Genito Rd.) from VA 609 W. (Royalton Rd.) to VA 609 E. (Grub Hill Church Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 12 VA 609 (Grub Hill Church Rd.) from VA 616 (Genito Rd.) to VA 633**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 13 VA 1003 (Church St.) from VA 38 E. to VA 1004**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 14 VA 602 (Bevils Bridge Rd.) from VA 612 (Richmond Ave.) to Chesterfield Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 15 VA 612 (Richmond Ave.) from VA 622 (Green's Rd.) to VA 602 (Bevils Bridge Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 16 VA 614 (Dennisville Rd.) from VA 608 to VA 607**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 17 VA 616 (Genito Rd.) from Nottoway Co. Line to VA 621**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18 VA 708 (Richmond Rd.) from VA 612 E. to VA 612 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 19 US 360 (Patrick Henry Hwy.)/US 360 BUS (Goode's St.) S.**
Short-term install advance warning signs on eastbound and westbound approaches and improve pavement markings.
- 20 VA 609 (Royalton Rd.) over the Appomattox River**
Short-term replace bridge.
- 21 VA 617 (Saylers Creek Rd.) over Saylers Creek (1.40 Mi. SW. of VA 618)**
Short-term replace bridge.
- 22 VA 620 (Stony Point Rd.) over the Appomattox River**
Short-term replace bridge.
- 23 VA 153 (Military Rd.)/VA 608 (Rock Castle Ln.)**
Mid-term add turn lanes on VA 153 and add right turn lanes on minor approaches.
- 24 VA 153 (Military Rd.)/VA 608 (Little Patrick Rd.)**
Mid-term add turn lanes on VA 153 and add right turn lanes on minor approaches.
- 25 VA 153 (Military Rd.)/VA 628 (Butler's Rd.)**
Mid-term add turn lanes on VA 153 and add right turn lanes on minor approaches.
- 26 VA 153 (Military Rd.)/VA 602 (Bevils Bridge Rd.)**
Mid-term install signal.
- 27 VA 153 (Military Rd.) from US 360 (Patrick Henry Hwy.) to VA 38 (Five Forks Rd.)/VA 602 (Bevils Bridge Rd.)**
Mid-term apply access management.



BUCKINGHAM COUNTY RECOMMENDATIONS

- 1 **VA 20 (Constitution Route)/VA 720 (Georgia Creek Rd.)**
Short-term install advance warning signs on VA 20 approaches; Long-term add southbound left turn lane and/or reconstruct intersection.
- 2 **VA 20 (Constitution Route) from US 15 (James Madison Hwy.) to Albemarle Co. Line**
Long-term install turn lanes at intersections as needed.
- 3 **US 15 (James Madison Hwy.)/US 60 (James Madison Hwy.)**
Initial screening indicates that this location is a potential safety location. While not identified as a priority location, the long-term recommendation is to continue to monitor for safety and to implement improvements as needed.
- 4 **US 15 (James Madison Hwy.) from US 60 (James Madison Hwy.) to WCL of Dillwyn**
Long-term widen to four lanes with median.
- 5 **US 15 (James Madison Hwy.) from NCL of Dillwyn to VA 617 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 6 **VA 678 (Rock Island Rd.) from VA 20 (Constitution Route) to VA 695**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 7 **VA 655 from VA 601 (Pattie Rd.) to VA 602**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 8 **VA 655 from VA 602 to VA 20 (Constitution Route)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 9 **VA 601 (Pattie Rd.) from VA 602 to VA 655**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 10 **VA 601 (Pattie Rd.) from VA 655 to Sycamore Creek**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 11 **VA 604 from VA 606 to VA 56 (James River Hwy.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 12 **VA 56 (James River Hwy.) from VA 604 E. to VA 649**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 13 **VA 638 (Dixie Hill Rd.) from VA 644 to VA 790**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 14 **VA 638 from VA 790 to US 60**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 15 **VA 640 (Andersonville Rd.) from VA 636 (Tower Hill Rd./Francisco Rd.) to VA 642**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 16 **VA 636 (Tower Hill Rd.) from VA 24 E. to VA 640 E. (Andersonville Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 17 **VA 636 (Francisco Rd.) from VA 640 E. (Andersonville Rd.) to VA 612 W.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 18 **VA 636 (Francisco Rd.) from VA 612 W. to VA 619**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 19 **VA 636 (Francisco Rd.) from VA 619 to US 15**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 20 **VA 600 (Plank Rd.) from VA 654 to VA 712**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 21 **VA 632 from VA 623 to US 60 (James Madison Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 22 **VA 629 (Rosney Rd.) from US 60 (James Madison Hwy.) to SCL of Dillwyn**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 23 **VA 650 (Belle Rd.) from US 15 (James Madison Hwy.) to VA 632**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).



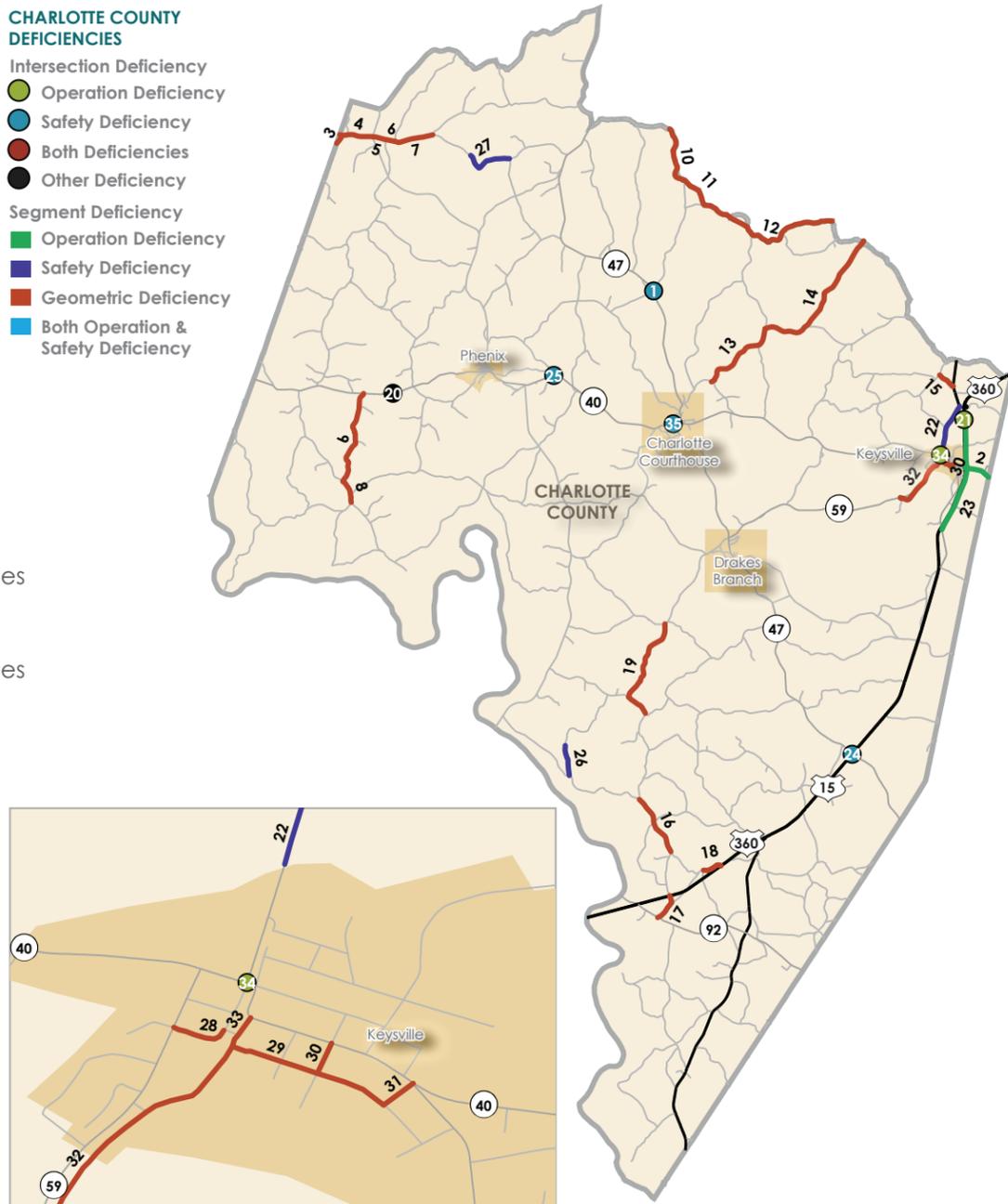
- 24 **VA 650 (Belle Rd.) from VA 668 to VA 667**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 25 **VA 650 (Belle Rd.) from VA 667 to VA 626**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 26 **VA 650 (Belle Rd.) from VA 626 to Cumberland Co. Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 27 **VA 649 (Slate River Mill Rd.) from VA 658 to VA 20 (Constitution Route)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 28 **VA 622 (Johnson Station Rd.) from US 15 S. (James Madison Hwy.) to VA 676 N.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 29 **VA 622 (Trents Mill Rd.) from US 15 North (James Madison Hwy.) to VA 613**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 30 **VA 610 (Cartersville Rd.) from US 15 N. (James Madison Hwy.) to VA 670**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 31 **VA 718 (Chapel Rd.) from VA 610 (Cartersville Rd.) to US 15 (James Madison Hwy.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 32 **VA 685 (Rock Culvert Rd.) from VA 675 to VA 673**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 33 **VA 703 (Jones Town Rd.) from VA 796 to 0.75 Mi. N. of VA 796**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 34 **VA 670 (CG Woodson Rd.) from VA 610 (Cartersville Rd.) to US 15 (James Madison Hwy.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 35 **VA 652 (Bridgeport Rd.) from VA 676 to VA 684**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

BUCKINGHAM COUNTY RECOMMENDATIONS (continued)

- 36 US 60 (James Madison Hwy.)/VA 56 (James River Hwy.)/VA 742**
Short-term maintenance and improve pavement markings;
Long-term trim embankment to improve sight distance.
- 37 US 15 (James Madison Hwy.) from VA 617 S. to 0.019 Mi. N. Conn. VA 617**
Short-term reconstruct and improve corridor.
- 38 US 15 (Oak St.) from WCL of Dillwyn to VA 1010 E.**
Long-term widen to four lanes with median. (Dillwyn)
- 39 US 15 (Oak St.) from VA 1010 E. to NCL of Dillwyn**
Long-term widen to four lanes with median. (Dillwyn)
- 40 VA 629 (Rosney Rd.) from SCL of Dillwyn to US 15 (Main St.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Dillwyn)
- 41 VA 1001 (Hancock St.) from VA 1002 to VA 1004**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes). (Dillwyn)
- 42 VA 1003 (Hancock St.) from VA 1002 to VA 1008**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes). (Dillwyn)
- 43 VA 1001 from US 15 (Main St.) to VA 1004**
Short-term provide curb & gutter and sidewalks and upgrade turning radii at intersections. (Dillwyn)
- 44 VA 1004 from VA 1001 to VA 1007**
Short-term provide curb & gutter and sidewalks and upgrade turning radii at intersections. (Dillwyn)
- 45 VA 1007 from VA 1004 to US 15 (Main St.)**
Short-term provide curb & gutter and sidewalks and upgrade turning radii at intersections. (Dillwyn)

CHARLOTTE COUNTY DEFICIENCIES

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

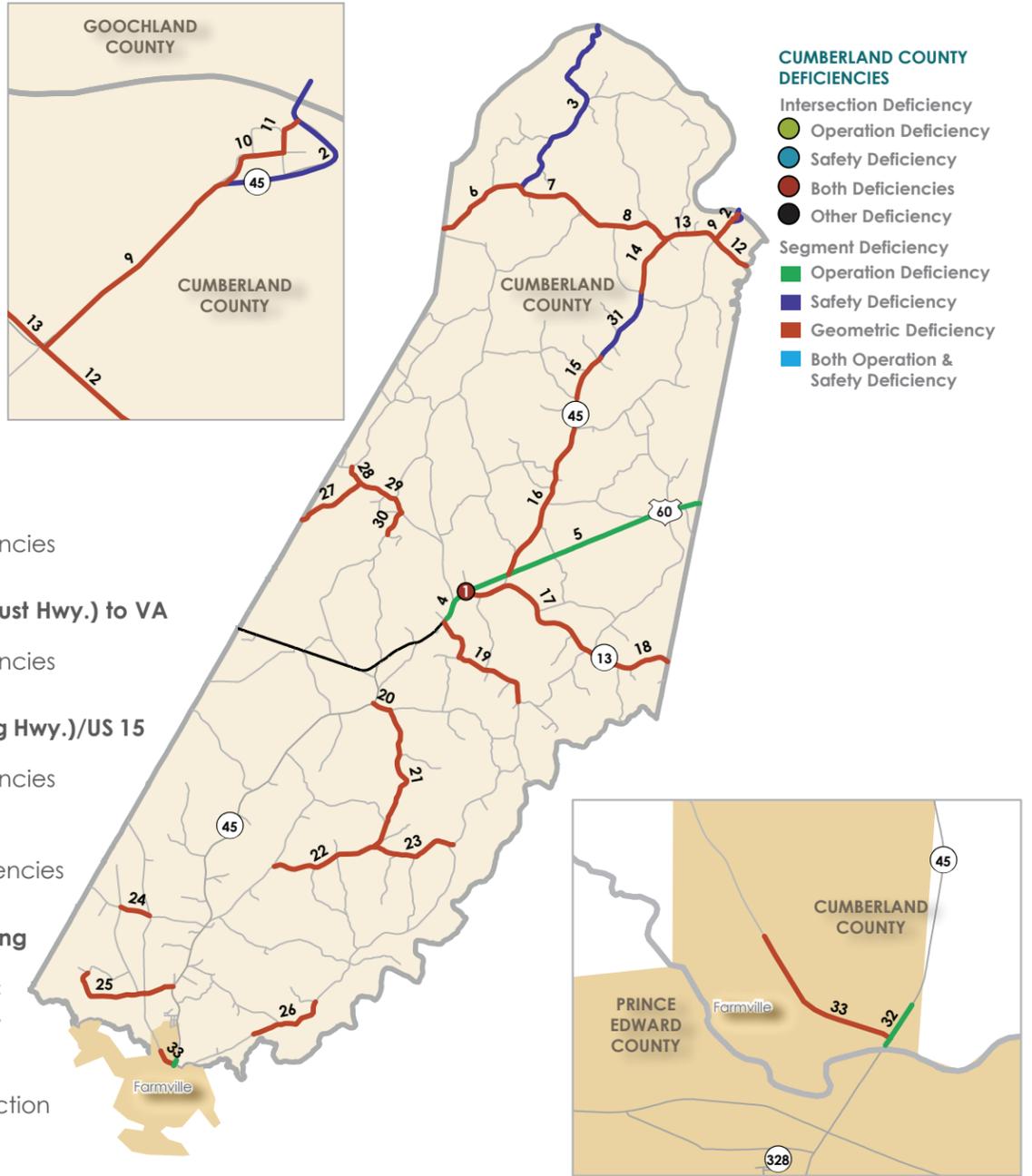


CHARLOTTE COUNTY RECOMMENDATIONS

- 1 VA 47 (Thomas Jefferson Hwy.) /VA 660 (Virginian Rd./Taro Rd.)**
Short-term install advance warning signs and add stop signs on all approaches; Mid-term relocate access to VA 47/649 to stop sign to the north and implement access management; Long-term widen bridge structure to the south to provide a northbound left turn lane and realign VA 660 to form a typical four-leg intersection.
- 2 VA 40 (Lunenburg Hwy.) from US 15/360 BYPASS to Lunenburg Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 3 VA 600 (Sugar Hill Rd.) from Campbell Co. Line to VA 615**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 4 VA 615 from Campbell Co. Line to VA 727**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 5 VA 615 from VA 727 to VA 672**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 6 VA 615 from VA 672 to VA 663**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 7 VA 615 from VA 633 to VA 701**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 8 VA 678 from VA 619 to VA 672**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 9 VA 678 from VA 672 to VA 40**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 10 VA 671 (Co. Line Rd.) from VA 665 to VA 660**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 11 VA 671 (Co. Line Rd.) from VA 660 to VA 659**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 12 VA 671 (Co. Line Rd.) from VA 659 to VA 667**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 13 VA 604 (Roanoke Ridge Rd.) from VA 709 to VA 655**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 14 VA 604 (Abilene Rd.) from VA 655 to VA 671 (Prince Edward Co. Line)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 15 VA 651 (Country Club Rd.) from VA 652 N. to US 15 (Farmville Hwy.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 16 VA 607 (Roanoke Station Rd.) from VA 637 to VA 608**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 17 VA 608 (Public Fork Rd.) from US 360 (King Hwy.) to VA 92 W. (Jeb Stuart Hwy.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18 VA 607 (Roanoke Station Rd.) from VA 631 to US 360 (King Hwy.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 19 VA 637 from VA 612 East to VA 642 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 20 VA 40 (Patrick Henry Hwy.) over Louse Creek**
Short-term replace bridge.
- 21 US 360 Bypass/entrance to Virginia Heartland Business Park**
Short-term add fourth leg to intersection.
- 22 US 360 BUS (Four Locust Hwy.) from US 15 (Farmville Hwy.) to Keysville Corporate Limits**
Short-term reconstruct roadway to current design standards and incorporate traffic calming.
- 23 US 360 Bypass from US 15/US 360 BUS (N. Interchange) to US 15/US 360 BUS (S. interchange)**
Mid-term construct parallel frontage road in order to maintain limited access on US 360 Bypass.
- 24 US 360/VA 47**
Mid-term reconstruct intersection to improve sight distance and lengthen turn lanes on US 360 to full standard.
- 25 VA 40/VA 667 (Hillcroft Rd.)/VA 751 (St Louis Rd.)**
Mid-term reconstruct intersection.

CHARLOTTE COUNTY RECOMMENDATIONS (continued)

- 26 VA 641 from VA 607 (at Randolph Station) to Mulberry Hill Plantation**
Mid-term reconstruct roadway to rural two-lane standards to accommodate tour and shuttle bus traffic.
- 27 VA 615 from VA 664 to West of Sharp Curve (west of Cub Creek)**
Mid-term reconstruct roadway to rural two-lane standards to address geometric deficiencies.
- 28 VA 765 (Arvin St.) from VA 59 to VA 757**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Keysville)
- 29 VA 757 (Osborne St.) from VA 772 to VA 731**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes). (Keysville)
- 30 VA 758 (I St.) from VA 40 (King Hwy.)/US 15 BUS (Four Locust Hwy.) to VA 757 (Osborne St.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Keysville)
- 31 VA 731 (Pettus St.) from VA 757 (Osborne St.) to VA 40 (King Hwy.)/US 15 BUS (Four Locust Hwy.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes). (Keysville)
- 32 VA 772 (Hill Ave.) from VA 59 to VA 757 W. (Osborne St.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Keysville)
- 33 VA 772 (Hill Ave.) from VA 757 W. (Osborne St.) to VA 40 (King Hwy.)/US 15 BUS (Four Locust Hwy.)/US 360**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Keysville)
- 34 US 360 BUS (Four Locust Hwy.)/US 15/US 360 BUS**
Short-term conduct traffic study and reconstruct intersection to improve capacity accordingly. (Keysville)
- 35 VA 40/VA 47 (David Bruce Ave.)/VA 47 (LeGrande Ave.)**
Mid-term provide additional turning radius. (Charlotte Court House)



CUMBERLAND COUNTY RECOMMENDATIONS

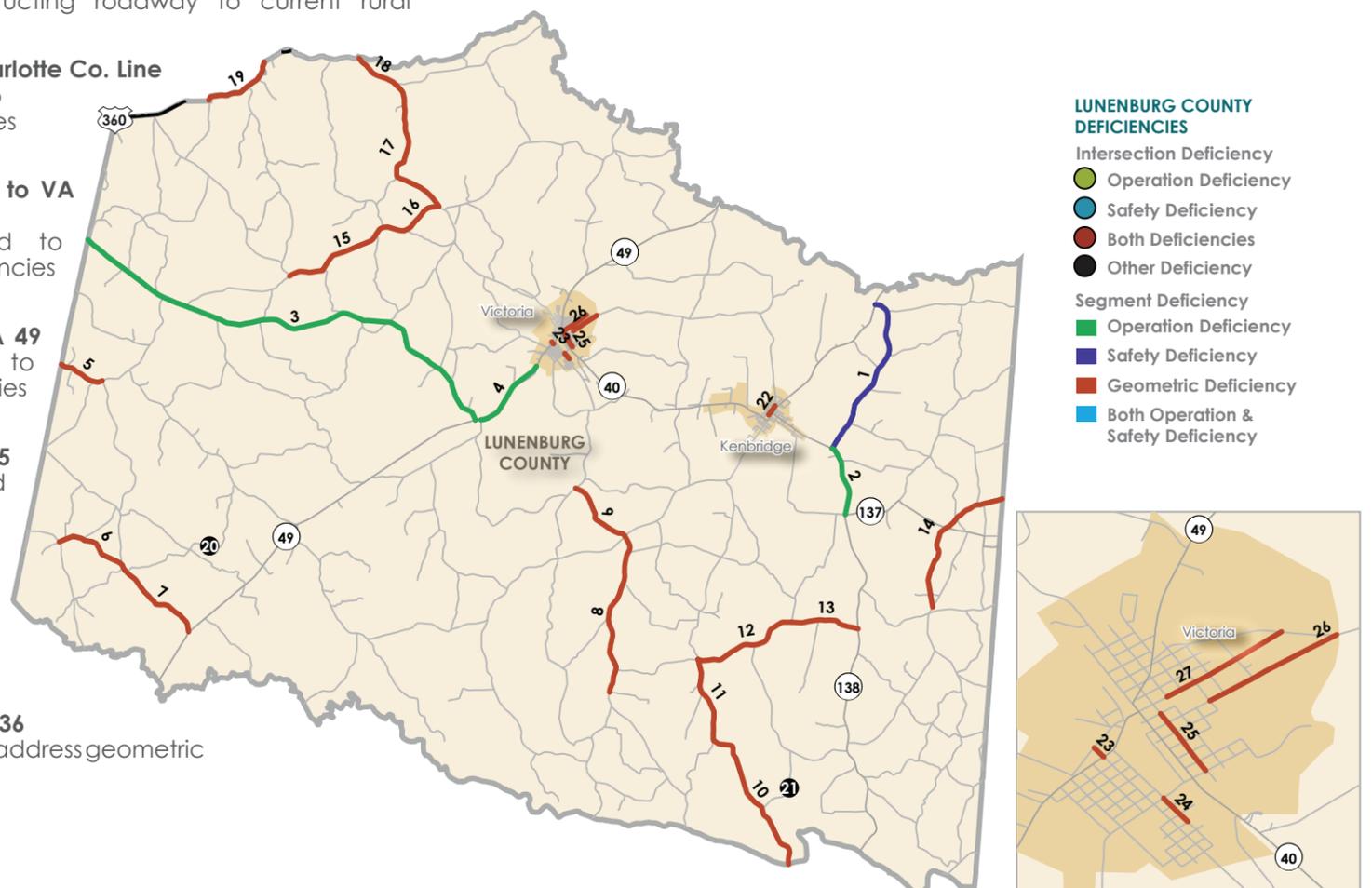
- 1 US 60 (Anderson Hwy.)/VA 13 (Old Buckingham Rd.)**
Short-term install signage; Mid-term add turn lanes or reconstruct to make a four-leg intersection.
- 2 VA 45 (Cartersville Rd) from VA 649 S. (High St.) to Goochland Co. Line**
Short-term install advance warning signs; Long-term reconstruct intersection to improve geometric deficiencies.
- 3 VA 690 (Columbia Rd) from VA 610 (Duncan Store Rd.) to Fluvanna Co. Line**
Long-term reconstruct roadway to current design standards and provide turn lanes for boat landing access.
- 4 US 60 (Anderson Hwy.) from VA 600 E. (Stoney Point Rd.) to VA 13 (Old Buckingham Rd.)**
Long-term widen to urban four lanes with median.
- 5 US 60 (Anderson Hwy.) from VA 13 (Old Buckingham Rd.) to Powhatan Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 6 VA 610 (Duncan Store Rd.) from Buckingham Co. Line to VA 690**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 7 VA 690 (Columbia Rd) from VA 714 to VA 610**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 8 VA 690 (Columbia Rd.) from VA 45 (Cartersville Rd.) to VA 714**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 9 VA 45 (Cartersville Rd.) from VA 684 to VA 649 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 10 VA 649 (High St.) from VA 45 S. (Cartersville Rd.) to VA 655**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 11 VA 649 (High St.) from VA 655 to VA 45 North (Cartersville Rd.)**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 12 VA 684 (Cartersville Extension) from VA 45 (Cartersville Rd.) to Powhatan Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 13 VA 45 (Cartersville Rd.) from VA 690 to VA 684**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 14 VA 45 (Cartersville Rd.) from 0.117 Km. N. VA 610 to VA 690**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 15 VA 45 (Cartersville Rd.) from VA 663 to 0.718 Km. S. VA 684**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 16 VA 45 (Cartersville Rd.) from US 60 (Anderson Hwy.) to VA 616**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 17 VA 13 (Old Buckingham Rd.) from US 60 (Anderson Hwy.) to VA 654 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 18 VA 13 (Old Buckingham Rd.) from VA 654 W. to Powhatan Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 19 VA 600 (Stoney Point Rd.) from VA 710 to VA 654**
Mid-term add guide signs to direct airport traffic. Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 20 VA 631 (Davenport Rd.) from VA 45 (Cumberland Rd.) to VA 639 (Putney Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 21 VA 639 (Putney Rd.) from VA 631 (Davenport Rd.) to VA 638 (John Randolph Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 22 VA 638 (John Randolph Rd.) from VA 640 to VA 639 (Putney Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 23 VA 638 (John Randolph Rd.) from VA 639 (Putney Rd.) to VA 600**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 24 VA 636 (Cedar Lane) from VA 635 to VA 600**
Mid-term add guide signs to direct airport traffic; Long-term reconstruct road to address geometric deficiencies (10-foot lanes).

CUMBERLAND COUNTY RECOMMENDATIONS (continued)

- 25 VA 637 (S. Airport Rd.) from VA 45 (Main St./Cumberland Rd.) to VA 716**
Long-term widen roadway to current two-lane standards (11-foot lanes) and add wayfinding signs to improve access to the airport.
- 26 VA 600 (River Rd.) from VA 677 to 0.51 Mi. E. of VA 657**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 27 VA 650 (Bolden Rd.) from Buckingham Co. Line to VA 622 (Bear Creek Lake Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 28 VA 622 (Bear Creek Lake Rd.) from VA 672 to VA 650 (Bolden Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 29 VA 622 (Trents Mill Rd.) from VA 650 (Bolden Rd.) to VA 629 (Oak Hill Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 30 VA 629 (Oak Hill Rd.) from VA 666 to VA 622 (Bear Creek Lake Rd.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 31 VA 45 (Cartersville Rd.) from 0.718 Km. S. VA 683 to VA 611**
Short-term reconstruct roadway to current rural two-lane standards.
- 32 VA 45 (Main St.) from Appomattox River Bridge (N.) to Osborn Rd. S.**
Long-term construct new roadway running parallel to and east of Main Street.
- 33 VA 600 (Plank Rd.) from VA 45 (Main St.) to NCL of Farmville**
Long-term reconstruct as urban two-lane roadway.
- 11 VA 637 (Craig Mill Rd.) from VA 636 to VA 613**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 12 VA 613 from VA 637 (Craig Mill Rd.) to VA 609**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 13 VA 613 from VA 609 to VA 138**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 14 VA 616 from VA 602 to Brunswick Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 15 VA 626 from VA 683 to VA 666**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 16 VA 626 from VA 666 to VA 662 W.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 17 VA 662 (Nutbush Rd.) from VA 626 W. to VA 625**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 18 VA 662 (Nutbush Rd.) from VA 625 to Prince Edward Co. Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 19 VA 701 from VA 684 to VA 728**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 20 VA 631 (Lee's Mill Rd.) over Knight's Creek**
Short-term replace bridge.
- 21 VA 718 over Beaver Pond Creek**
Short-term replace bridge.
- 22 VA 1116 (Commerce St.) from VA 1101 to VA 1102**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Kenbridge)

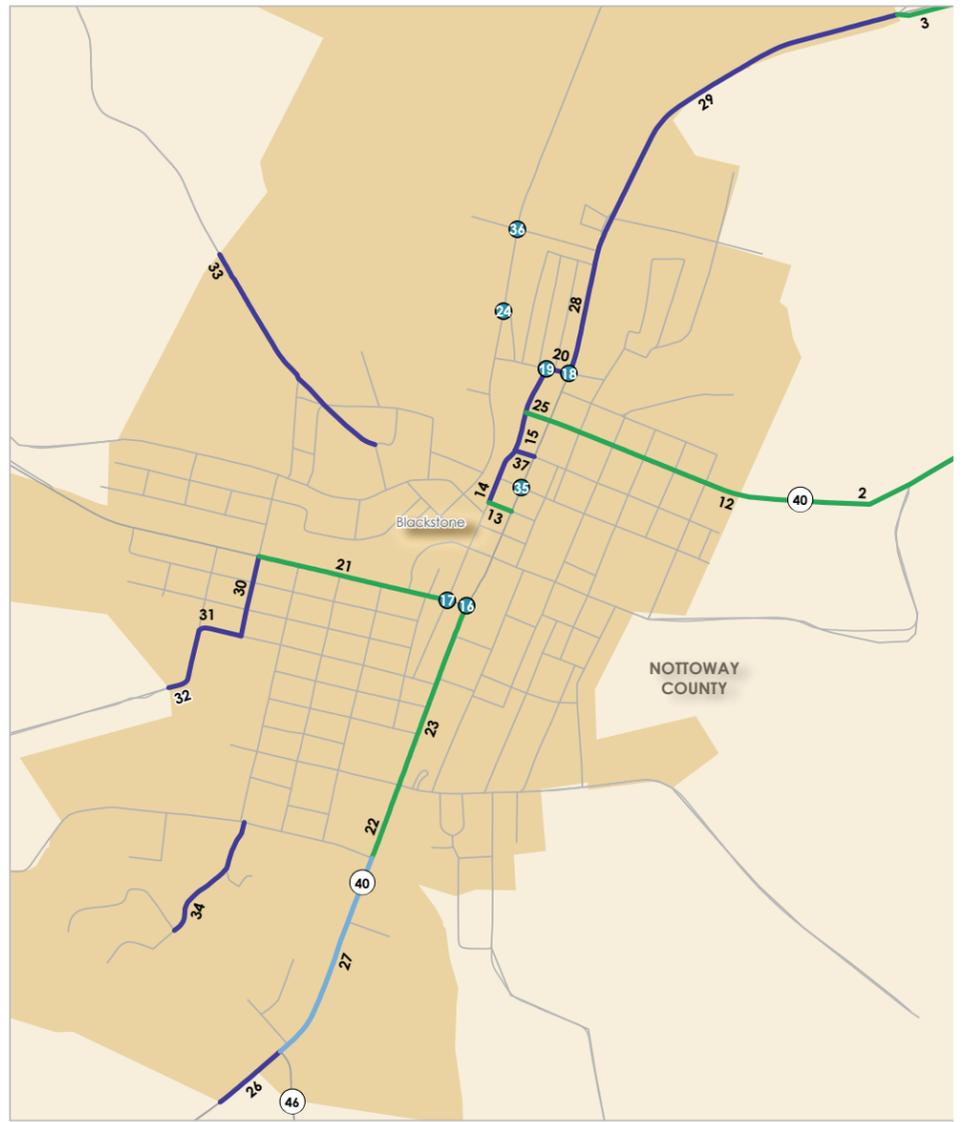
LUNENBURG COUNTY RECOMMENDATIONS

- 1 VA 601 (Lambert Springs Rd./Fletcher Chapel Rd.) from VA 137/138 (S. Hill Rd.) to VA 40 (Blackstone Rd.)**
Short-term provide lighting at VA 601/VA 40 intersection; Long-term upgrade roadway to current design standards.
- 4 VA 138 (S. Hill Rd.) from ECL Kenbridge/VA 601 (Lambert Springs Rd./Fletcher Chapel Rd.) to VA 137 (Dundas Rd.)/VA 609 (Afton Grove Rd.)**
Mid-term add southbound left turn lane at Industrial Park access.
- 3 VA 40 from Charlotte Co. Line to VA 49 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 4 VA 49 from VA 675 to WCL of Victoria**
Long-term consider reconstructing roadway to current rural two-lane standards.
- 5 VA 622 from VA 688 W. to Charlotte Co. Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 6 VA 630 from VA 632/VA 760 to VA 631 East**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 7 VA 630 from VA 631 E. to VA 49**
Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
- 8 VA 635 from VA 639 to VA 655**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 9 VA 635 from VA 655 to VA 643**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 10 VA 637 (Craig Mill Rd.) from Mecklenburg Co. Line to VA 636**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 23 VA 734 from VA 40/VA 49 to VA 1008**
Long-term reconstruct as urban two-lane roadway. (Victoria)
- 24 VA 1024 (Tidewater Ave.) from VA 1036 to VA 661**
Long-term reconstruct as urban two-lane roadway. (Victoria)
- 25 VA 662 from VA 1011 to VA 1015**
Long-term reconstruct as urban two-lane roadway. (Victoria)
- 26 VA 1001 (6th St.) from VA 1010 to VA 653**
Long-term reconstruct as urban two-lane roadway. (Victoria)
- 27 VA 1002 from VA 1010 to VA 653**
Long-term reconstruct as urban two-lane roadway. (Victoria)



NOTTOWAY COUNTY RECOMMENDATIONS

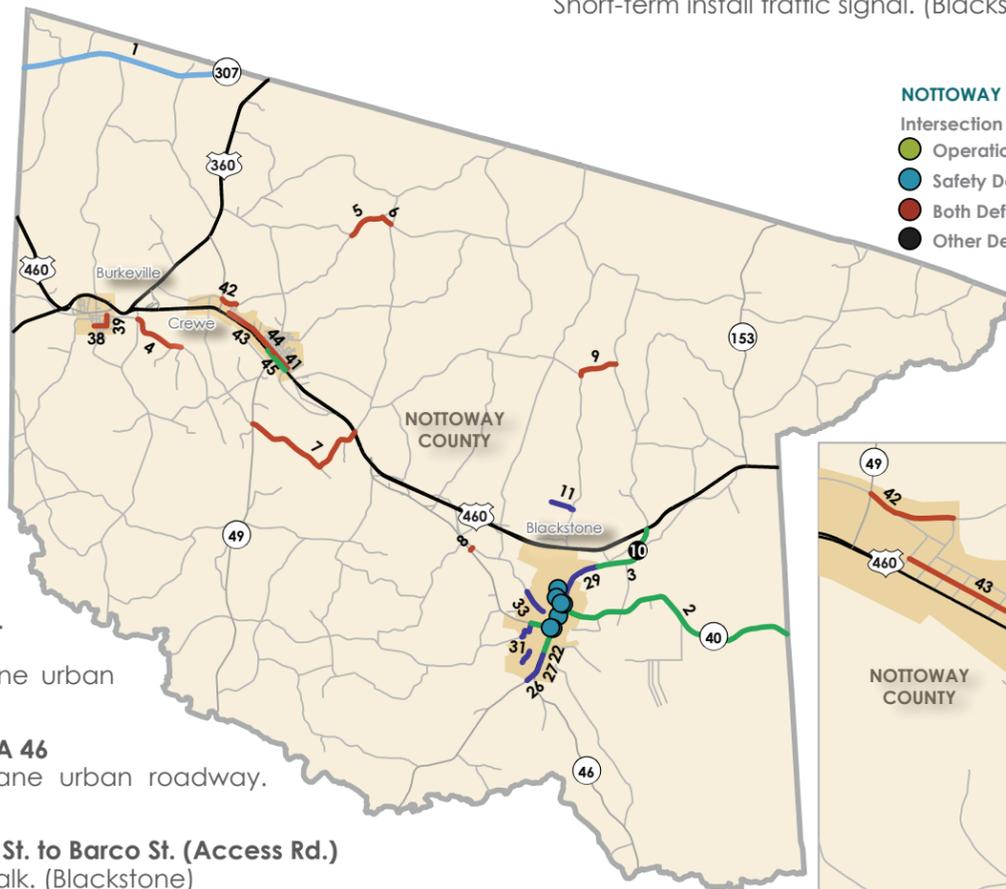
- 1 VA 307 (Holly Farm Rd.) from Prince Edward Co. Line to Amelia Co. Line**
Long-term reconstruct as rural three-lane roadway.
- 2 VA 40 (Dinwiddie St.) from ECL of Blackstone to Dinwiddie Co. Limit**
Long-term widen to four lanes with median.
- 3 US 460 BUS (N. Main St.) from NCL of Blackstone to US 460 East**
Long-term widen to four lanes with median.
- 4 VA 650 (Mallory Hill Rd.) from VA 691 to VA 624 (First St. SE)/VA 723**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 5 VA 615 from VA 630 to VA 613**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 6 VA 613 from VA 615 to VA 617**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 7 VA 607 (Bible Rd.) from US 460 E. to VA 49 (The Falls Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 8 VA 699 (Simmons Ln.) from US 460 BUS (Old Nottoway Rd.) to VA 726**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 9 VA 606 (Cottage Rd.) from VA 607 to VA 609**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 10 US 460 BUS (Cox Rd.) over Norfolk Southern Railroad**
Short-term replace bridge.
- 11 VA 692 (Fairview Rd.) from VA 606 to Dead End**
Short-term repave roadway.
- 12 VA 40 (Dinwiddie St.) from US 460 (North Main St.) to ECL of Blackstone**
Long-term reconstruct as rural four-lane roadway. (Blackstone)
- 13 Elm St. from Brown St. to US 460 (S. Main St.)**
Long-term consider relocating parking to off-street locations and access management. (Blackstone)
- 14 Brown St. from Elm St. to Broad St.**
Short-term widen to standard two-lane urban roadway. (Blackstone)
- 15 Brown St. from Broad St. to Division St.**
Short-term widen to standard two-lane urban roadway.
- 16 VA 40 (S. Main St.)/US 460 (Church St.)**
Short-term improve turning radii at intersection. (Blackstone)
- 17 Brown St./US 460 (Church St.)**
Short-term improve turning radii and provide traffic signal at intersection. (Blackstone)
- 18 US 460 (N. Main St.)/Division St.**
Short-term improve turning radii at intersection. (Blackstone)
- 19 Brown St./Division St.**
Short-term improve turning radii at intersection. (Blackstone)
- 20 Division St. from Brown St. to N. Main St.**
Long-term widen to standard two-lane urban roadway. (Blackstone)
- 21 US 460 BUS (Church St.) from Amelia Ave. to Brown St.**
Short-term provide turn channelization; Long-term restripe to four-lane roadway (Blackstone)
- 22 VA 40 (S. Main St.) from Tenth St. to W. Entrance Rd.**
Short-term coordinate traffic signals and restripe roadway. (Blackstone)
- 23 VA 40 (S. Main St.) from W. Entrance Rd. to US 460 (Church St.)**
Mid-term restripe to three-lane urban roadway. (Blackstone)
- 24 N. West Ave./Rail Spur Crossing**
Short-term install warning light at railroad crossing. (Blackstone)
- 25 Dinwiddie St. Extension from Main St. to Brown St.**
Mid-term extend Dinwiddie Street to Brown Street as two-lane roadway. (Blackstone)
- 26 VA 40 (S. Main St.) from VA 46 to SCL of Blackstone**
Mid-term widen to standard two-lane urban roadway. (Blackstone)
- 27 VA 40 (S. Main St.) from Tenth St. to VA 46**
Mid-term widen to standard two-lane urban roadway. (Blackstone)
- 28 US 460 BUS (N. Main St.) from Division St. to Barco St. (Access Rd.)**
Short-term provide continuous sidewalk. (Blackstone)



BLACKSTONE DEFICIENCIES

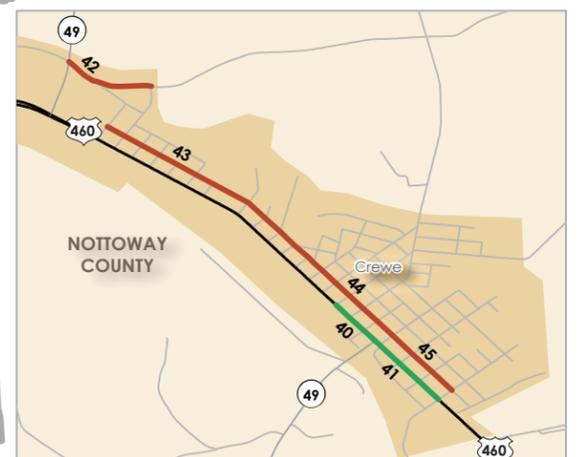
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|---------------------------|--------------------------------------|
| ● Intersection Deficiency | ● Segment Deficiency |
| ● Operation Deficiency | ● Operation Deficiency |
| ● Safety Deficiency | ● Safety Deficiency |
| ● Both Deficiencies | ● Geometric Deficiency |
| ● Other Deficiency | ● Both Operation & Safety Deficiency |

- 29 US 460 BUS (N. Main St.) from Barco St. (Access Rd.) to ECL of Blackstone**
Short-term provide continuous sidewalk. (Blackstone)
- 30 S. Amelia Ave. from Church St. to Fourth St.**
Long-term widen to standard two-lane urban roadway. (Blackstone)
- 31 Fourth St. from S. Amelia Ave. to S. Freeman St.**
Long-term widen to standard two-lane urban roadway. (Blackstone)
- 32 S. Freeman St. from Fourth St. to SCL of Blackstone**
Long-term widen to standard two-lane urban roadway. (Blackstone)
- 33 Courthouse Rd. from Adams St. to NCL of Blackstone**
Long-term widen to standard two-lane urban roadway. (Blackstone)
- 34 College Ave. from Beach Cliff Rd. to Tenth St.**
Long-term widen to standard two-lane urban roadway. (Blackstone)
- 35 US 460 (N. Main St.)/Broad St.**
Short-term improve streetscape and remove on-street parking. (Blackstone)
- 36 N. West Ave./Barco St. (Access Rd.)**
Short-term install traffic signal. (Blackstone)



NOTTOWAY COUNTY DEFICIENCIES

- | | |
|---------------------------|--------------------------------------|
| ● Intersection Deficiency | ● Segment Deficiency |
| ● Operation Deficiency | ● Operation Deficiency |
| ● Safety Deficiency | ● Safety Deficiency |
| ● Both Deficiencies | ● Geometric Deficiency |
| ● Other Deficiency | ● Both Operation & Safety Deficiency |



NOTTOWAY COUNTY RECOMMENDATIONS (continued)

- 37 Tavern St. from Main St. to Brown St.**
Mid-term reconstruct to standard two-lane urban roadway. (Blackstone)
- 38 VA 698 (Fourth St.) from VA 678 (Oak St.) to VA 697 (Dimmick St.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Burkeville)
- 39 VA 697 (Dimmick St.) from VA 698 (Fourth St.) to VA 624 (First St. SE)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Burkeville)
- 40 US 460 from VA 618 to VA 49 West (The Falls Rd.)**
Long-term widen to urban four lanes with median. (Crewe)
- 41 US 460 from VA 49 East (The Falls Rd.) to VA 1005**
Long-term widen to urban four lanes with median. (Crewe)
- 42 VA 630 from VA 49 W. to NCL of Crewe**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes). (Crewe)
- 43 VA 1001 (E. Carolina Ave.) from VA 1044 to VA 1027**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Crewe)
- 44 VA 1001 (E. Carolina Ave.) from VA 1027 to VA 1025 (Tyler St.)**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Crewe)
- 45 VA 1001 (E. Carolina Ave.) from VA 1025 (Tyler St.) to VA 1005**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Crewe)

PRINCE EDWARD COUNTY RECOMMENDATIONS

- 1 US 15 (Farmville Rd)/VA 628 (Commerce Rd/Zion Hill Rd.)**
Short-term consider eliminating unprotected left turns; Mid-term lengthen turn lanes.
- 2 US 460/US 460 BUS (E. Interchange)**
Short-term: Continue to monitor traffic volumes making u-turns at the intersection of US 460 at VA 630 and consider disallowing this movement through the installation of "No U-Turn" signs and enforcement. Perform a localized study to identify and test a range of actions to provide access from Farmville to the land uses along VA 630 both north and south of US 460 so that the intersection at VA 630 could ultimately be closed*. Long-term: Upgrade the interchange to allow movements from US 460 Business to/from the US 460 west.
- 3 US 15/US 460 BUS/VA 695 (Fairgrounds Rd.)**
Mid-term implement access management; Long-term upgrade to current standards and curb & gutter.
- 4 US 15 (Farmville Rd.)/VA 665 (Abilene Rd.)**
Short-term maintenance and improve advanced warning signage and pavement markings; Mid-term install turn lanes; Long-term consider signalization.
- 5 US 460/VA 307 (Holly Farm Rd.)**
Short-term: Reconfigure the right turn lane from VA 307 to westbound US 460 in order to provide additional spacing between Route 307, VA 600, and private property driveways (access management standards should be applied), as well as improved visibility for motorists making this movement. Long-term: Consideration should be given to reconstructing this intersection to improve overall geometrics and safety (relocation of the intersection to the east may be required to achieve this).

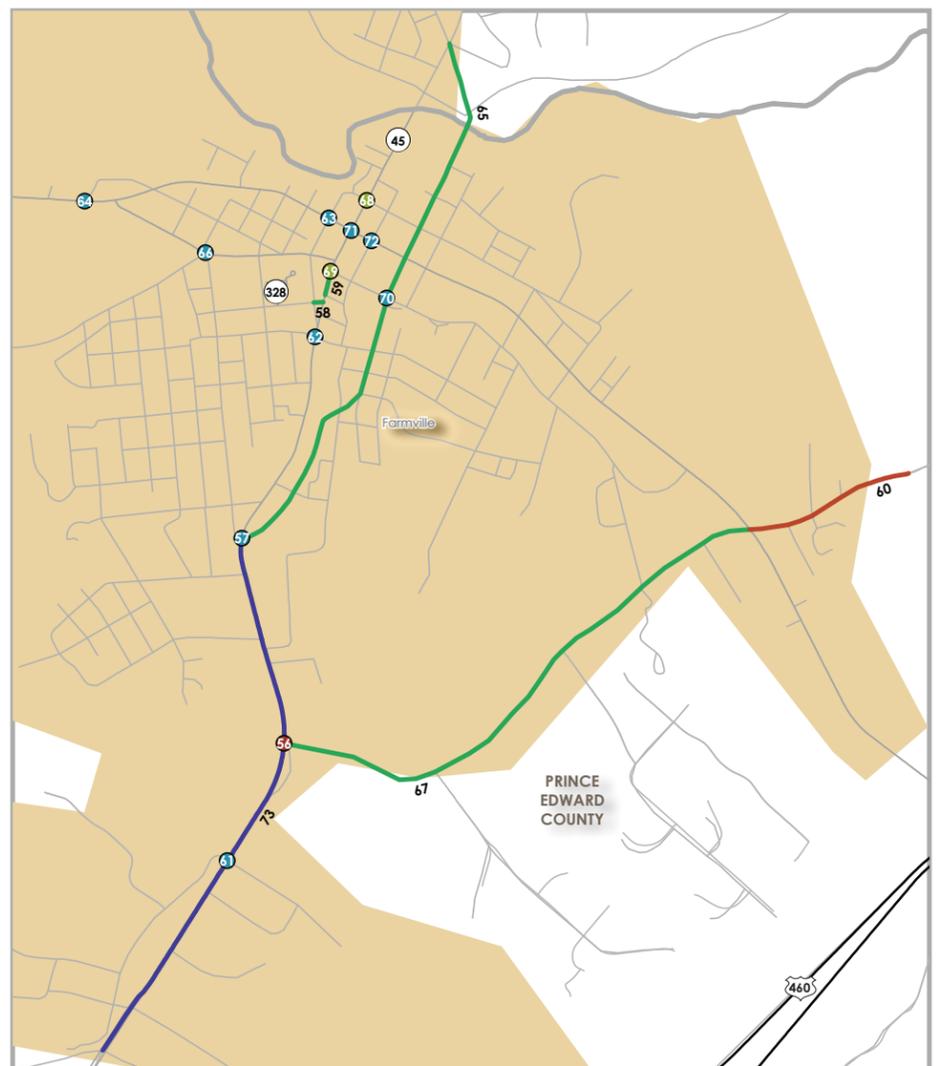
- 6 VA 307 (Holly Farm Rd.) from US 460 (Prince Edward Hwy.) to Nottoway Co. Line**
Long-term reconstruct as rural three-lane roadway.
- 7 US 460/VA 626**
Deficiency with low priority; Continue to monitor for potential improvements.
- 8 US 15/VA 692**
Deficiency with low priority; Continue to monitor for potential improvements.
- 9 US 15 from VA 133 to VA 628**
Short-term construct three-lane roadway; Long-term upgrade to rural four-lane roadway with median.
- 10 US 15 from US 460/US 15 BUS to Buckingham Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) and reduce "No Passing" zones.
- 11 US 15 from VA 630 S. to VA 133**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) and reduce "No Passing" zones.
- 12 VA 626 from VA 609 North to Appomattox Co. Line**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 13 VA 626 from VA 650 to US 460**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

- 14 VA 658 from VA 639 N. to VA 626**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 15 VA 659 from VA 626 to VA 700**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 16 VA 665 from VA 671 to VA 700**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 17 VA 665 from VA 700 to VA 604**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 18 VA 665 from VA 604 to VA 1003**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 19 VA 665 from VA 1003 to US 15**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 20 VA 665 from US 15 to VA 630 (Redd Shop Rd.)**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 21 VA 630 (Redd Shop Rd.) from VA 665 to VA 637**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 22 VA 637 from VA 630 (Redd Shop Rd.) to VA 636**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 23 VA 636 from VA 696 to VA 637**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 24 VA 604 from VA 686 to VA 665**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 25 VA 692 from VA 665 to VA 133 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 26 VA 692 from VA 133 S. to VA 133 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 27 VA 630 from VA 728 to VA 632 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 28 VA 630 (Prince Gee Dr.) from VA 632 N. to US 15 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 29 VA 630 from VA 662 to US 360 E.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).



PRINCE EDWARD COUNTY RECOMMENDATIONS (continued)

- 30 VA 662 from Lunenburg Co. Line to VA 766**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 31 VA 696 (Green Bay Rd.) from US 360 to VA 614**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 32 VA 696 (Green Bay Rd.) from VA 614 to VA 612 N.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 33 VA 696 (Green Bay Rd.) from VA 612 N. to VA 636**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 34 VA 696 (Green Bay Rd.) from VA 636 to US 460**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 35 VA 636 from VA 740 to US 460**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 36 VA 600 from US 460 West to US 460 E.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 37 VA 600 from US 460 East to VA 619**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 38 VA 619 from VA 600 to VA 620 S.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 39 VA 617 (Saylers Creek Rd.) from VA 307 to VA 600**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 40 VA 606 (Old Metcalf Rd.) from VA 613 to US 460**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 41 VA 612 (Leigh Mountain Rd.) from VA 696 W. to VA 613 E.**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 42 VA 612 (Leigh Mountain Rd.) from VA 613 E. to VA 641**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 43 VA 612 (Leigh Mountain Rd.) from VA 641 to VA 607**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 44 VA 607 from US 360 to VA 612 W.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 45 VA 621 (Grape Lawn Rd.) from VA 607 W. to VA 607 E.**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 46 VA 671 from VA 667 to VA 666**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 47 VA 671 from VA 47/Charlotte Co. Line to VA 665/Charlotte Co. Line**
Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
- 48 VA 654 (Briery Rd.) from US 15 to US 360**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
- 49 US 460 from Mi. Post 262.58 to Nottoway Co. Line**
Short-term restore roadway edges and install guardrail.
- 50 US 15 (Farmville Rd.) over Norfolk Southern Railroad**
Short-term replace bridge.
- 51 VA 619 (Lockett Rd.) over Bridge Saylers Creek**
Short-term replace bridge.
- 52 VA 622 Bridge over Norfolk Southern Railroad, 0.03 Mi. to VA 360**
Short-term replace bridge.
- 53 VA 623 (Twin Bridge Rd.) over Norfolk Southern Railroad**
Short-term replace bridge.
- 54 VA 626 from US 460 to VA 687**
Short-term reconstruct to two-lane roadway with pavement and drainage.
- 55 VA 633 (Virso Rd.) over Bush River**
Short-term replace bridge.
- 56 US 15 BUS (Main St.)/Milnwood Ave.**
Short-term add pedestrian accommodations, eliminate right-turn-on-red, and restripe to provide left turn lanes; Mid-term reconstruct intersection. (Farmville)
- 57 US 15 BUS (Main St.)/Griffin Blvd.**
Long-term add northbound left turn bay. (Farmville)
- 58 Madison St. from Venable St. to US 15 BUS (Main St.)**
Long-term consider relocating parking to off-street locations and access management. (Farmville)
- 59 US 15 BUS (Main St.) from Robeson St. to 4th St.**
Long-term reconstruct as urban four-lane roadway. (Farmville)
- 60 VA 3860 (Persimmon Tree Fork Rd.) from US 460 BUS (3rd St.) to ECL of Farmville**
Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). (Farmville)
- 61 US 15 BUS (Main St.)/Peery Dr. and Belmont Circle**
Short-term prohibit right-on-red turns. (Farmville)
- 62 US 15 BUS (Main St.)/Putney St. and Redford St.**
Short-term prohibit right-on-red turns. (Farmville)
- 63 US 460 BUS (3rd St.)/North St.**
Short-term install signal warning signs; Long-term continue to monitor for improvement. (Farmville)
- 64 US 460 BUS (3rd St.)/Oak St.**
Short-term install signal warning signs. (Farmville)
- 65 US 15 BUS/VA 45 (East Side River Crossing Route) from Main St./Griffin Blvd. to Main St./Osborn Rd.**
Long-term construct new parallel roadway using portions of existing streets and new two-lane bridges over river and railroad tracks. (Farmville)
- 66 US 15 BUS (Oak St.)/High St. and Griffin Blvd.**
Mid-term reconstruct intersection and consider traffic signal installation. (Farmville)
- 67 Milnwood Rd. from Main St. to 3rd St.**
Mid-term widen to four lanes. (Farmville)
- 68 VA 45 (Main St.)/2nd St.**
Mid-term restripe roadway to provide northbound and southbound left-turn lanes. (Farmville)
- 69 VA 45 (Main St.)/4th St.**
Mid-term restripe northbound approach. (Farmville)
- 70 VA 3853 (Virginia St.)/VA 3864 (4th St./Longwood Ave.)**
Short-term restripe southbound approach, relocate stop signs, and add flashers to signs. (Farmville)
- 71 VA 45 (Main St.)/US 460 BUS (3rd St.)**
Short-term add signs to prohibit right turns by trucks. (Farmville)
- 72 S. St./US 460 BUS (3rd St.)**
Short-term install ADA compliant ramps. (Farmville)
- 73 US 15 BUS (Main St.) from VA 3851 (Griffin Blvd.) to Farmville SLC**
Short-term apply access management. (Farmville)



Public Transportation

A Transit Development Plan (TDP) was recently completed by DRPT for the Town of Blackstone/Fort Pickett area and for Chase City in the Southside PDC (DRPT, 2010). A detailed needs assessment, development of alternatives to address these needs, and a range of recommendations were proposed in the TDP. The TDP recommended a flexible (deviated) fixed-route within Blackstone with extensions to Fort Pickett. As the system establishes itself as successful, extended service hours could be considered.

Additional deficiencies and recommendations were developed primarily from the Coordinated Human Services Mobility (CHSM) plan for the region (DRPT, *Commonwealth*, 2008). The recommended strategies address the needs and deficiencies identified by the plan. Demand-responsive transit is a vital service offered in many rural areas throughout the state because the providers offer transportation services to those with no other means of travel to necessary trip destinations. The CHSM Plan for the region also identifies the needs and deficiencies for demand-responsive transit (DRPT, *Commonwealth*, 2008):

- Continue to support and maintain capital needs of coordinated human service transportation providers;
- Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes;
- Build coordination between Farmville Area Bus, Blackstone Area Bus Service, and social service agencies with customers who need service;



- Provide targeted shuttle services to access employment opportunities;
- Expand outreach and information on available transportation options in the region, including establishment of a centralized point of access;
- Implement new public transportation services or operate existing public transit services on more frequent basis;
- Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services;
- Provide flexible transportation options and more specialized one-to-one services through expanded use of volunteers;
- Expand access to taxi services and other private transportation operators; and
- Bring new funding partners to public transit/human service transportation.

A detailed needs assessment, development of alternatives to address these needs, and a range of recommendations were proposed in the transit plan.



The review of disadvantaged population groups determined that other than in Farmville, Blackstone, and southern Buckingham and Cumberland counties, there is limited access to public transportation for these populations. There are several census tract block group areas which had a high portion of one or more transportation disadvantaged groups according to the 2000 Census. These block groups had higher percentages of a particular group than their respective county's percentages. The expansion of fixed-route and flexible fixed-route transit service in the southern portion of the region along the principal arterials would provide better mobility and access to and from these areas and populations.



Bicycle and Pedestrian Facilities

The primary source of recommendations is the Piedmont Regional Bicycle Plan (CRC, 2010). Because the bicycle committee used a more pragmatic approach to identifying potential future facilities (e.g. ease of implementation and connectivity between destinations), proposed facilities have a higher likelihood of development. A detailed list of recommended bicycle and pedestrian facilities appears in the Technical Report.

Airports

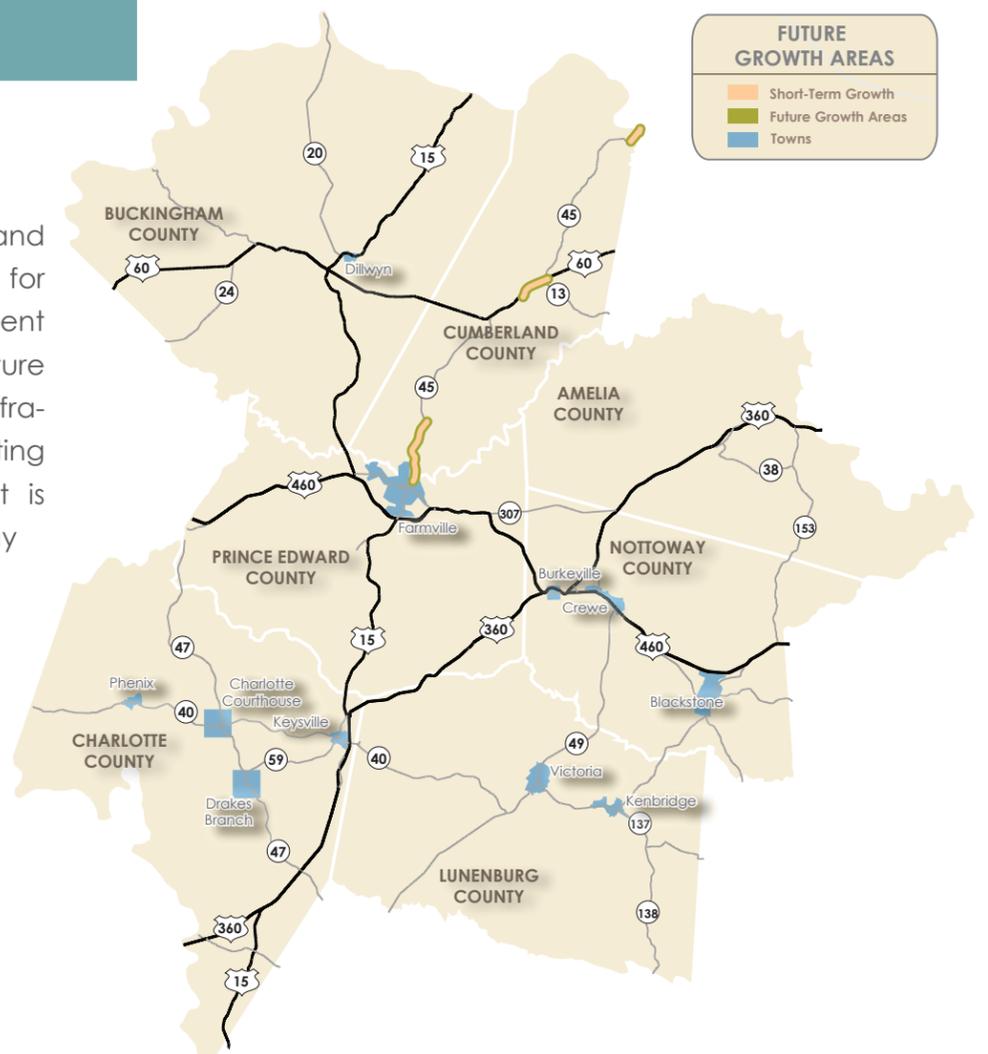
The Virginia Air Transportation System Plan Update contains forecasts of average annual growth rates through 2020 of aircraft based at both commercial and general aviation airports (DOAV, 2003). The number of aircraft based at Blackstone Municipal is expected to grow 0.1 percent annually. Based aircraft at Crewe Municipal are projected to grow by 0.1 percent, by 0.3 percent at Farmville Regional, and no growth is projected at Lunenburg County Airport. Future growth at these airports is not expected to have long-term effects on the existing transportation network (DOAV, 2003).

The regional bicycle committee used a pragmatic approach to identify potential future facilities which have a higher likelihood of development.

Though several highly traveled freight rail lines traverse the region, truck freight movements are expected to remain important throughout the region.

Land Use and Future Growth

A review of the jurisdictions' comprehensive plans, zoning, and proposed future land use determined probable locations for future growth areas. These locations (identified on the adjacent map) are where the individual jurisdictions wish to direct future growth based on the presence of existing transportation infrastructure, water and sewer existing and future capacity, existing retail locations, and major employers. Future development is expected to focus in the existing towns and along major roadway corridors. In most of the counties, future growth and changes in land use are expected in the village centers.



Goods Movement

The transfer of goods shipments from roadway to rail has the potential to strengthen rail freight services offered, while also reducing the number of long-haul tractor-trailer trips, and preserving or possibly enhancing roadway levels of service. Though several highly traveled freight rail lines traverse the region, truck freight movements are expected to remain important throughout the region. The key corridors will continue to include the major arterials in the region, US 15, US 60, US 360, and US 460.

There are currently improvements proposed for the Norfolk Southern rail corridors in the region. The Heartland Corridor improvements are expected to double the freight capacity on the line that parallels US 460. The Coal Corridor of Norfolk Southern also traverses the region and there are plans to expand capacity. Improvements along this line are not expected to divert truck traffic from the US 460 corridor because, in the case of long hauls, coal is exclusively moved by rail. The *Virginia Statewide Rail Plan* includes no improvements planned for the CSX rail line in the region (DRPT, Virginia, 2008). For the Class III carriers, the greatest identified need in the Rail Plan is to "improve all railroads to meet Federal Railroad Administration Class 2 track standards for freight and Class 4 track standards for passenger trains" (DRPT, Virginia, 2008). These improvements are expected to take twenty years to complete.

Decreases in single-occupant vehicle trips are possible through expanded use of ride-sharing services and the expansion of fixed-route transit throughout the region.

Travel Demand Management

In rural areas, low residential densities and dispersed work destinations are generally not conducive to high public transportation use. Some gains in usage of transit and commuter services are possible in and near towns providing public transportation service by modifying transit routes and schedules, connecting residential areas with employment centers. The reduction of single-occupant vehicle trips is a common goal of travel demand management programs which encourage users of the transportation network to shift their demand on the system to different modes. A decrease in single-occupant vehicle trips is possible through the continued and expanded use of the RideFinders services based in the Richmond region. Further reductions could be possible if fixed-route services were to be expanded throughout the region. Commuter bus service, to Richmond from the eastern part of the CRC, to Charlottesville from Buckingham County, to Lynchburg from the western part of the CRC, and to the Southside PDC from the southern part of the region, could reduce single-occupant trips along the major roadway corridors throughout the region. The park and ride lot in the region is expected to maintain its importance to the commuting population.



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PLAN ADOPTION

The 2035 Rural Long Range Transportation Plan for the Commonwealth Region was adopted by the Commonwealth Regional Council on June 9, 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 *Surface Transportation Plan*. Projects can be prioritized for funding based on the recommendations that have been identified. Further information on this Plan and the 2035 *Surface Transportation Plan* and *VTrans 2035* can be found at www.vdot.virginia.gov.