
Halifax County Trails, Bicycle & Pedestrian Plan 2004



Including South Boston, Halifax County & its localities

Halifax County Trails & Bikeways Plan

2004

Prepared by the

Southside Planning District Commission

in cooperation with

**Halifax County
Town of South Boston
Town of Halifax
Virginia Department of Transportation**

Adopted:

**Halifax County Board of Supervisors—February 9, 2004
South Boston Town Council—April 12, 2004**

Abstract

Title: Halifax County Trails & Bikeways Plan

Date: February 2004

Summary: This plan was prepared by the staff of the Southside Planning District Commission, in cooperation with the United States Department of Transportation, Federal Highway Administration and the Virginia Department of Transportation. This project was made possible through funding from the Rural Transportation Planning Assistance Program. The plan provides an evaluation of conditions and resources and makes recommendations to enable the county and its towns to improve bicycle, pedestrian and other trail facilities.

This report was also prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration and the Virginia Department of Transportation. The contents of this report reflect the views of Halifax County and the Southside Planning District Commission. The Commission is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration, or the Virginia Department of Transportation. This report does not constitute a standard, specification, or regulation.

Nondiscrimination: This agency has established policies, which prohibit discrimination on the basis of race, color, sex, age, handicap, religion, or national origin.

Project Coordinator: Carol B. Corker

Southside Planning District Commission
P.O. Box 150
South Hill, VA 23970

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Handwritten notes, possibly a list of items or locations, including "Only get water", "Station for bicycles", and "Halter".

I. Introduction and Purpose

Background

Recent articles and studies have shown obesity has reached epidemic proportions in the state and nation. At the same time this lack of physical condition is so prevalent, the numbers of cyclists, hikers, birdwatchers, ^{and} trail riders is growing. This increased health consciousness, local interest and the desire to develop tourism in Southside Virginia were the catalysts for the following "Bicycle and Trails Plan" for Halifax County. This document will set forth strategies to develop a network of on-road bicycle routes and off-road multipurpose recreational trails within Halifax County with options for interconnections with adjacent counties. The trail system will be designed to optimize Halifax County's wonderful historical and natural assets— Revolutionary and Civil War sites, nature preserves, scenic rivers and lakes, and parks. The plan will also identify ways to increase awareness and safety issues regarding "sharing-the-road" with bicycle and other non-motorized modes of transportation.

II. Plan Development

Advisory Group

The Halifax Trails Advisory Group was formed as a subcommittee of the Halifax Recreation Committee, which guides the County's organized sports activities and manages the Edmunds Memorial Park. The purpose of the Trails Advisory Group is to advise and assist in developing the urban and rural trails plans and implementation strategies in order to establish a comprehensive network of shared-use non-motorized facilities throughout the county and region. The committee serves as liaison between the community and the local governments, representing the interests of persons and organizations with concerns regarding modes of non-motorized mobility.

Membership

Joseph Morgan..... Cyclist, County Administrator
Roger Eudy..... Cyclist
Lee Pambid..... Cyclist, South Boston Planner
Carl Espy Canoeist, Hiker, Halifax Town Manager
Brad Ballou..... Halifax County Recreation Director
Joe Barkley..... VDOT Resident Engineer
Tim Vest Superintendent Staunton River State Parks
Linda Wallace..... Equestrian, County Agricultural Director
Kathy Woosley..... Equestrian
Harold Woosley..... Equestrian
Carol Corker Regional Planner, Southside Planning District Commission
Andy Wells..... GIS Coordinator, Southside Planning District Commission

Mission

To develop a plan of urban and rural trails and implementation strategies in order to establish a comprehensive network of multi-use facilities throughout the county and with regional connectivity.

The plans will identify trails and routes that are appropriate for bicycle, pedestrian, and equestrian access, as well as, facilities needed for the support and safety of such trails and routes. These routes may include both on- and off-road facilities.

Public Outreach

Two public input sessions were held. The first was held in the town of Halifax on November 18, 2003. A second was held in South Boston on December 10, 2003. Notice was sent to numerous groups and individuals and ads were placed in the county newspapers. Many of the comments received at the meeting were concerned with the historic and natural resources within the county. Committee meetings were held during the summer and fall. Public safety officers from South Boston and Halifax County attended one session and offered their insight as to safety of planned routes and safety education.

III. Goals and Objectives of a Trails & Bikeway System

Goal:

Provide the county's citizens with a first-class **trails** system that meets their transportation, recreational, and health needs, and **improves** their quality of life.

Objectives:

- ❖ Identify trails user groups and develop a **system** of off-road trails and shared roadways to accommodate a variety of non-motorized users
 1. Hikers, equestrians, mountain and recreational bikers
 2. Bicyclists and pedestrians traveling to **school**, work or to shop, commuters
 3. People with disabilities
- ❖ Identify features or facilities, both on- and off-road, to develop a system of interconnecting multi-use greenway trails, hiking, **biking**, and equestrian trails, and safe on-street bicycle access.
- ❖ In order to maximize trail effectiveness when **proposing** bike routes and multi-use trails, focus on natural and cultural opportunities **of** the county and region.

Goal:

Ensure that existing and future bikeways and **trails** provide safe alternatives to motorized transportation

Objectives:

- ❖ Enhance bicycle safety education in schools, clubs **and** local recreational centers.
- ❖ Provide and maintain off-road and on-road **bikeways**.
- ❖ Develop routes that are attractive, efficient, safe **and** economical.
- ❖ To encourage non-motorized commuting, **consider** centers of employment and shopping when locating bicycle routes and pedestrian access.
- ❖ To identify and coordinate corridor development **with** future and ongoing VDOT and/or county projects.

Goal:

Increase bicycle safety, awareness of the benefits **of** bicycling, walking, and other outdoor recreation through education, law **enforcement**, advocacy and public information.

Objectives:

- ❖ Provide educational programs and information **to** the public at large about the advantage of health and environmental **advantages** of outdoor exercise, ways to improve bicycle and pedestrian safety, the **important** rules, regulations and laws pertaining to bicycling and pedestrians, and **the** responsibility motorists and bicyclists have in sharing the right-of-way.

Goal:

To assist in economic and tourism development.

Objectives:

- ❖ Attract employers interested in a green community emphasizing quality of life.
- ❖ Promote tourism by offering additional recreational opportunities and access to the natural beauty of Halifax County.
- ❖ Provide off-road or shared roadways as appropriate to connect major visitor attractions—state parks, downtowns,
- ❖ Provide support facilities for long distance travelers

In order to realize these goals, the Trails project has three major work objectives:

- I. **Inventory of:**
 - Highway corridors—including traffic counts, road widths, planned improvements as available
 - Off-road corridors—abandoned railroad rights-of-way, sewer and other public easements.
 - Major features—historic sites, landmarks, work centers, schools, shopping areas, parks, recreational access points
- II. **Compilation and use of existing geographic information system (GIS) data for the county and surrounding areas.**
- III. **Development of a master plan document and associated maps.**

IV. Design Considerations and Options

Bicycle Facilities

The following information is taken from the 2002 Virginia Department of Transportation Virginia Bicycle Facility Resource Guide.

Bicycle facility design has been refined over the past decade with the increase in new facilities and the growing interest in bicycling as a viable form of transportation and recreation. Today's bicycle design guidelines may vary based on the type of use anticipated on the facility and environment in which it is to be built. On-road bicycle facilities are considered part of the overall transportation system and need to be designed to ensure user safety for both the bicyclists and motorists. Off-road bicycle facilities include many types of "path" that have varying design elements depending on the intended use and surroundings.

Factors to consider when planning a bicycle network include

- Environment
- User groups
- Facility types
- Ancillary facilities

Environment

The environment may be urban, suburban or rural. Each type of settings presents very different considerations. In the urban and even the suburban setting there is potential for bicycling as a means of commuting, running errands, biking to school, etc. In rural areas, the primary focus of a bicycle plan may be on providing recreational opportunities. Halifax has all three settings, with the greatest portion being rural. The committee has tried to balance recreational biking with utilitarian opportunities within the urbanized area. Schools, parks, shopping areas were identified and linked. Any opportunity to take the cyclist on a safe, less traveled route was taken. In the rural portions of the county the routes were selected to link scenic, historic sites and parks using low-volume roads as much as possible. As a tourism initiative the long-distance recreational bicyclists with a focus on touring have been targeted. The recreational rider was also considered within the towns and particularly in South Boston as it is the hub of the proposed off-road routes and the Prizery is an important way station.

User Groups

While the type of environment shapes the focus of the bicycle plan, the targeted users influence the design. In order to assist in determining the impact of different facility types and roadway conditions on bicyclists, the Federal Highway Administration has defined the three types of bicycle users (A, B, and C). The American Association of State Highway and Transportation Officials (AASHTO) describes the user groups as follows:

Group A

Advanced or experienced riders generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed and want direct access to destinations with a minimum of detour or delay. They are comfortable riding with motor vehicle traffic; however, they need sufficient operating space on the traveled way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position.

Group B

Basic or less confident adult riders using their bicycles for transportation, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighborhood streets and shared used paths and prefer designated on-road facilities such as bike lanes or wide shoulders.

Group C

Children, riding on their own or with their parents, may not travel as fast as their adult counterparts but still require access to key destination in the community, such as schools, libraries, parks, and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared use paths and busier streets with well-defined pavement markings between bicycles and motor vehicles, can accommodate children without encouraging them to ride in the travel lane of major arterials.

Facility Types

The design guidelines developed by VDOT and AASHTO consider six types of bicycle facilities:

On-road Bicycle Facilities	Off-road Bicycle Facilities
Shared Roadway	Shared Use Path or Multi-use Trail
Paved Shoulder	
Wide Outside Lane	
Signed Shared Roadway	
Bike Lane	

Shared Use Path

Definition: A bikeway physically separated from motorized vehicular traffic by an open space or barrier.
Typical Users: Group B and C bicyclists, pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
Suitable Environment: Urban, suburban, and rural.
Minimum Width: 10 feet.
These facilities have been very successful in reintroducing communities to bicycling as a form of transportation and recreation. Many times shared use paths are the catalysts for developing a bicycle network connecting a variety of attractions in the community.

Bike Lane

Definition: A portion of roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
Typical Users: Group A, B and, under certain conditions, B/C bicyclists.
Suitable Environment: Urban and suburban environments where there is significant bicycle demand.
Minimum Width: 4 feet. Certain edge conditions, such as on-street parking, curbing, guardrail, and longitudinal joints dictate additional bike lane width.
Because of their pavement markings, bike lanes can also be an effective means of encouraging bicyclists to use particular corridors in lieu of others.

Wide Outside Lane

Definition: A wide outside travel lane shared by bicyclists and motorists. Wide outside lanes have no stripes to delineate lane for bicycles.
Typical Users: Group A and B bicyclists.
Suitable Environment: Urban and suburban environments.
Minimum Width: 14 feet of usable lane width is the recommended width for shared use in a wide curb lane. Similar to bicycle lanes, certain edge conditions dictate additional wide curb lane width. (This width should not include gravel or unpaved shoulders or gutter pans.)
Wide curb lanes require bicyclists and motorists to be more aware and attentive of each other, promoting safe interaction between the two modes.

Shoulder Improvements

Definition:

Roadways with adequate shoulder widths can reduce the amount of interaction between bicyclists and motorists by providing bicyclists with a separate area to operate within the roadway cross-section. Where it is intended that bicyclists operate on the roadway shoulders, paved shoulders need to be uniform, smooth, and well maintained.

Typical Users:

Group A bicyclists, and, depending on adjacent traffic characteristics and the uniformity of the treatment, Group B bicyclists.

Suitable Environment:

Urban and suburban environments.

Minimum Width:

Under ideal conditions, shoulder widths should be a minimum of 4 feet when intended to fully accommodate bicycle travel. Where 4-foot widths cannot be achieved, any additional shoulder width is better than none at all.

Wide curb lanes require bicyclists and motorists to be more aware and attentive of each other, promoting safe interaction between the two modes.

Signage—Some Examples

		
Route Identification		Route Identification
		
Bike Crossing, Ahead or use with Share the Road		Use with Warning or Ahead signs
		
Bike Trail	Equestrian Crossing/Ahead	

Ancillary Facilities

Ancillary facilities are the supporting facilities that help contribute to the success of a bicycle network. These can include secure bicycle parking, bicycle lockers, and showers and restroom facilities for the long distance recreational rider. In the case of multi-use off-road trails additional accommodations for horses, such as watering troughs, may be warranted. Some ancillary facilities may include:

- **Bicycle racks**
- **Bicycle lockers**
- **Shower facilities**
- **Water fountains**
- **Rest areas**
- **Benches**
- **Hitching posts**
- **Water troughs for horses**

Multi-Use (Off-road) Trails

Shared or Multiple-use trails in urban settings generally call for an eight to ten foot hard surface trail with a parallel, yet separate, soft surface and are usually parallel to existing roadways. Most of the shared use trails in Halifax will be backcountry and not parallel to a highway; therefore, the standards referenced here were taken from the *Virginia Greenways and Trails Toolbox* prepared for the Virginia Department of Conservation and Recreation (DCR) in 1999.

In general soft surface multi-use trails should be 8 feet wide, with horizontal corridor clearance extending a few feet beyond that. If heavy use were anticipated, a 10 feet width would be appropriate.

Multiple-Use Trail Widths

Use Groups	Urban	Suburban	Rural	DCR Backcountry
All non-motorized users	14 feet	12 feet	10 feet	8 feet; 10 feet if heavy use
All non-motorized users, except equestrian	12 feet	10 feet	8 feet	8 feet; 10 feet if heavy use

Source: *Trails for the Twenty-First Century, Rails to Trails Conservancy Virginia Greenways and Trails Toolbox, DCR*

Vertical Clearance

Equestrian	10 feet
If not equestrian	8 feet

Trail Surfaces

Hard Surfaces	User Groups	Limitations / Benefits
Soil cement	No equestrian	
Granular stone (limestone, sandstone, crushed rock)	Hikers, bikers, joggers, runners Conditional use by equestrian; mountain bikers, road bikers, physically challenged (Minimum 3/8" for wheelchairs)	Life expectancy of 7-10 years with spot repairs
Asphalt	No equestrian	
Concrete	No equestrian	

Soft Surfaces	User Groups	Limitations / Benefits
Natural surface	Equestrian, hikers, runners	Less preparation of trail bed; Must be properly sloped, well drained
Wood chips	Equestrian, hikers, runners	Decompose rapidly; needs replacing every 2 years; Decaying humus retains water-may become slippery

Granular stone if crushed to a very fine material and densely compacted, holds up well under heavy use and is less intrusive to the natural environment than asphalt or concrete. If asphalt or concrete are used, a parallel soft surface "lane" or shoulder should be included to accommodate equestrians.

Equestrian Facilities

Many of the off-road trails will be suitable for shared use with equestrians. Some considerations for equestrian users include:

- A separate, soft-surfaced trail is preferable
- Railing heights on bridges need to be taller
- Rest areas must be designed with tie-ups, water troughs, etc.
- Horses prefer simple water crossings over bridges. If a bridge is necessary, provide mounting blocks or space at the ends of the bridges for dismounting (to lead horses across)

Multiple Use Trail Etiquette

- Bicyclists yield to equestrians and hikers
- Hikers yield to equestrians
- All users should allow for passing.

Signs and brochures for multi-use trails should include "rules of the trail."

Pedestrian & Bicycle Facilities Cost Estimates

The following cost estimates are taken from

Source: Virginia Department of Transportation, 2003

COST ITEM	UNIT COST*	SOURCE
Shared Use Path (10 feet)	\$92,000 per mile	VDOT (2000)
Bike Lanes, 4 feet on each side with curb/gutter	\$320,000 per mile	VDOT (2003)
Bike Lanes, 5 feet on each side with mountable gutter	\$340,000 per mile	VDOT (2003)
Paved Shoulder, 4 feet on each side	\$87,000 per mile	VDOT (2003)
Wide Curb Lane, 2 feet extra on each side	\$48,600 per mile	VDOT (2000)
Signs	\$50--\$200 per sign	VDOT (2003)
Pavement Markings		VDOT (2003)
Lines (4")-(linear foot)	\$1.00 / LF	
Stencils (average per stencil)	\$120.00 each	
Storage:	\$670-\$930	VDOT (2000)
Locker (2 door/2 bicycle each)	\$325-\$730	
Sidewalks (5' wide)	\$116,000 per mile	VDOT (2003)
Railroad Crossing	\$520	VDOT (2000)

**Unit Cost does not include right-of-way costs.*

Off-Road Trail Construction Costs

Source: The Virginia Greenways and Trails Toolbox, May 1999

TYPE OF WORK	UNIT	COST PER UNIT
Surveying/Staking	1,000 LF	\$15,000
Clearing/Stump Removal	Acre	8,000
Grading (10' wide trail bed)	1,000 LF	10,000
Culvert (8" galvanized steel, 10' long)	Each	300
Check Dam	Each	200
Seeding (by hand)	Acre	2,000
Wood Chip Tread (6' wide)	1,000 LF	1,300
Crushed Stone Tread (6' wide)	1,000 LF	12,000
2" thick Asphalt Tread (6 wide)		
Large Sign (wood face and post)	Each	200
Small Sign (wood face and post)	Each	100
Bench (wood with iron frame)	Each	400
Trash Can (fiberglass)	Each	250

LF = linear feet

V. Need and Benefit

- **Transportation**—Cycling can help relieve traffic congestion by offering an alternative to those short trips to run errands or commuting. A bike offers another option to people without a driver's license or access to motor transportation.

The National Bicycling and Walking Study (Federal Highway Administration 1994) offers these findings: Bicycling and walking are two of the oldest and simplest, and in many ways most efficient and economical, means of transportation available. They are healthy, non-polluting forms of personalized transportation and do not consume limited natural resources. Costly infrastructure is not required since they can utilize the existing infrastructure if modified to meet their needs. Walking and bicycling are available to all segments of society—people of all ages and socioeconomic levels. Unfortunately, in this the age of the automobile people, mostly out of habit and convenience, are more likely to hop in a car for even those trips of a few blocks or couple of miles.

Additionally roadway improvements to increase the safety of bicyclists and pedestrians also enhance safety for motorist. For instance a bicycle study in New York states that the addition of four-foot wide paved shoulders on rural, two-lane roads has been shown to reduce run-off-road, head-on, and sideswipe motor vehicle crashes by 29 percent, while eight-foot wide shoulders yielded a 49 percent reduction. Widening improvements can also result in decreased roadway edge degradation, thus increasing road longevity and saving money in maintenance costs. High motor vehicle speed is responsible for a large percentage of all crashes and a major deterrent for would-be cyclists and pedestrians. Speed reduction and "traffic calming" measures have been successful in many communities in improving safety for the motorized and non-motorized public alike. Therefore communities need to make easy and inexpensive bicycle friendly improvements, which would in turn increase the quality of life for their residents.

- **Healthy Communities**—An excellent form of physical activity, walking and bicycling can help alleviate conditions leading to heart disease, such as diabetes, high blood pressure, high cholesterol, and obesity.

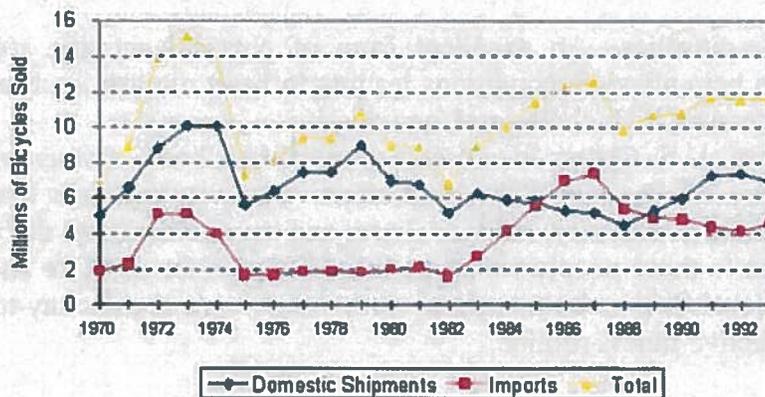
A recent U.S. Center for Disease Control handbook, *Promoting Physical Activity Among Adults*, states, "the most effective activity regimens may be those that are moderate in intensity, individualized, and incorporated into daily activity." So in addition to those people who bike long distances for pleasure and exercise, just a short bicycle trip or walk to shop, work, school on a regular day-to-day basis can be an effective fitness routine.

- **Quality of Life**—The quality of life of a community with greenways, trails and biking facilities is enhanced. A community with these amenities is more desirable to homebuyers and businesses.
- **Recreational Benefits**—The 2000 Virginia Outdoors Plan states that bicycling ranked as the sixth most popular form of outdoor recreation in the state. Walking for pleasure was listed as the top recreational activity. Visiting historic sites, and natural areas, jogging, and hiking were also listed among the twenty most popular activities. This “fun” benefit also translates into an economic cluster: tourism.
- **Economic Benefits**—Trails, greenways and on-road bicycling can provide economic benefit to a region through many avenues. Organized tour groups and clubs (biking and horseback riding), as well as, individual bicycle and pedestrian tourists impact the local economy as customers of motels, bed and breakfasts, eateries, even the gas stations that put gas in the car for the trip home. Need for more support establishments such as bike repair and sales shops, additional restaurants and lodging, can result from increased visitation by the non-motorized tourist. The following section will attempt to quantify this benefit

Economic Impact

The following is taken from The Adirondack North Country Bicycle Master Plan and is a summary of other economic studies of trails and bicycling:

There are a number of bicycle studies that have attempted to quantify the economic impact of bicycling in local economies. In most instances, the approach is to quantify the average daily expenditures of bicyclists. A few other studies have examined the impact of bicycle trails on property values in close proximity to the trail system. There are also research efforts that quantified the economic benefit of increased bicycling related to air pollution costs, road construction budgets, etc. Some of the findings of these studies are briefly described below.



A study done in Pennsylvania: *Allegheny Valley Rail-Trails Feasibility and Development Plan* assessed the economic impacts of bicyclists to the local economy (Lord and Strauss 1994). Based on survey data, users of the Oil Creek State Park trail spent an average of \$25.85 per person per day (PP/PD) for a total economic impact of \$1.8 million annually. Two-thirds of the 22,700 visitors in 1991 came from out-of-state.

In a 1992 National Park Service report, *The Impact of Rail Trails: A Study of Users and Property Owners from Three Trails*, the economic impacts of trail users were measured (Moore et. al. 1992). This NPS report described the impacts of three trails, in Florida, California, and Iowa. The daily average expenditures per person were: \$3.97 (CA), \$9.21 (IA), and \$11.02 (FL). Overall the economic benefits were substantial with users numbering in the hundreds of thousands for each trail. Results also showed slight increases in property values to adjacent landowners with minimal problems cited by landowners.

A Midwest study, *A Look at Visitors on Wisconsin's Elroy Sparta-Trail Bike Trail*, examined numerous aspects about trail visitors and found that the average daily expenditure per person was \$25.14 for 50,000 annual users (Recreation Resources Center 1988). Those utilizing local lodging establishments spent the most, while campers spent the least. This 21-mile trail is now part of a 200-mile bikeway providing positive economic benefits to a wide geographic area.

Another Wisconsin study, *The Economic Impact of Bike Trails: A Case Study of the Sugar River Trail* (Lawson 1986) concluded that communities that are intersected by this trail enjoy substantial economic benefit from nonresident use, with nonresident's average daily expenditures (\$10.21) nearly twice as high as residents (\$5.44). There were nearly 59,000 users in 1985.

A study done on property values, *Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime* done by the Seattle Engineering Department (1986) concluded that property near the trail was significantly easier to sell and that it sells for more -- averaging 6% higher -- compared to similar land not near the trail. In addition, minimal problems were reported by adjacent landowners.

An Analysis of Five Existing Trails Converted from Abandoned Railroad Tracks (Open Lands Project 1985) described five trails in the Iowa, Wisconsin, and Illinois area that provide a network of recreational opportunities for a variety of users in this tri-state region. No specific economic data were given, but use was extensive on each trail. Hundreds of thousands of annual trips are estimated per trail, bringing in considerable economic benefits to the local communities.

Studies of the Summit County, Colorado recreation trail system found that an estimated \$4.3 million was spent in 1989 by people using the trail system, primarily for bicycling. The average expenditure per person per day was \$50.56 for all respondents, while the average for out-of-state users was \$99.66 per day. Approximately 16% of the users were from out-of-state. The number of users on the pathway increased an average of 28% per year between 1986 and 1990. The

pathway user count was projected at 212,779 in 1991 (Summit County Community Development Department 1989, 1991).

Within the Adirondack North Country Region, a detailed economic analysis of the GEAR '92 event (Great Eastern Rally of the League of American Wheelmen) held in Canton, New York August 7-10, 1992, found that the average participant spent \$232. That translates to a per person, per day average of \$77. The total direct economic impact in the community of the 1,378 participants was \$319,696. The average income of participants was about \$60,000 (Lally 1992).

One study looked beyond expenditures, to the economic benefits of bicycling to individuals, communities, and society. An analysis done for the Minnesota State Bicycle Plan (Minnesota Department of Transportation 1992) attempted to calculate the financial savings from increased use of bicycles. The premise is that each additional mile traveled by bicycle for shopping, school, commuting, etc., is one less mile traveled by automobile, resulting in less gasoline consumption, less pollution, fewer auto repairs, less wear-and-tear on roads, etc. The savings per bicycle mile traveled is estimated to be as high as \$1.64 per bicycle mile traveled, allocated as follows: out-of-pocket savings to consumers (\$.58), highway capital investment savings (\$.84), and taxes and other general public savings (\$.22).

Using the conservative estimate of a 2 mile commute per day each way by bicycle in a five day work week, multiplied by a 6 month bicycling season in the North Country Region, the savings per bicyclist totals \$852. Out-of-pocket savings for the bicyclist herself during the 6 months would be \$302, about the price of a new bicycle, or the price of a round-trip ticket to Florida.

Location	Type of Bicycling	Year	Average Expenditure Per Person Per Day	Other Economic or Use Information	Source
Iowa	RAGBRAI Ride across state	yearly		Total expenditures: \$1 million during 8 days.	Blumenthal (1987)
Seattle	Trail System	1986		6% increase in property values.	Seattle Planning (1987)
Wisconsin	Day Use: Trail System	1986	\$5 - \$10	59,000 users in 1985	Lawson (1986)
Wisconsin	Day Use: Trail System	1988	\$25		Moore et al. (1992)
Colorado	Day Use: Trail System	1989	\$51 - \$100	Out-of-State visitors spent \$100/day	Summit County (1992)
Pennsylvania	Day Use: Trail System	1991	\$26	Total impact: \$1.8 million annually	Lord & Strauss (1993)
CA, IA, & FL	Day Use: Trail System	1992	\$4 - \$11		National Park Service (1992)
Canton, NY	Bicycle Rally	1992	\$77	Total expenditures: \$319,696.	Lally (1992)
Minnesota	Commuting	1992		Savings per bicycle mile traveled: \$1.64	Minnesota DOT (1992)
Vermont	Bicycle Touring	1992	\$115	32,500 visitors spent \$13.1 million in 1992.	Burgess (1992)
Vermont: Stowe	Day Use: Trail System	1993		3,000 users in one day (9/5/93)	Lusk, Ann (personal comm)
NY North Country	Bicycle Touring	1993	\$52	Groups of 5 or less people, primarily guided.	Holmes, et al. (1994)

Finally, in research directed specifically at bicycle touring, as in the research carried out for this project, the owner of a successful bicycle touring business in Vermont estimated that in 1992, 32,500 out-of-state bicycle tourists in Vermont contribute as much as \$13.1 million to the state's economy. Of the total expenditures, lodging comprised 30%, food 21%, bicycle services and outfitters

22%, and personal expenses the remaining 27%. Additionally, the employment and indirect expenditures of bicycle touring companies contribute significantly to the local communities where they are located. In 1986, a Vermont bicycle touring company was sold for \$1 million; another was sold in 1987 for a reported \$3 million (Burgess 1992).

Overall, these studies demonstrate the potential positive economic impacts of bicyclists and bicycling on local economies. Local merchants in restaurants, retail stores, bike shops, and the lodging industry feel the impact. Additionally, as shown in the Minnesota research, economic savings accrue to communities and to bicyclists themselves.

The studies deal mostly with bicycling; as stated earlier Halifax has existing and planned equestrian trails as well. This user group also spends money and time and needs support businesses—tack shops as well as restaurants and lodging.

As these studies show this market niche has great potential for development. Successful establishment of this industry will require marketing and provision of safe and attractive facilities. Marketing efforts may include bicycle maps, bicycle shops (and for the equestrians, tack shops), bicycle events, bicycle and trail riding club events, press releases, and magazine articles.

What Cyclists Want

A 1993 survey of primarily touring cyclists in upstate New York showed that the mean age of bicyclists was 45 years, two thirds of the respondents were male, and their households had a mean income in \$60,000 to \$69,999 range. The average time traveled (distance driven) to use trails in the study region was six hours. Seventy-five percent stated they usually rode on paved roads without a bicycle lane. Dedicated bicycle lanes were preferred by 27%, while another 27% preferred paved roads without a bike lane.

This group of primarily touring cyclists took an average of 43 recreational rides of ½ day or less in the previous year; 86% of the rides averaged between one and six hours. One third (37%) enjoyed ½ day rides and another third preferred longer tours of 3 or more days. The average distance biked in a single day varied from 30 to 39 miles. The length of a trip in days varied from one day to two weeks; the average was 5.

Most of the survey group preferred day trips; however, 63% had toured by bicycle for three or more days. As such logistics are critical to the riders and 47% preferred the aid of a good bicycle map. Attributes of a good area to ride were: scenery, low traffic volume, varied terrain, good roads, small towns, and people.

The touring cyclist would be classified User Group A or experienced riders. The survey discussed above deals with on-road facilities. The introduction of off-road trails opens the door to the less experienced rider as well as more user groups—equestrians, hikers, and depending on the location and surface treatment, handicapped persons, and skaters.

What Equestrians Want

In Virginia, there are over 225,000 horses that provide over 25,000 full time jobs (1995 Virginia Horse Industry Profile, by the Virginia Equine Education Foundation, Inc.). The number one use of the horse in Virginia is recreational trail riding. Trail riders enjoy long distance riding opportunities as well as cyclists but obviously need to be separated from traffic. Trailheads must accommodate horse trailers and trucks and overnight facilities for the horses as well as riders.

Rails to Trails

Dedicated trail systems are proven to be valuable tourist attractions, as well as providing safe recreational opportunities for cyclist, equestrians, hikers, and nature lovers. Railroad rights-of-way are the most cost-effective way of developing off-road trails for multiple user groups, and can provide bicyclists with alternate routes for more heavily traveled highways. Once rail rights-of-way have passed into private hands it can be difficult, time-consuming and perhaps cost prohibitive to bring those areas back into the public domain. Halifax County has more than 45 miles of abandoned rail right-of-way. With the additional right-of-way in adjacent counties approximately 130 miles may be added. Regional coordination and cooperation in the development of a long distance trail system would have the most impact and should be encouraged. This coordination should include signage and mapping. In terms of signage, mile markers should be used throughout to assist trail users and so that future bicycle mapping might be keyed to mile marker location. The location of lodging, attractions, and other points of interest may be keyed to mile markers through the regional GIS database.

In summary a review of studies from around the country found that users of trail systems from out of the locality, spend an average of \$100 a day or more while in the area. The touring cyclists prefer a varied, rolling terrain and appreciate beautiful natural scenery, cultural and historic sites all of which Halifax and Southside Virginia have in abundance. The bicyclists prefer rides of 30 to 40 miles in length and maps are very important in their decision to visit an area. Many cost effective measures are available to promote bicycling riding through enhanced safety, signage, and mapping. Making the county bike and pedestrian friendly through the provision of signage, bike racks, drinking fountains, curb ramps, and sidewalk maintenance programs would benefit residents and visitors alike.

When designating and signing bike routes consideration should be given to surrounding counties as almost all bicycle routes will arrive, and lead, to somewhere else. A regional planning approach is an effective means for developing facilities that appeal to the broadest range of users and cyclists and to develop promotional materials.

VI. Bicycle Route and Trail Development

Resources

To develop the bike and trail network points of interest were identified. These included historical sites and homes, parks, bird and nature viewing areas, boat launches (for river access). Other centers of interest particularly in the urban area were noted such as schools, shopping and business areas. Potential corridors, scenic roads, abandoned rail lines, public utility easements were also identified and evaluated. The following is a brief summary of some of the County's resources for the trails network.

Halifax is a rural county encompassing 819.3 square miles. More than 995 miles of improved roads traverse the county. The major urban centers—towns of South Boston and Halifax—are located generally in the center of the county. Two major rivers dominate the geography. John H. Kerr Reservoir, a 50,000-acre impoundment of the Roanoke River, begins at the confluence of the Staunton (Roanoke) and the Dan Rivers.

Staunton River State Park is located on the peninsula formed by the merging of the two rivers. A significant tourist draw, it is one of the original six state parks in Virginia that opened in 1936. In addition to cabins, campsites, boating access, swimming pool, recent improvements to the park include extensive equestrian/hiking trails, as well as stabling facilities and campsites geared toward the trail riders.

Located approximately up the Staunton River is the Staunton River Battlefield State Park, site of a Civil War battle centered on a strategic railroad bridge. The park offers hiking and bicycle trails. Mulberry Hill Plantation, located just to the north of the Battlefield Park in Charlotte County, has been acquired by the Department of Conservation Resources and is being incorporated into the State Park. The abandoned railroad corridor from Randolph and the Battlefield State Park to Keysville has the potential of being developed as a rail trail, which would expand the trails network regionally.

The Staunton River Trail, a 20+-mile hiking and horse trail following primarily the U.S. Army Corps of Engineers flowage easement along the Staunton River connecting the two state parks is under development in the County. This backcountry trail is to be primitive, requiring minimal vegetative clearing and removal of large woody debris. Some treadway improvements may be needed but will be challenging and limited do to the periodic flooding. For this trail, width will be cleared to 6 to 8 feet wide and 8 feet high. See the "Feasibility Study: The River Trail" prepared by the Virginia Department of Conservation and Recreation, 1998, for a more detailed trail analysis. The trail will be divided into three phases or segments for development and design. The first phase extends from the equestrian trails existing within Staunton River State Park to the intersection of Dryburg Road and Difficult Creek. A trailhead parking area is planned at this location. The second phase will continue to the U.S. 360 crossing of the Staunton River. Parking is available at the existing DGIF boat landing. The final phase will extend the trail to the Staunton River Battlefield State Park.

Clarkton Bridge, located further upriver of the Battlefield, offers great nature watching and connectivity to Charlotte County. Built at the beginning of the twentieth century, the bridge is eligible for listing as a Virginia Landmark and on the National Register of Historic Places, although as having “local” (as opposed to statewide or nationwide) significance. The bridge, deemed unsafe and unnecessary by VDOT, has been saved through the efforts of the Clarkton Bridge Alliance for use as a bike/pedestrian bridge and nature-viewing platform.

Twenty miles of abandoned railroad right-of-way are located in Halifax County, extending west of downtown South Boston to the Pittsylvania County line. An existing multi-purpose trail along this right-of-way is located in Pittsylvania County beginning at the county line and connects to the city of Danville. The Prizery, a historic structure in downtown South Boston located near the abandoned railroad, has been resurrected as a welcome center and community arts facility. Trailhead facilities—showers and restrooms—have been constructed in the building.

The County has developed several driving tours and these were utilized when identifying the on-road bike routes. A list of sites of interest was developed for the driving tours and was referred to for this project as well. These attractions are attached in Appendix A.

Roanoke River Rails to Trails is a consortium of Southside Virginia localities organized to facilitate acquisition and development of the abandoned railroad rights-of-way in the area in order to create a major long distance off-road recreational trails network. The group has formed a corporation with representation from the counties of Halifax, Mecklenburg, and Brunswick and the towns of South Boston, Halifax, Clarksville, Boynton, South Hill, La Crosse, Brodnax, Alberta, and Lawrenceville.

The Central section of the Virginia Birding and Wildlife Trail will have eleven nature viewing sites located in Halifax. Locations of the Birding Sites are shown on the Halifax County Recreational Initiatives map (Appendix B).

River Road (SR 659) is designated as a Virginia Byways for their “high aesthetic or cultural value.” Additionally Virginia Route 344 (Scottsburg and MacDonald Roads) leading to the Staunton River State Park has been determined to be eligible for official Byway designation.

Planning Considerations

Cyclists in the advisory group discussed and recommended routes that provided a pleasant and safe ride. In the outlying areas of the county, emphasis was placed on routes that not heavily traveled, offered diverse topography, and attractive surroundings. Also in these areas riding for recreation and exercise were considered primarily. In the urban areas of South Boston and Halifax, safe routes to schools, work places, shopping areas, parks and other recreational facilities were also considered.

South Boston

Within South Boston emphasis was also placed on cross-town connections. Edmunds was selected as the major east west connection. Main Street is the best north-south route to connect several residential areas with the downtown central business district, the High School and Middle School and Centerville, a large retail shopping area.

North Main Street

An impediment to the north-south route is the segment of Route 129, North Main Street, from Hamilton Boulevard and Dan River Church Road. This two-lane urban roadway is narrow and heavily traveled although it is a residential neighborhood. There exists a total lack of sidewalk or shoulder width. With the exception of a few short portions that have curb and gutter, the entire roadway width is dedicated to drivable surface. The speed limit is 35 miles per hour. Many of the homes have direct driveway access to the street. The Merritt Hills residential subdivision has three access points to North Main with no turning lanes. Although tractor-trailers are prohibited, all other motor vehicles, bicyclists and pedestrians utilize the street. The latest available traffic count, October 1999, was 9,350 vehicles in on e 24-hour period. The only other north-south alternative is US 501, Halifax Road, which is dual lane, open to truck traffic and has a 45-mile per hour speed limit and also has no sidewalks. The worn grass adjacent to the travel lanes attest to the need for some pedestrian and bike accommodation.

To bypass the heavily traveled Halifax Road/North Main section of Centerville and still offer continuity, an off-road section is proposed utilizing a portion of the new Lowe's parking lot and the un-built but platted Treemont Street, which passes behind the businesses that front on Halifax Road (US 501) and could provide a link to Golf Course Road. For a "safe route to school" another very short (100') easement is needed to connect Tabernacle Trail to the streets linking the Middle School and High School.

The Prizery in downtown South Boston has trailhead facilities including showers, rest rooms, maps and information within the welcome center, parking, and bike racks. Its location makes it a hub for several of the proposed off-road trails—the South Boston-Pittsylvania County rail corridor, the Dan River Trail, Clover Rail with Trail—as well as the on-road bike routes. Adjacent to the Prizery are the Southern Virginia Higher Education Center and the rest of the South Boston Central Business and Tobacco Warehouse Districts. Downtown South Boston maintains a pedestrian friendly layout, but with the exception of the Prizery, bicycle facilities such as racks, storage, and showers are non-existent. Food and overnight accommodations are readily available in the town also.

Berry Hill & Riverstone

The Berry Hill Conference Center may play a significant role in connecting other major points of interest in town to the River Road Virginia Byway. Berry Hill is situated nearly three (3) miles west of the Prizery on the South Boston- Pittsylvania County Rail Corridor and is a point of interest in itself. The town of South Boston

recently purchased several hundreds of acres of mostly floodplain land just south of the Berry Hill site, most of which is programmed for passive recreational uses (hiking and biking, bird watching), conservation, tree planting, and historic interpretation regarding General Nathaniel Greene's "Crossing of the Dan" as he was pursued by British Lord General Cornwallis from Guilford Courthouse, or present day Greensboro, North Carolina.

Riverstone Technology Park is located on the north side of U.S. 360 and across the Dan River from the Berry Hill Conference Center. Pedestrian and bike paths have been incorporated into the Park plan of development. The plans call for the creation of trail utilizing the abandoned railroad bed to connect downtown South Boston, Berry Hill Conference Center and Riverstone Technology Park. An alternate return to downtown South Boston on the southern side of the Dan will utilize floodplain property and a sewer easement. A pedestrian bridge will be needed to cross the Dan at the Berry Hill trail connection and at the railroad crossing and US 501 near the Prizery. (See South Boston-Halifax Map, Appendix D-ii) This route will encourage commuting to the business corridor on U.S. 360. Bike/pedestrian friendly signalization will be necessary to encourage crossing of U.S.360 from Riverstone Technology Park.

Halifax

Sidewalks are located in Downtown Halifax, along Main Street (U.S. 501) from the railroad on the south to the 501 turn-off to the north. The addition of walkways along Main Street (360) to the Banister River would be beneficial to the town's planned greenways system. Sidewalks are also located along Mountain Road from Main Street to approximately 500 feet west of Library Lane. Halifax has considerable historic interest and improved walkways connecting the downtown to visitor sites would not only encourage residents of the town to walk to the downtown, but would also enhance heritage tourism and visitation. Mountain Road is an officially designated Historic District and is part of a walking tour. The sidewalks on Mountain Road are not conducive to this activity as they are narrow uneven and very unsafe. Sidewalks in the courthouse/business district also need considerable improvements. A sidewalk condition assessment found some sections lacked curb and gutter and causing flooding problems. Uneven surfaces and walkways cluttered with signs are also creating safety concerns.

Road width is adequate on Main Street for bicycles, however it is heavily traveled. Traffic calming measures need to be pursued. To provide another downtown connection as well as a connection to the facilities at Mary Bethune Complex, an opportunity has been identified for an off-road trail along a sewer easement located on Toot's Creek and a tributary. Landmark Design Group in its *Halifax Downtown Revitalization Plan* recommends connecting the downtown walkways and the proposed greenways.

Connections between Halifax and South Boston are planned utilizing Love Shop Road (614) and Cowford Road (651) for the on-road option and a sewer easement for an off-

road alternative. The sewer easement extends northward from North Main Street in South Boston to the Halifax Sewage Treatment Plant and Toot's Creek greenway.

Scottsburg & Virgilina

Scottsburg, Virgilina, and the unincorporated village of Clover grew around the railroads built in the early twentieth century. The railroads have gone taking most of the towns' business. These towns, as well as South Boston and Halifax are now poised to benefit from the railroads again. The towns can serve as way stations, providing refreshment, rest and repair stops for cyclists utilizing on-road bicycle routes or multi-use rail trails.

Scottsburg is an entry to the Staunton River State Park. An active railroad line passes through both Clover and Scottsburg. Originally this rail line connected to other lines to the north in Charlotte County; now it is a light duty spur from the Norfolk Southern line in South Boston to serve the Clover Power Plant and from the power plant north has been abandoned. The Halifax Trails Plan designates the section of rail line from just east of South Boston to Clover as a Rail With Trail. This will provide a fully off-road connection from downtown South Boston to the Staunton River Battlefield State Park and its trails along the abandoned rail line and northward into Charlotte County. Staunton River Battlefield State Park also is a trailhead for the Staunton River Trail, which follows the river from the state park on Buggs Island Lake.

Virgilina is located on the now abandoned Norfolk, Franklin and Danville Railroad. Local equestrians have informally utilized much of this rail right of way until storms caused trees to fall across the pathway blocking access. The Trails plan calls for the acquisition of the right-of-way (or easements to use) and conversion to a multi-use trail connecting Mecklenburg County through Virgilina to Alton Post Office, with the potential of connection to the Virginia International Raceway (VIR). The right of way curves southward into and through Milton, North Carolina before turning back to the north and VIR. Public roads parallel much of this right of way, offering on-road alternatives for cyclists as this rail trail is developed.

[In Mecklenburg County bicycle routes are being identified that will link Virgilina to Clarksville, the only town located on Buggs Island Lake (John H. Kerr Reservoir).]

VII. Funding Sources

Public Funding Sources

A number of sources of funding for bicycle and pedestrian facilities are available through the Virginia Department of Transportation and other state and federal agencies.

Virginia Department of Transportation

- ***TEA-21 Transportation Enhancement Program***
 - Eligible categories include “bicycle and pedestrian facilities” and “bicycle and pedestrian safety and educational activities.”
 - Match: 20% minimum (money, labor, donations of land or materials, or combination)
 - Annual competitive application process; reimbursable funds
- ***Recreational Access Program***
 - Purpose to provide access to public recreational facilities or historic sites operated by state, locality or local authority
 - Application must be made by county or town in which facility is located
 - Year-round competitive application process; reimbursable funds
 - No match; no application deadline
- ***Hazard Elimination Program***
 - To improve areas where there are abnormally high incidences of crashes, including railroad crossings
 - Annual competitive application process; reimbursable funds
 - Match: 10%
 - Funding Limit: \$500,000
 - Due date: June 30 or sooner
- ***Revenue Sharing Program***
 - Provides additional funding to construct, improve, or maintain primary and secondary roadways. Bicycle facilities are most often funded through the Revenue Sharing Program as part of a roadway widening project not included in the *Virginia Transportation Development Plan*.
 - Annual competitive application process
 - Match: 50%
 - Funding Limit: \$500,000/County
 - Due date: Varies
- ***National Highway System***
 - NHS funds may be used to construct bicycle transportation facilities on land adjacent to any highway on the National Highway System.
 - US 58 and US 360 are part of the NHS (“Other” NHS Route)

- **Highway Construction Funds**
 - Bicycle facilities may be built in conjunction with the construction of new roadways and roadway improvements.
 - Road project must be in the *Virginia Transportation Development Plan*.
- **TEA-21 Scenic Byways Program**
 - Discretionary funding available including construction of facilities along scenic byway for use of bicyclist and pedestrians.
 - Annual competitive application process; reimbursable funds
 - Match: 20%
 - Due date: To VDOT by June 15 or sooner
- **TEA-21 Public Lands Highways Program (probably not useful for Halifax)**
 - Project, including pedestrian and bicycle related, must provide or improve access to federal land that is also served by a public lands highway.
 - Annual competitive application process; reimbursable funds
 - Match: None; 100% Federal funds
 - Funding Limit: Typically \$500,000
 - Due date: To VDOT by mid-June 15
- **TEA-21 Transportation and Community System Preservation Pilot Program**
 - Program designed to encourage governments to integrate transportation services with community needs (community development, environmental protection, preservation of green space, access to jobs and services).
 - Annual competitive application process; reimbursable funds
 - Match: None; 100% Federal funds
- **Safe Routes to School (SR2S)**
 - The SR2S program uses federal transportation funds to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructure construction projects for bicycle and pedestrian safety and traffic calming projects. To be eligible for these funds, the project must be located on any state highway or on any local road. Projects must correct an identified safety hazard or problem on a route that students use for trips to and from school. Federal reimbursement rate is 90%.

Department of Conservation and Recreation

- **Virginia Recreational Trails Fund**
 - Purpose to provide and maintain recreational trails and trails-related facilities; funds may be used for acquisition, development, maintenance, or restoration.
 - Annual competitive application process; reimbursable funds
 - Match: 20% Local; 80% Federal funds
 - Funding Limit: Average award approximately \$55,000
 - Due date: Varies

National Park Service

- ***Land and Water Conservation Fund***
 - Provides money to federal, state and local governments to purchase land, water and wetlands for the benefit of all Americans.
 - Land is bought from landowners at fair-market value (unless the owner chooses to offer the land as a donation or at a bargain price).
 - <http://www.fs.fed.us/land/staff/LWCF/>
- ***Rivers and Trails Assistance Program***
 - Rivers & Trails does not give grants or loans. Instead of money, Rivers & Trails supplies a staff person with extensive experience in community-based conservation to work with a local group on a project for a preset duration, typically one to three years during a project's infancy.

Virginia Department of Motor Vehicles

- ***402 Highway Safety Program—Annual Grants***
 - Applications must identify a specific safety issue and present plan to address issue; New programs or expansion of existing program
 - Annual competitive application process; reimbursable funds
 - Match: None
 - Due date: To DMV by April 14 for localities and by May 31 for state agencies and non-profits
- ***402 Highway Safety Program—Mini Grants***
 - Available to address safety issues that may arise suddenly
 - Year round application process; reimbursable funds
 - None; applications may be submitted at anytime
 - Maximum: \$1,500 per grant

Virginia Tourism Corporation

- ***Cooperative Marketing Fund***
 - For promotion, marketing, and advertising Virginia's tourism opportunities
 - Annual competitive application process
 - Match: 50% Local; 50% State
 - Due date: Varies
- ***Matching Grants Marketing Program***
 - To stimulate and create tourism marketing and provide assistance to small tourism programs
 - Competitive application process that occurs twice a year
 - Match: 50% Local; 50% State
 - Due date: Varies
 - Maximum: \$5,000 per application

Private Funding Sources

- *Bikes Belong Coalition*--Maximum \$10,000
- *Kodak American Greenways Awards Program*—a partnership project of the Eastman Kodak Company, The Conservation Fund, and the National Geographic Society, provides small grants to stimulate the planning and design of greenways in communities throughout America. Maximum \$2,500. Usual amount \$500-1,500.

Other

- Corporate Donors
- Gifts, Memorials and Endowments
- Adopt a Trail / Adopt a Trail Feature (e.g. bench, light)

VIII. Plan Strategies

A successful bicycling and recreational trails program is more than a well-designed bike route and trails network. It relies greatly on supporting education, encouragement, and enforcement programs (the 3Es”).

Education

Comprehensive public information and education programs are important to raise community awareness and improve both bicyclist’ riding and traffic skill and motorists’ attitude toward bicyclists. Some ways and programs that may be used to educate both bicyclists and motorists on fundamental “rules of the road” are:

- “Bike Smart! Virginia”—promotes bicycle helmet use among children using a guidebook that equips educators and other community leaders with resources encouraging helmet use.
- Bicycle safety rodeos—teaches benefits of bicycling and cycling safety skills to the community
- Ride-Like-a-Pro safety events—part of national program to increase safety awareness and skills through training events and media interest; collaboration with local, regional, and state organizations.
- Helmet programs—demonstrations on proper fit, reduced helmet prices, free helmet giveaways through hospitals, private organizations, local police departments
- Public service announcements
- Community youth bicycle safety initiatives-through youth and school groups, recreation programs
- Adult bicycle programs—to educate adult bicyclists on today’s “rules of the road” for bikes and helmet use.

The South Boston Police and Halifax County Sheriffs Departments have sponsored grant funded free helmet programs. Also bicycle safety programs have been presented at the local schools.

Encouragement

Programs and initiatives that encourage bicycling and overall trail use are important in creating a “user-friendly” trails system. This is particularly important when targeting the long-distance rider and tour groups. Methods to encourage trail use include:

- Trail/Bicycle maps/brochures—include information on other attractions such as scenic roads, intermodal connections, historic sights and recreational areas, as well as, area accommodations and facilities.
- Web site information
- Bicycle clubs
- Statewide or regional bicycle guides—Virginia Bicycling Guide; Rails-to-Trails Conservancy guidebooks
- Bicycle tours
- Bike to Work Week

- Health benefits
- Bikes with transit

Enforcement

Enforcement of bicycle laws and regulations is an important component in providing a safe bicycling environment.

Potential enforcement methods include:

- Bicycle rules of the road
- Police on bikes
- Park rangers on bikes
- Helmet ordinances
- Bicycle crash reporting
- Bicycling ticketing programs

Trails Network

The system of urban and rural trails has been designed to accommodate several user groups. This network of multi-use facilities winds throughout the county and utilizes both on and off-road trails in order to create the opportunity for a satisfying long distance tour or just an evening of exercise. Routes were selected with regional connectivity in mind so that even longer trips may be accomplished. While off-road system is under development sections of on-road routes may be utilized.

On Road Bicycle Routes

In the rural areas since virtually all roads in the county are great for bike riding according to local cyclists, the committee opted to identify routes that would in general be the road less traveled—fewer daily vehicle trips—while connecting area attractions and providing a visually interesting ride. In the urban sectors attention was paid to places of work, schools and shops. Routes currently popular with local riders were noted. Connections to area parks were emphasized. Appendix C contains an inventory of existing road conditions.

Two Bike Route “Tours” have been designated. The first, the “Parks Route,” connects the three parks within Halifax County—Edmunds Memorial Park, Staunton River State Park, and Staunton River Battlefield State Park. Within the state parks off-road multi-use trails have been developed. The Edmunds Park trails plans include a series of dedicated multi-use trails within the park property. The trails within Edmunds Park will offer less experienced User Groups B & C riding opportunities that the state roads do not. The on-road bike route will provide a connection to other trail systems within the County.

The second named bike route follows George Washington’s Southern Tour route as closely as possible on modern roads. In June of 1791 Washington passed through Halifax County on his return from South Carolina. Utilizing notations in his diary and historical maps his approximate route was determined. However, since some road

segments are now more heavily traveled than in 1791, a few alternates are shown on the Bike Plan Map to ensure a more pleasant and safe biking trip.

Off-Road Shared Use Trails

This plan strives to accommodate primarily three classes of non-motorized trail users—hikers, bicyclists, and equestrians. It also recognizes that some trail corridors may not always be suitable for all three uses due to topography, and soil conditions. Safety mechanisms must be carefully considered when trails intersect with public roads and rail—as well as to busy private drives and roadways.

Off-Road Trail Segments

1. Staunton River Trail

Phase I

Location—9 miles, Staunton River State Park to Difficult Creek Bridge on to SR 716 (Dryburg Rd)

Facilities—Construction of trailhead on DGIF property adjacent to bridge and state road.

Construction—See Staunton River Trail Plan: “Due to the periodic flooding of the trail corridor it is not recommended that a highly developed trail be constructed.” Cleared path primarily for horses, hiking, and mountain bikes. Minimum width 5 feet, vertical clearance 10 feet. Stabilization at some streams.

Phase II

Location—10 miles, Difficult Creek Bridge at SR 716 (Dryburg Rd) to US 360

Construction— See Staunton River Trail Plan. “Due to the periodic flooding of the trail corridor it is not recommended that a highly developed trail be constructed.” Cleared path primarily for horses, hiking, and mountain bikes. Minimum width 5 feet, vertical clearance 10 feet. Stabilization at some streams.

Phase III

Location—3 miles; From US 360 to Staunton River Battlefield State Park

Facilities—Portion near park to be partially paved to accommodate bikes and wheel chairs.

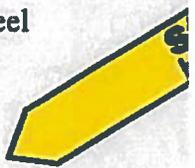
Connects to Mulberry Hill Rail Trail in Charlotte County.

2. Riverstone/Berry Hill Trail

Location—Trail head located at the Prizery in downtown South Boston, extends west along the abandoned rail corridor to connect with paths to Berry Hill and south across the Dan River to Riverstone Technology Park thence back to South Boston via a sewer easement. A second pedestrian bridge would be located near the NS railroad trestle.

Construction—multi-purpose surface (stone dust) to accommodate cyclists, horses, hikers; two (2) pedestrian bridges across the Dan River

Facilities—Way station facilities located in the Prizery.



NOTE: The Riverstone/Berry Hill Trail will also provide an alternate trail route through Berry Hill property to the bike route along River Road. This will offer bicycle riders connectivity to existing Pittsylvania County trail at the county line.

3. South Boston/Dan River Trail

Location— From Staunton River State Park to downtown South Boston utilizing flowage easement along Dan River and sewer easements. Provides connection to DGIF boat ramp on the Dan River.

Construction—multi-purpose surface (stone dust) to accommodate cyclists, horses, hikers.

4. Clover Rail With Trail

Location—Beginning near the South Boston Waste Treatment Plant & DGIF boat ramp, trail would be developed within the lightly used Norfolk Southern rail spur to connect to the Staunton River Battlefield State Park.

Construction—multi-purpose surface (stone dust) to accommodate cyclists, horses, hikers.

5. Town of Halifax Trail

Location—along Toot's Creek and tributaries, and sewer easement

Construction—multi-purpose surface (stone dust) to accommodate cyclists, horses, hikers.

6. Halifax Waste Treatment Plant to South Boston

Location—along sewer easement from Halifax Waste Treatment Plant to Love's Shop near intersection of North Main and Dan River Church Road.

Construction—multi-purpose surface (stone dust) to accommodate cyclists, horses, hikers.

IX. Recommendations

Maps of the recommended Bicycle Routes and Trails Network are included as Appendix D.

General Recommendations

1. Support local law enforcement departments bicycle safety programs to promote helmet use among children and adults.
2. Develop adult and children's education programs focusing on trail safety, and etiquette.
3. Encourage local organizations, clubs and businesses to implement programs for the maintenance, signing, construction of trails and trailheads.
4. Develop bike route and/or trails maps for print and distribution.
5. Research and develop map and brochure or guidebook highlighting George Washington's Southern Tour that took him through Southside Virginia and Halifax County, noting diary entries and existing landmarks along the way.
6. Develop trails maps for web site use.
7. Pursue inclusion of Halifax trails and biking facilities in guidebooks and Virginia Bicycling Guide.

Recommended Bicycle and Pedestrian Facilities Improvements

1. Repave road shoulders as roads are repaved; paved shoulders are safer and more pleasant to walk and ride upon.
2. Ensure signals are timed to allow adequate time for persons to cross roadways. Devote special attention to areas with children and senior citizens.
3. Marked crosswalks: installing distinctive road textures/paving in crosswalks and include highly visible striping.
4. Improve existing roadway shoulders during general maintenance, scheduled improvements and new construction to accommodate cyclists and pedestrians.
5. Provide bike racks and benches at schools, and major population, employment, and shopping centers.
6. Actively preserve available "rights-of-way for future construction of recreational paths
7. Enhance bicycle/pedestrian linkages from residential areas to employment centers and shopping centers through the additional construction of sidewalks and bikeways. (Treemont Street and Tabernacle Trail connections)
8. Reinforce natural pedestrian thoroughfares when constructing new walkways. Footpaths generally show the most direct route between two points.
9. Improve street lighting to enhance bicycle/pedestrian safety and security.
10. Incorporate facilities to safely accommodate pedestrians and bicycles on existing automobile bridges. Construct separate pedestrian/bicycle bridges and tunnels where no safe alternative exists.

Bike Route Recommendations

1. A regional approach to route designation and signage should be considered.
2. Signage:
 - a. Coordinate placement of "Share-The-Road" signs with VDOT residency. Utilize sparingly on those routes designated as a Bike Route on the Halifax Trails Plan map. Use signs as tool to educate and give notice to the motorized public.
 - b. Create unique route designation signage for the George Washington Tour Route and place signs accordingly. This may be coordinated with Pittsylvania County as Peytonsburg was noted specifically in Washington's diary, is located in Pittsylvania County and is a potential trailhead for this Bike Route.
 - c. Mark the "Parks Route" with unique signage.

Off-Road Trails Facilities Recommendations

1. Some trail segments should be usable by people with disabilities.
2. Off-road trails will be developed to comply with design guidelines set forth in the [*Virginia Green ways and Trails Toolbox*].
3. On shared pathways trail etiquette signage should be placed appropriately.
4. Develop regionally to ensure connectivity.
5. Coordinate signage regionally.
6. Use bollards or some other method to ensure only non-motorized modes utilize the trails.
7. Install safety mechanisms where trails intersect with public roads and rail, busy private drives and roadways.
8. Ensure rail trails are cleared to a width adequate for emergency response vehicles to access. Identify viable access points. Provide mile markers on trails.
9. On backcountry trails, work with emergency responders to develop an evacuation plan. Place mile markers on trail.

Appendix A

Southside Driving Tour Sites/Attractions

Southside Driving Tour Sites/Attractions

COUNTY	New No.	SITE NAME	Tour	Farm Tour	TRANSPORTATION	ARCHITECTURE	EDUCATION	RELIGION	AF_AMERICAN	CIVIL_WAR	EARLY_AMERICA	AGRICULTURE	WILDLIFE	VIEWABLE	PUBLIC ACCESS
0	4	Clover WMA	Nature										Y		Y
0	5	Clover Public Boat Landing	Nature												Y
0	6	Banister Lake	Nature										Y	Y	Y
0	8	Perrin Creek WMA	Nature										Y		Y
0	9	Dan River WMA	Nature										Y		Y
0	10	Bannister River WMA (South Unit)	Nature										Y		Y
0	11	Wolftrap WMA	Nature										Y		Y
0	12	Bannister River WMA (North Unit)	Nature										Y		N
0	14	Hycos Boat Landing	Nature												Y
0	16	Hogan Creek WMA	Nature										Y		N
0	17	Staunton View Park	Nature										Y		Y
0	18	Buffalo WMA	Nature										Y		N
0	19	Buffalo Park	Nature										Y		N
0	20	Bluestone WMA	Nature										Y		Y
0	21	Bluestone Access	Nature											Y	N
0	24	Beaver Pond Creek WMA	Nature										Y		Y
0	25	Longwood Park	Nature										Y		Y
0	26	Merfield WMA	Nature										Y		Y
0	28	Cedar Grove WMA	Nature										Y		Y
0	28	Old Soudan WMA	Nature										Y		N
0	29	Island Creek Park	Nature										Y		Y
0	30	Ivy Hill WMA	Nature										Y		Y
0	31	Ivy Hill Park	Nature										Y		Y
0	33	Ocoaneechee WMA	Nature										Y		N
0	34	Monteparvo WMA	Nature										Y		Y
0	35	Oakleaf WMA	Nature										Y		Y
0	36	Lower Butchers WMA	Nature										Y		Y
0	37	Upper Butcher Creek WMA	Nature										Y		N
0	39	Rochichi WMA	Nature										Y		Y
0	40	Greenwood WMA	Nature										Y		Y
0	41	Eagle Point WMA	Nature										Y		Y
0	42	Eagle Point Landing	Nature										Y		Y
0	43	Eastland Creek Landing	Nature										Y		Y
0	51	Lake Gordan	Nature										Y	Y	N
25	55	Pea Hill Boat Landing	Lake												Y
25	56	Great Creek Reservoir	Nature										Y	Y	Y
25	57	Brunswick Lake	Nature										Y	Y	Y
25	268	Whitby Peach Packing Shed	FT	FT								Y		Y	Y
25	269	Brodnax Depot	FT	FT	Y	Y								Y	N
25	300	Kennedy Horses	Lake	FT											Y
25	301	Moseley Farm	Lake	FT											N
25	302	Moseley home and old store	Lake	FT											Y
25	303	The Homestead	Lake	FT		Y								Y	Y
25	304	Edwards General Store Buildings	FT	FT											Y
25	305	Kidd Home- Farm Store Building	FT	FT								Y		Y	N
25	308	Olive Branch Church	Lake			Y		Y						Y	Y
25	307	Kennen House	Lake			Y			Y	Y	Y			Y	N
25	308	Prospect United Methodist Church	Lake												Y
25	310	Mason's Chapel Memorial Sign	ET					Y		Y				Y	Y
25	311	Valentines PO	ET			Y				Y				Y	Y
25	312	Seward Forest	Nature	FT			Y					Y	Y	Y	Y
25	313	Original Valentines P.O.	ET			Y				Y				Y	Y

Public Access: Site is public or is open to public/accessible at some point during the year.
 Viewable: Site is viewable from the public road.

Southside Driving Tour Sites/Attractions

COUNTY	New No.	SITE NAME	Tour	Farm Tour	TRANSPORTATION	ARCHITECTURE	EDUCATION	RELIGION	AF_AMERICAN	CIVIL_WAR	EARLY_AMERICA	AGRICULTURE	WILDLIFE	VIEWABLE	PUBLIC ACCESS
25	314	Dr. Valentine House	ET			Y								Y	N
25	315	South Brunswick School	ET												N
25	316	James Square Baptist Church	B					Y	Y					Y	Y
25	317	Rock Church	ET			Y		Y						Y	
25	318	Dr Ezell House	ET		Y									N	
25	319	Brunswick Plantation	ET			Y	Y			Y		Y		Y	
25	320	Gholson's Bridge	ET		Y								Y	Y	
25	321	Miller's Cottage	ET												
25	322	Fort Christianna	ET		Y		Y	Y			Y		Y	Y	
25	323	Sherwood Manor	OH			Y	Y			Y				Y	N
25	324	Woodlawn	OH			Y								Y	Y
25	325	Ivy Hill	OH			Y								Y	Y
25	326	Pleasant Grove M.E. Church	OH			Y		Y	Y					Y	
25	327	Old House	OH												
25	328	Charlie Hope Senior Citizen Center	OH			Y	Y							Y	Y
25	329	Cooling Brook	OH			Y								Y	
25	330	Charlie Hope	OH			Y								Y	Y
25	331	Hunting Lodge	OH			Y								Y	Y
25	332	Saddletree Farm	OH	FT			Y					Y		Y	Y
25	333	McAden Farm	FT	FT								Y		Y	
25	334	McAden Farm	FT	FT								Y		Y	
25	335	Diamond Grove Farm	OH	FT		Y								Y	N
25	336	Oakwood	DH			Y								Y	N
25	337	Paschel Hicks House	DH	FT		Y					Y			Y	Y
25	338	White Plains P.O./Store	FT	FT		Y								Y	
25	339	Meherrin Baptist Church	FT	FT		Y		Y						Y	
25	340	Woodlands	FT	FT		Y								Y	Y
25	341	Oak Shades	B			Y								Y	N
25	342	Pameal Brown	B			Y									N
25	343	St Mark's	B			Y		Y			Y			Y	N
25	344	Alberta	B		Y									Y	N
25	345	Mason's Mill	B			Y					Y			N	N
25	346	Rocky Run Church	B			Y		Y			Y			Y	Y
25	347	Lebanon Church	B												
25	348	Concord Church	B												
25	349	Bothwick Hall	B			Y								Y	N
25	350	Oldest White Oak	B											Y	
25	351	Mt. Carmel Church	B												
25	352	Emmanuel Episcopal Church	B												
25	353	Smoky Ordinary	B												
25	354	Reedy Creek Baptist Church	B			Y		Y						Y	
25	355	St. Thomas Church	B												
25	356	Pelham's United Methodist Church	B												Y
25	357	Union Bethal RZUA Church	B					Y	Y					Y	Y
25	358	Edgerton	ET		Y									Y	
25	359	Raise-A-Pint (House)	ET		Y	Y					Y			Y	
25	360	Liberty Church	B			Y		Y						Y	
25	361	Brunswick Mineral Springs B&B	ET		Y	Y	Y				Y	Y		Y	
25	362	Jones' House	ET			Y					Y			Y	
25	363	Lawrenceville Baptist Church	Law			Y		Y						Y	
25	364	Old Railroad Car Repair Shop	Law		Y									Y	Y
25	365	Location of Roundhouse for RF&D	Law		Y									Y	N

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 Viewable: Site is viewable from the public road.

Southside Driving Tour Sites/Attractions

COUNTY	New No.	SITE NAME	Tour	Farm Tour	TRANSPORTATION	ARCHITECTURE	EDUCATION	RELIGION	AF_AMERICAN	CIVIL_WAR	EARLY_AMERICA	AGRICULTURE	WILDLIFE	VIEWABLE	PUBLIC ACCESS
25	373	Railroad Houses	Law		Y	Y								Y	Y
25	374	Railroad Houses	Law												
25	375	Railroad Houses	Law												
25	376	Railroad Houses	Law												
25	377	Lawrenceville Presbyterian Church	Law			Y		Y						Y	N
25	378	Goronwy Owen Memorial marker	Law					Y			Y			N	Y
25	379	St Andrews Protestant Episcopal Church	Law			Y		Y						Y	N
25	380	St. Paul's College	Law				Y	Y	Y					Y	Y
25	381	St Pauls Memorial Chapel	Law			Y	Y	Y	Y					Y	N
25	382	Presidents House	Law			Y	Y		Y					Y	N
25	383	Saul Building	Law			Y	Y		Y					Y	Y
25	384	Brunswick County Library	Law					Y	Y	Y	Y			Y	Y
25	385	Brunswick County Courthouse	Law			Y				Y				Y	Y
25	386	Brunswick County Clerks Office	Law			Y				Y	Y			Y	N
25	387	Old Ballpark/Amphitheater	Law			Y								Y	
25	390	Highway Marker from 1800's	ET		Y										
25	391	Highway Marker from 1800's	ET		Y										
25	392	Highway Marker to Smokey Ordinary	ET		Y										
83	1	Conner Lake	Clover										Y	Y	Y
83	2	Watkins Bridge Boat Landing	Clover										Y		Y
83	3	Staunton River Battlefield State Park	Clover		Y					Y			Y	Y	Y
83	7	South Boston Boat Landing	South Boston												N
83	13	Staunton River State Park	Outer										Y	Y	Y
83	100	Clover	Clover			Y								Y	Y
83	101	Black Walnut	Clover							Y		Y		N	Y
83	102	Clover Power Station	Clover											Y	N
83	104	Clark-Roller House	Clover			Y				Y				Y	N
83	106	Randolph Station	Clover		Y	Y				Y	Y			Y	N
83	107	Mulberry Hill	Clover			Y				Y	Y			Y	N
83	108	Conner Home	Clover			Y						Y		Y	N
83	109	Providence	Clover			Y					Y			Y	N
83	111	Mt. Laurel	Clover		Y	Y					Y			Y	N
83	120	Crystal Hill	Outer			Y								Y	Y
83	121	Clarkton Bridge	Outer		Y					Y			Y	A	Y
83	122	Clarkton Depot	Outer		Y									N	Y
83	123	Clarkton House	Outer			Y				Y				Y	Y
83	125	Halifax County Courthouse	Mountain Rd			Y				Y	Y			Y	N
83	126	Masonic Hall	Mountain Rd			Y								Y	N
83	127	Halifax Methodist Church	Mountain Rd			Y		Y						Y	Y
83	128	Colonial Revival Home	Mountain Rd			Y								Y	Y
83	129	Victorian Home	Mountain Rd			Y								Y	Y
83	130	St. John's Episcopal Church	Mountain Rd			Y		Y						Y	Y
83	131	Grand Oaks	River Rd			Y								Y	Y
83	132	Hankinson House	River Rd			Y								Y	Y
83	133	Dr. Lovelace House	River Rd			Y								Y	N
83	134	Chastain Home	River Rd			Y								Y	Y
83	135	Banister Farm	River Rd			Y								Y	Y
83	136	Green House	River Rd			Y								Y	N
83	137	Episcopal Rectory	Mountain Rd			Y		Y						Y	N
83	138	Cage's B&B	Mountain Rd			Y						Y		Y	Y
83	139	Woodland	River Rd			Y								Y	N
83	140	Seven Oaks	River Rd			Y								Y	N

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Southside Driving Tour Sites/Attractions

COUNTY	New No.	SITE NAME	Tour	Farm Tour	TRANSPORTATION	ARCHITECTURE	EDUCATION	RELIGION	AF_AMERICAN	CIVIL_WAR	EARLY_AMERICA	AGRICULTURE	WILDLIFE	VIEWABLE	PUBLIC ACCESS
83	141	Bonbrook	River Rd			Y								Y	Y
83	142	Old Library	River Rd			Y								Y	N
83	150	Greens Folly (Oakland)	River Rd			Y								Y	N
83	151	Osborne House	River Rd			Y								Y	N
83	152	Overseer's Cottage	River Rd			Y					Y			Y	Y
83	153	Berry Hill Mansion	River Rd			Y			Y		Y			N	Y
83	154	Tarover	River Rd			Y								Y	Y
83	155	Meriwether	River Rd			Y								Y	Y
83	156	News Ferry	River Rd		Y	Y					Y			N	Y
83	157	Springfield	River Rd			Y								Y	N
83	158	Redfield	River Rd			Y								Y	Y
83	159	Carlbrook	River Rd			Y	Y							Y	Y
83	160	Creekside	River Rd			Y								Y	N
83	161	Riverside	River Rd			Y					Y	Y		N	N
83	162	Elm Hill (Meribrook)	River Rd			Y								N	Y
83	163	Melrose Academy (now Elmo Store)	River Rd			Y	Y							Y	Y
83	164	Creath House	River Rd			Y								Y	N
83	165	Arbor Baptist Church	River Rd			Y		Y						Y	N
83	166	Carter's Tavern	River Rd		Y	Y								Y	Y
83	167	Brooklyn Tobacco Factory	River Rd			Y					Y			Y	Y
83	168	Brooklyn Mansion	River Rd			Y								Y	Y
83	169	Brooklyn Store & Post Office	River Rd			Y								Y	Y
83	170	Oak Circle	River Rd			Y								Y	Y
83	171	VIR Motorsport Country Club	Outer		Y									Y	Y
83	172	Cluster Springs	Outer		Y	Y								Y	Y
83	175	South Boston	South Boston		Y	Y				Y	Y			Y	N
83	176	South Boston/Halifax Museum of Arts	South Boston		Y			Y	Y	Y	Y			Y	N
83	177	Cage's Sculpture Farm	South Boston									Y		Y	N
83	178	South Boston Speedway	South Boston		Y									Y	Y
83	180	Falkland Farms	Outer			Y					Y	Y		Y	Y
83	182	Scottsburg	Outer		Y	Y								Y	Y
83	190	Virgilina	Outer		Y	Y								Y	Y
117	15	Buffalo Springs	Lake								Y		Y	Y	Y
117	22	Clarksville Marina	Lake		Y									Y	Y
117	32	Oconeechee State Park	Lake										Y	Y	Y
117	38	Rudds Creek Park	Lake										Y	Y	Y
117	40	Robert Munford Trail	Lake												Y
117	44	North Bend Park	Lake										Y	Y	N
117	45	Kerr Lake Dam: Tallrace Park	Lake										Y	Y	N
117	46	Dick Cross WMA/Elm Hill	Lake			Y					Y		Y	Y	N
117	47	Nature Center/Liberty Park	Lake										Y	Y	Y
117	48	Lake Overlook	Lake										Y	Y	Y
117	49	South Dike Park	Lake												Y
117	50	Palmer's Point Park	Lake										Y		N
117	51	Steel Bridge Lake Access	Lake		Y								Y	Y	Y
117	53	Holly Grove Creek	Lake											Y	N
117	54	Poplar Creek Boat Ramp	Lake										Y	Y	Y
117	201	Clarksville	Lake		Y	Y				Y	Y			Y	Y
117	220	Prestwoud Plantation	Lake			Y			Y		Y	Y	Y	Y	N
117	221	Bluestone Presbyterian Church	Lake												Y
117	230	President's House (R-MC)	Lake	Boydton											N
117	231	Steward's Hall (R-MC)	Lake	Boydton											N

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Southside Driving Tour Sites/Attractions

COUNTY	New No.	SITE NAME	Tour	Farm Tour	TRANSPORTATION	ARCHITECTURE	EDUCATION	RELIGION	AF_AMERICAN	CIVIL_WAR	EARLY_AMERICA	AGRICULTURE	WILDLIFE	VIEWABLE	PUBLIC ACCESS
117	232	Original Randolph-Macon College	Lake	Boydton	Y	Y	Y			Y				Y	Y
117	235	Boydton Methodist Church	Lake	Boydton											N
117	236	Mecklenburg Co. Courthouse	Lake	Boydton	Y					Y	Y			Y	Y
117	237	Goode Bank Building	Lake	Boydton											Y
117	238	Boyd Tavern	Lake	Boydton	Y	Y				Y	Y			Y	N
117	239	Episcopal Church	Lake	Boydton											N
117	240	Boydton Presbyterian Church	Lake	Boydton											N
117	241	Antlers Railroad Depot	Lake		Y	Y								Y	Y
117	242	Kerr Dam Resource Management Office	Lake											Y	N
117	243	Union Chapel	Lake												Y
117	244	Park Forest Farm	Lake			Y						Y		Y	N
117	245	Eureka	Lake			Y								Y	Y
117	246	Invermay	Lake			Y				Y	Y	Y		Y	Y
117	247	Stoneland	Lake												Y
117	248	Bracey Railroad Depot	Lake		Y	Y								Y	N
117	249	Bracey	Lake												Y
117	250	Bracey School	Lake												N
117	251	Roanoke Zion Church	Lake												N
117	252	Episcopal Church	Lake												Y
117	253	Carroll Boyd School	Lake												N
117	254	Martin Farm	Lake												Y
117	255	John Wright King house	Lake												N
117	256	River Ridge Golf Course	Lake												N
117	257	Kingswood United Methodist Church	Lake												Y
117	258	Astro Farms	Lake												N
117	259	Joyceville	Lake	FT											N
117	260	Rosemont, built 1767	FT	FT											N
117	261	F. G. Rose House & Farm	FT	FT											N
117	262	Rehobeth United Methodist Church	FT	FT											Y
117	263	Cow-on-Store	FT	FT											N
117	264	Horse-on-building	FT	FT											N
117	265	Blackridge--Store & old gin	FT	FT											N
117	266	Canaan Cemetery--Tree Farm adjacent	FT	FT											N
117	267	Cabbage Farm	FT	FT											N
117	270	La Crosse	M		Y	Y								Y	Y
117	271	Bank of La Crosse	M	La Crosse											N
117	272	La Crosse Hotel	M	La Crosse	Y									Y	N
117	273	La Crosse Academy	M	La Crosse											N
117	274	Railroad & Doll Museum	Scenic 47	South Hill	Y	Y								Y	N
117	275	Tobacco Family Farm Life Museum	Scenic 47	South Hill								Y		Y	Y
117	276	South Hill Tobacco Warehouses	Scenic 47	South Hill											N
117	278	Sycamore Lodge	M	South Hill	Y	Y					Y			Y	N
117	279	Lombardy Grove	M	South Hill											N
117	280	North View	Scenic 47	Chase City											Y
117	281	Drapersville	Scenic 47	Chase City											Y
117	282	Salem United Methodist Church	Scenic 47	Chase City											Y
117	283	Concord School	Scenic 47	Chase City											N
117	290	MacCallum More Gardens	Scenic 47			Y					Y		Y	Y	Y
117	291	St. John's Episcopal Church	Scenic 47	Chase City											N
117	292	Chase City Town Hall	Scenic 47	Chase City	Y	Y						Y		Y	Y
117	293	Chase City Old Warehouse	Scenic 47	Chase City											N
117	294	Shadow Lawn	Scenic 47	Chase City	Y									Y	Y

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Appendix C

Existing Conditions: Halifax County Bicycle Plan

HALIFAX BICYCLE PLAN
EXISTING CONDITIONS REPORT
 SPRING 2004

Route	Name	From	Direction	To	Segment Length (mi.)	Pavement Width (ft.)	Lane Width (ft.)	Shoulder Width (ft.)	Proposed Speed Limit (mi/h)	2002 AADT (Veh.)	Comments	
TU RIVER ROUTE	603	Prairie Rd	North	INT 704	0.60	10	9	2		277	North Carolina VA State Line	
	600	Prairie Rd	East	INT 629	3.28	10	0	2		126		
	620	Salmon Rd	North East	INT PR 110	0.72	16	6	2		228		
	PR	110	Salmon Rd	North	INT 712	0.52	20	10	3	55	741	
		712	Williamson Rd	East	END: 600	2.21	16	8	4		90	
	606	Williamson Rd	North	INT 712	1.80	16	6	2		211		
	648	Madison Chapel Rd	East	END: 600	3.40	16	6	4		501		
	609	St. Ann Rd	North	INT 751	1.31	16	6	2		634	Conn. Virginia to Va Roads	
	731	Priny Grove Rd	North West	INT US 58	1.73	16	6	2		276		
	751	Priny Grove Rd	North West	INT 790	0.50	16	9	4		251		
	751	Priny Grove Rd	North West	INT 602	2.60	16	8	4		61		
	731	Stary's Creek Rd	North - North East	END: 604	0.81	16	8	2		168		
	653	Madison Rd	North West	INT 604	2.18	20	10	4		788		
	601	Madison Rd	North	END: 609	1.97	16	9	4		205	Connection AL 1A	
	650	River Rd	East	INT 603	3.80	16	9	3		302	Connection AL 1A	
	650	River Rd	East	INT 671 N	0.50	16	9	2		645	Conn. 18: To Outer Loop NW	
	650	River Rd	East	INT 671 S	0.23	16	9	2		645		
	650	River Rd	East	INT 681	0.95	16	9	2		645	Conn. 10: To Riverstone Rail Trail	
	650	River Rd	East	INT 645 E	0.70	16	9	2		943	AL Route to Outer Loop NW	
	650	River Rd	East	INT 602	5.48	20	10	2		943		
652	Berry Hill Rd	South East	South East	South Bound WCL	1.06	22	11	4	45	2813	WCL South Bound	
ALTERNATE 1A: Route from 650 (Madison Rd) to Route 650 (River Rd)	658	Madison Rd	North	INT 652	0.47	24	12	4		475		
	652	Auction Hill Rd	North	INT 650	2.36	16	6	2		95		
	650	River Rd	East	INT 681	1.64	16	9	2		334		
	ALTERNATE 1B: Connection -River Road to Outer Loop Northwest	671	Jones Ferry Rd	North	INT 670	3.52	16	6	2		222	Conn. To Outer Loop NW
		670	Union Grove Rd	East	INT 681	1.68	16	6	4		417	
		681	Union Church Rd	East	INT 676	0.42	16	6	4		812	
		678	Quailby Rd	East	INT 602	0.60	16	6	2		733	
		678	Quailby Rd	East	INT 654	3.00	16	6	2		198	
		654	Quailby Rd	East	INT 300	0.17	22	10	6		8419	Conn. To Outer Loop NW
	ALTERNATE 1C: Route from 650 (River Rd) to 678 (Quailby Rd)	601	Union Church Rd	North	INT 670	2.00	16	6	2		119	
601		Union Church Rd	North	INT 678	0.45	16	6	2		812		
671		West Ferry Rd	South	END	0.95	16	9	4		80	Pay. narrows to 16 ft midway.	
VA VIRGINIA ROUTE	49	Charlottesville Rd	South West	Virginia ECL	2.05	24	12	4	55	606	Manchester/Halifax C.L.	
	49	Charlottesville Rd	South West	INT 98 & 734	0.47	40	12	12	35	908	Carroll/Outer	
	98	Charlottesville Rd	West	INT 1207	0.27	40	12	12	25	1657	Carroll/Outer	
	98	Charlottesville Rd	West	Virginia WCL	0.37	30	12	12	25 - 35	1657	C&D and 4	
	98	Charlottesville Rd	West	INT 734	0.17	20	10	4	55	1657		
	730	Combs Rd	North	INT 602	3.65	16	9	1	170	170	Conn. Virginia to Va Roads	
	602	North Fort Ch. Rd	West	INT 741	0.80	16	9	1	321	321		
	741	Lewis Rd	North West	INT 600	4.14	16	9	2	230	230	Conn. Charlottesville	

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HALIFAX BICYCLE PLAN
EXISTING CONDITIONS REPORT
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Route	Name	From	Direction	To	Segment Length (MI.)	Permitted Width (FT.)	Lane Width (FT.)	Shoulder Width (FT.)	Paved Speed Limit (MPH)	2002 AADT (Veh.)	Comments	
(3) VIRGINIA TO VIR ROUTE (along Railroads)	50	Virginia Rd	West	US 501	0.40	20	10	8	05	1657	Conn. Virginia Route	
	501	Hull Matthews Hwy.	North	INT: 711	0.44	22	11	9	05	4831	Divided 4-Lane Hwy.	
	711	Decatur Rd	West	INT: 707	2.77	14	8	3	371	371		
	711	Harmony Rd	West	INT: 623	4.05	16	8	2	32	537	East Conn. Cluster Springs Loop	
	711	Allen Post Office Rd	West	INT: 689	3.84	18	8	2	3845	West Conn. Cluster Springs Loop		
	689	Mount Carmel Rd	North	INT: 648	0.93	16	8	2		804	Conn. River Route	
	(4) Cluster Springs Loop	707	Presidio Rd	North	INT: 655	2.63	18	9	4	45	710	East Conn. Virginia to Vir Route
		655	Cluster Springs Rd	North	INT: 704 E.	0.87	20	10	4	38	1684	
		704	Old Cluster Springs Rd	North	INT: 705	0.53	18	9	2		734	
		705	Int-Puryear Rd	West	INT: 708	2.12	18	9	4		221	
700		Bald Springs Rd	North	INT: 609	0.82	18	9	2		405		
600		German Creek Rd	West	INT: 706	1.87	18	9	4		118		
708		Cedar Grove Rd	South	INT: 609	3.00	16	8	2		402		
658		Cluster Springs Rd	South	INT: 655	1.35	18	9	2		1343		
655		Blaine Rd	South	INT: 711	1.16	18	9	2	38	874	West Conn. Virginia to Vir Route	
(5) CLARKSVILLE ROUTE		601	Buckshoal Rd	West	INT: 732	1.30	19	9	2		112	Manchester/Halifax C.L.
	601	Buckshoal Rd	West	INT: 704	1.86	16	8	2		161		
	601	Buckshoal Rd	North West	INT: 737	1.11	18	9	2		384		
	601	Buckshoal Rd	North West	INT: 730	1.43	18	8	2		574		
	601	Buckshoal Rd	West	INT: US 58	0.48	18	9	2		630		
	58	Big Truck Hwy	West	INT: 605	0.50	24	11	5	55	6378		
	658	White Oaks Rd	South	INT: 741	3.00	16	8	1		308		
	741	White Oaks Rd	North West	INT: 744	0.36	18	9	1		481	Conn. Virginia Route	
	744	East Hyco Rd	North West	INT: US 501	3.17	20	10	4		1538		
	501	Hull Matthews Hwy.	North	INT: US 58 & 300	0.42	65	11	4	35	8100	Curb & Gutter	
US	501	Hull Matthews Hwy.	North	INT: US 58 & 300	0.46	44	11	4	35	8150	Curb & Gutter	
	OUTER LOOP (6)	716	Dan River Church Rd	East	INT: US 360						4584	Begin East of South Boston
		716	Wolf Trap Rd	East	INT: 609	1.09	22	11	1		509	
		716	Wolf Trap Rd	East	INT: 727	0.07	22	11	0		568	
		728	Wolf Trap Rd	East	INT: 726	1.80	18	9	4		377	
		728	Coleman Rd	North	INT: 844	2.35	16	8	3		287	Conn. Etanah River Park Spur
		344	MacDonald Rd	West	INT: 726	1.30	18	9	5		918	
		720	Green Level Rd	North	INT: 3899Q	7.56	16	8	3		233	
		92	Chover Rd	North	INT: 716	0.00	20	10	5		1268	
		92	Chover Rd	North East	INT: 746	0.23	31-40	12	Carb & Gutter		1368	
92		Chover Rd	North East	Chover ECL	0.47	31-40	12	Carb & Gutter		1368	Conn. Mid County Route	
600	Black Walnut Rd	North East	INT: 600	0.38	20	10	4		1388			
600	Black Walnut Rd	North East	INT: 655	2.91	18	9	2		483			
748	Alt Laurel Rd	North West	INT: 748	1.30	18	9	2		370			
619	North Corner Rd	North East	INT: 816	1.23	20	10	1		647			
617	Cove Rd	West	INT: 617	1.10	18	8	2		153			
617	Cove Rd	North	INT: 618	0.84	16	8	2		177			
623	Morsons Ferry Rd	North	INT: 623	2.02	18	8	2		68			
623	Morsons Ferry Rd	West	INT: 616	1.11	18	8	3		115			
624	Coles Ferry Rd	West	INT: 624	2.48	18	8	2		179			
625	Elba Creek Rd	North West	INT: 625	5.50	18	8	2		132	Overlay with GW Route		
625	Elba Creek Rd	North West	INT: 626	1.47	18	8	2		193	Conn. GW Route		
626	Clanton Rd	North West	INT: 620	1.93	18	8	1		288	Conn. Clanton Bridge & Charlotte Co.		
OUTER LOOP (8) Continued	626	Clanton Rd	North West	INT: 632	2.15	16	8	1		268		
	632	Clanton Rd	North	INT: 634	0.03	18	9	1		289	Brookland Connector	
	634	Elder Rd	West	INT: 633	1.32	18	9	4		54		
	634	Elder Rd	South West	INT: 635	0.47	18	9	4		162		

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HALIFAX BICYCLE PLAN
EXISTING CONDITIONS REPORT
 SPRING 2004

Route	Mileage	From	Direction	To	Segment Length (MI.)	Percent Width (%)	Lane Width (FT.)	Shoulder Width (FT.)	Posted Speed Limit (MPH)	2002 ADOT (Veh.)	Comments
US	Outer Loop NW Portion										
635	Chickley Church Rd	INT: US 501	North West	INT: US 501	1.28	16	8	2	45	149	Concrete
501	Hazel Matthews Hwy	INT: 635	North	INT: 635	0.19	22	11	5	55	3525	
636	Thornant's Rd	INT: US 501	South West	INT: 635	1.05	15	9	4	122		Intersect with Route 501
636	Thornant's Rd	INT: 645	North West	END: PR 40	1.52	15	9	4	330		
40	Stage Coach Rd	INT: 636	South West	INT: 647	0.85	20	10	2	1342		
647	Yobacco Rd	INT: PR 40	South	INT: 649	1.06	16	9	2	285		
649	Golden Leaf Rd	INT: 647	West	INT: 700	1.52	16	8	4	45	253	
649	Golden Leaf Rd	INT: 700	West	INT: 603	1.40	16	8	3	45	253	
603	Coaly Rd	INT: 649 (North)	South East	INT: 648 (South)	0.22	20	10	2	650		Conn. Northwest Route
648	Old Concord Rd	INT: 603 (North)	South	END: 667	2.07	18	8	4	45	133	
667	Pumping Hb Rd	INT: 648 (North)	South	INT: 608	5.00	18	8	2	299		
667	Lula Rd	INT: 668	South	INT: 632	3.12	18	8	2	250		Conn. GW & Northwest Routes
57	Chatham Rd	INT: 667	East	INT: 672	0.39	22	11	4	55	1045	
672	Johnson Hill Rd	INT: 632	South	INT: 674	1.04	18	9	4	137		
674	Blue Rock Tr	INT: 672	South West	END: 678	1.84	18	8	4	171		
676	Thompson Stone Rd	INT: 678	South	INT: 677	0.85	16	8	2	321		
677	Ridge Rd	INT: 677	South East	INT: 703	2.20	16	8	2	165		
677	Ridge Rd	INT: 673	South	INT: PR 300	0.90	18	9	3	269		
300	Mountain Rd	INT: 677	East	INT: 660	0.40	20	10	4	55	1989	
600	Pleasant Grove Rd	INT: PR 300	South East	INT: 678	1.45	16	8	2	260		
679	Deer Run Rd	INT: 680	East	INT: 671	1.05	16	8	4	181		
671	High View Rd	INT: 679	North	INT: PR 300	2.03	16	8	4	268		Conn. AL 18, River Route
360	Mountain Rd	INT: 671 (South)	East	INT: 632	4.20	20	10	4	5549		
360	Mountain Rd	INT: 632	East	INT: 654	2.49	20	10	1	45	5761	
300	Mountain Rd	INT: 654	East	Hollins WCL	0.30	20	10	1	45	5781	Conn. AL 18, River Road
300	Mountain Rd	Hollins WCL	East	INT: T-822	0.83	20	10	0	3385		
T-822	Academy St	INT: PR 300	South	Approx. 0.35 Miles	0.35	18	8	3	230		
	<OR Road Section>	<Route 632>	East	<Route 632>							
603	No Name	End of 683 towards center of town	East	END: of 683 at Route 652	0.12	18	9	5	36		
	<OR Road Section>	END: of 683 at Route 652	South	PR 129							
501	Hollins Rd	PR 129	South West	US 501						19057	
128	Min St	Approx. 0.25 mi. south of Rte. 1308	South	PR 129	0.76	21	11	6			
34	Hudgins St	US 501	East	PR 129							
0	Marshall St	Approx. 0.75 mi. south of Rte. 716	South	PR 34	1.27	28-32	12		8137		Curb & Gutter
0	Marshall St	Grove Ave. From PR 129	South	INT: Groves Ave.	0.34	28	12		2200		Curb & Gutter
0	Marshall St	Haskins St. From Grove	East	INT: Haskins St							
0	Marshall St	Marshall St	South	INT: Marshall St							
0	Marshall St	Marshall St	East	INT: Vaughn St							
0	Marshall St	Vaughn St from Marshall	East	INT: Ash Ave							
0	Marshall St	Ash Ave from Vaughn	North	INT: Eastover Dr							
0	Marshall St	Eastover Dr	East	INT: 678							
979	Physwood Tr.	INT: Eastover Dr	North	END: US 300 (near Edmunds Park)						273	
716	Feltland Rd	INT: 728	East	INT: PR 344	5.02	18	9	4		30	Conn. Outer Loop NE
344	MacDonald Rd	INT: 716	East	Staunton River State Park	4.45	20	10	2		916	Conn. Staunton River Trail
716	Dryburg Rd	INT: PR 344	North East	INT: 603	4.15	16	8	1		275	Conn. Staunton River Park
632	Hog Wallow Rd	INT: 626	North	INT: 501 & 40	4.61	18	9	2		682	Conn. Outer Loop Trail
601	Hazel Matthews Hwy	INT: 632	North	Campbell County Line	0.97	24	12	6	55	5718	Campbell/Hall's County Line
603	Coaly Rd	INT: 649	South East	INT: US 501	2.14	20	10	2		1552	Conn. Outer Loop (NW)
603	Volens Rd	INT: US 501	East	INT: 642	3.52	18	9	2		381	

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**HALIFAX BICYCLE PLAN
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Route	Name	From	Direction	To	Segment Length (Mile)	Pavement Width (ft.)	Lane Width (ft.)	Shoulder Width (ft.)	Posted Speed Limit (mph)	2002 ADOT (Veh.)	Comments
(10) MID-COUNTY ROUTE											
746	Mount Laurel Rd	PR: 82 (At Clover)	West	Clover WCL	0.48	40	12	Curb & Outer		1116	Conn. Outer Loop (NE)
748	Mount Laurel Rd	Clover WCL	West	INT: 603	4.15	22	11	6		697	
603	Hunting Creek Rd	INT: 748	South West	INT: 621	0.04	20	10	6		640	
621	Hessell School Rd	INT: 603	South West	INT: 609 East	3.26	16	8	1		206	
629	Hessell School Rd	INT: 609 East	West	INT: 629	4.20	18	9	2		271	
610	Howard P. Anderson Rd	INT: 621 South	South	INT: 610 North	0.76	18	9	2		1043	Conn. GW Route
641	Lower Liberty Rd	INT: 629	South West	INT: 641	3.02	16	8	2		430	All. Mid County Route
610	Cherry Mill Rd	INT: 610	North	INT: 609	3.31	16	8	2		169	Conn. Outer Loop (NW)
610	Cherry Mill Rd	INT: 629	East	INT: 615	2.00	16	9	3		330	Conn. Mid-County Route
610	Cherry Mill Rd	INT: 615	East	INT: 639	2.35	16	9	2		678	
(11) George Washington Route											
675	Ridgeway Rd	Pittsylvania/Halifax Co. Line	East	INT: 750	4.45	18	9	3		137	
750	Chesler Rd	INT: 675	North	INT: 57	0.80	18	9	2		72	
57	Chatham Rd	INT: 750	East	INT: 657	1.58	20	10	4		1046	
57	Chatham Rd	INT: 657	East	INT: 672	0.26	20	10	4		1045	Connection to Outer Loop
642	Liberty Rd	INT: 57	East	INT: 642	2.47	22	11	6		1980	Connection to Outer Loop
641	Lower Liberty Rd	INT: 642	East	INT: 501	3.02	16	8	2		822	Overlay with Northwest Route
608	Howard P. Anderson Rd	INT: 641	South	INT: 610	2.74	16	8	2		649	Conn. AL. GW Route
626	Howard P. Anderson Rd	INT: 610	North	INT: 626	3.31	16	8	2		169	Conn. AL. GW Route
626	Howard P. Anderson Rd	INT: 621	North	INT: 621	3.02	16	8	2		420	Overlay with Mid-County Route
624	Coles Ferry Rd	INT: 626	North	INT: 626	0.70	16	9	3		1043	Conn. Mid-County to Rte 609
624	Coles Ferry Rd	INT: 603 E	North	INT: 603 W	2.54	18	9	3		1043	Connection Mid-County Route
624	Coles Ferry Rd	INT: 603 E	North	INT: 624	1.30	18	9	2		818	Conn. AL. GW Route
624	Coles Ferry Rd	INT: 626	North	INT: 626	1.05	18	9	2		228	
624	Coles Ferry Rd	INT: 626	North	INT: 626	2.40	18	9	3		189	
624	Coles Ferry Rd	INT: 626	North	INT: 626	5.48	18	9	4		132	Connection Outer Loop
642	Liberty Rd	INT: 501	North	INT: 641	2.70	16	8	3		649	Conn. GW Route
642	Liberty Rd	INT: 641	North	INT: 603	1.90	16	8	3		640	
603	Volens Rd	INT: 642	North	INT: 603	2.77	18	9	2		800	
603	Volens Rd	INT: 629	North	INT: 629 E	3.99	16	8	2		818	Conn. GW Route

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