



2045 RURAL LONG-RANGE TRANSPORTATION PLAN

Southside Planning District Commission



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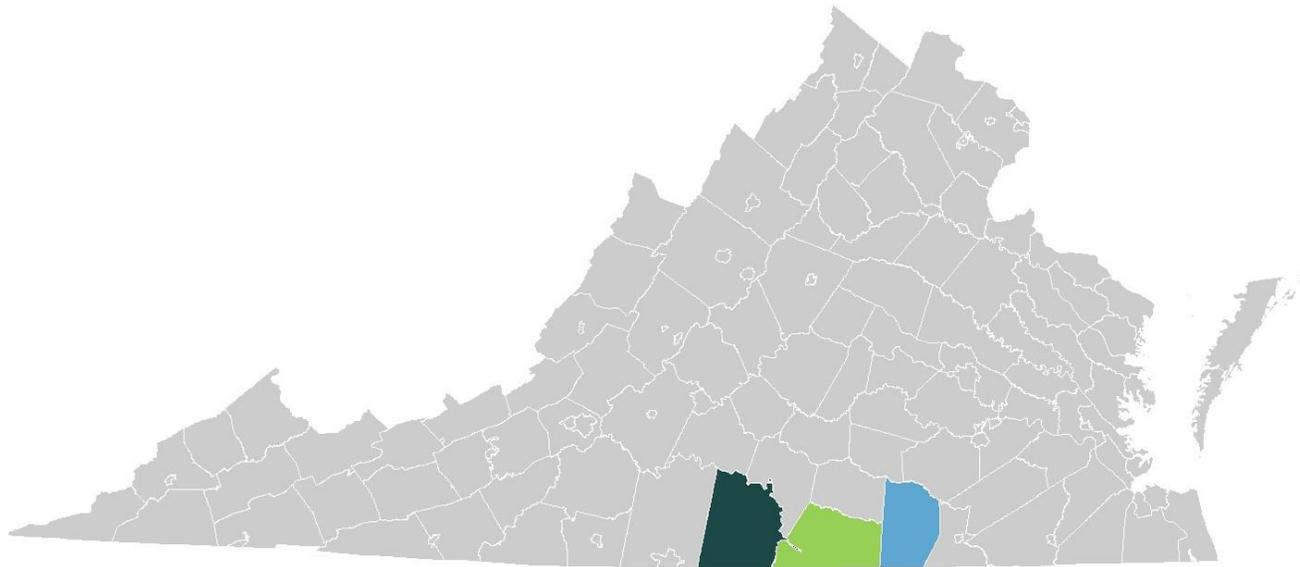
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INTRODUCTION AND PURPOSE

Like transportation plans within more metropolitan areas, the Rural Long-Range Transportation Plan (RLRTP) is a goal driven plan that evaluates the transportation network and includes recommendations to address current and future needs with a horizon year of 2045. While the region includes such transportation modes as roadways, rail, transit, airports, and bicycle and pedestrian facilities, most of the time spent on this plan focused on roadways and bicycle and pedestrian facilities. This plan is also the result of a cooperative effort between the Virginia Department of Transportation (VDOT), the Southside Planning District Commission (SPDC), the local governments throughout the region, and the public.

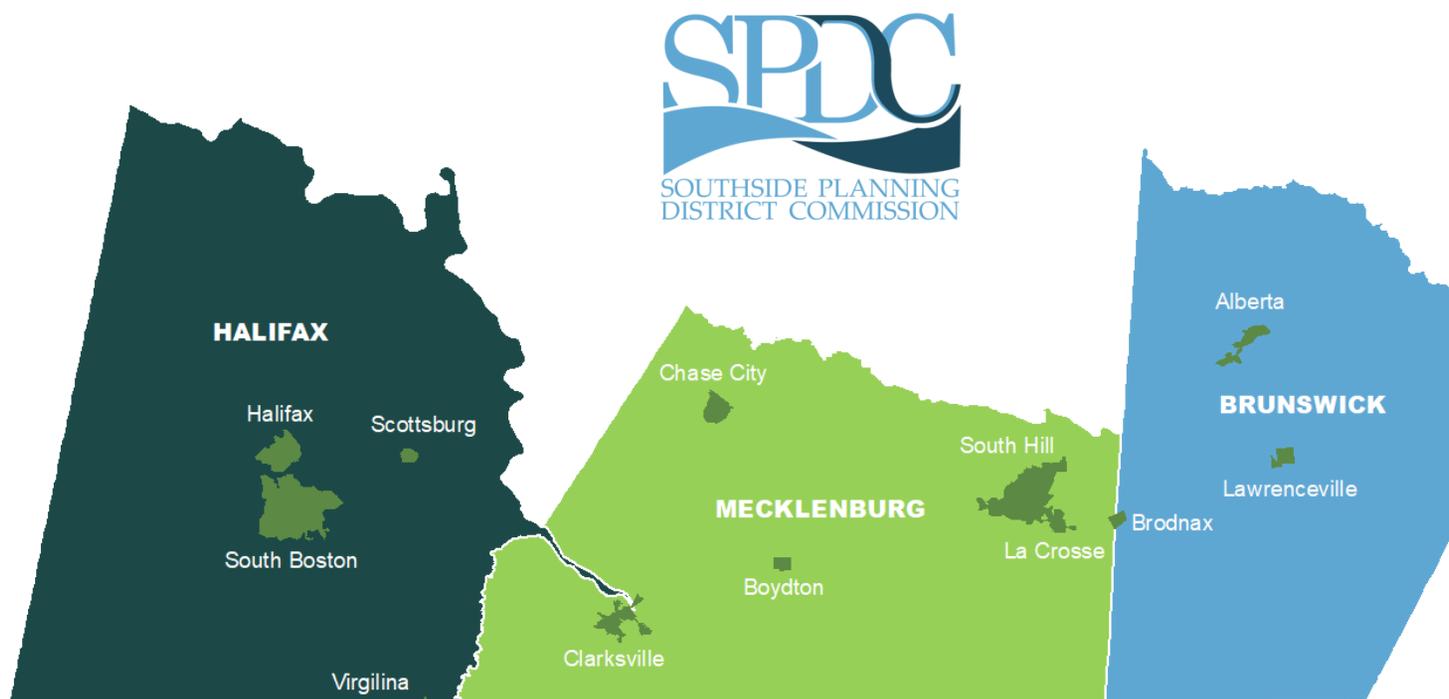
The plan should be reviewed and updated as necessary to better reflect changes in local demographics and needs. Like previous versions, this plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. The 2045 RLRTP identifies transportation funding priorities, both for the region as a whole and for each county. It is anticipated that the methodology of the prioritization matrix will be useful to local jurisdictions when applying for transportation funds through various grant programs. VDOT will also utilize the recommendations from the plan when identifying priorities for the Six-Year Improvement Plan and to help quantify transportation needs from around the Commonwealth on future planning projects.



OVERVIEW OF THE REGION

DESCRIPTION OF THE SOUTHSIDE PLANNING DISTRICT

The Southside Planning District is located in south central Virginia, situated just above the North Carolina border. The SPDC serves the counties of Brunswick, Halifax, and Mecklenburg, and the twelve towns located within those counties. The region is approximately 2,078 square miles with an estimated population of 83,087 per the US Census Bureau's 2012-2016 American Community Survey 5-Year Estimates. The Southside region is a predominately rural area with more dense development occurring in and around the towns and along the lakes. The region is characterized as having gently rolling topography along the Roanoke and Dan Rivers.



SUMMARY OF TRANSPORTATION NETWORK



ROADS

The primary north-south corridor for the region is Interstate 85. It passes through the counties of Brunswick and Mecklenburg and the towns of Alberta and South Hill. The other north-south corridors of note include: US 1, US 15, and US 501. Primary east-west corridors include US 58 and US 360.



TRANSIT

There are three transit services in the Southside region: The Brunswick Express operated by the Blackstone Area Bus System (BABS) and Halifax Area Regional Transit (HART) and Lake Area Bus (LAB) operated by the Lake Country Area Agency on Aging.



BICYCLE AND PEDESTRIAN FACILITIES

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



AIRPORTS

There are no commercial airports in the region, but there are three general aviation airports (Mecklenburg-Brunswick Regional, William M. Tuck, and Lake Country Regional) and two local airports (Chase City Municipal and Brunswick). Private airports were not included in this plan.



RAIL

Within the Southside Planning District there are several shortlines providing service for the movement of freight. Passenger rail is currently not available in the region, although the Southeast High Speed Rail project may provide access to this mode of transportation in the future.

REGIONAL TRANSPORTATION GOALS

The basic goal for all transportation systems is to provide for the effective, safe, and efficient movement of people and goods. This regional plan was developed with this primary goal in mind, along with consideration for environmental issues and local travel desires. Rural transportation planning in the SPDC is guided by the Transportation Technical Advisory Committee (TTAC). The TTAC reviewed the regional transportation goals from 2011 and assessed the current needs of the region to formulate the following goals:

- Goal 1** Plan and provide a transportation system that facilitates the safe and efficient movement of people and goods on all transportation modes.
- Goal 2** Improve economic vitality in Virginia and the region by increasing access to economic opportunities for all.
- Goal 3** Enhance quality of life and minimize impacts to the environment.
- Goal 4** Promote efficient transportation system management through well-defined maintenance and construction programs.



PRIORITIZATION MATRIX

As part of the RL RTP 2045 review and update process, transportation projects were scored using a prioritization matrix. The purpose for utilizing the prioritization matrix is to identify projects that are better positioned to receive support and funding from the Commonwealth Transportation Board. SPDC staff worked with state transportation planning officials to learn how to use the prioritization matrix, while members of the Transportation Technical Advisory Committee, local officials, and VDOT provided input on numerous transportation projects throughout the region. Please note that purely alternative transportation projects (sidewalks, trails, etc.) were not scored by the prioritization matrix. Such projects have been inventoried in the “Vision Projects” section of this plan.

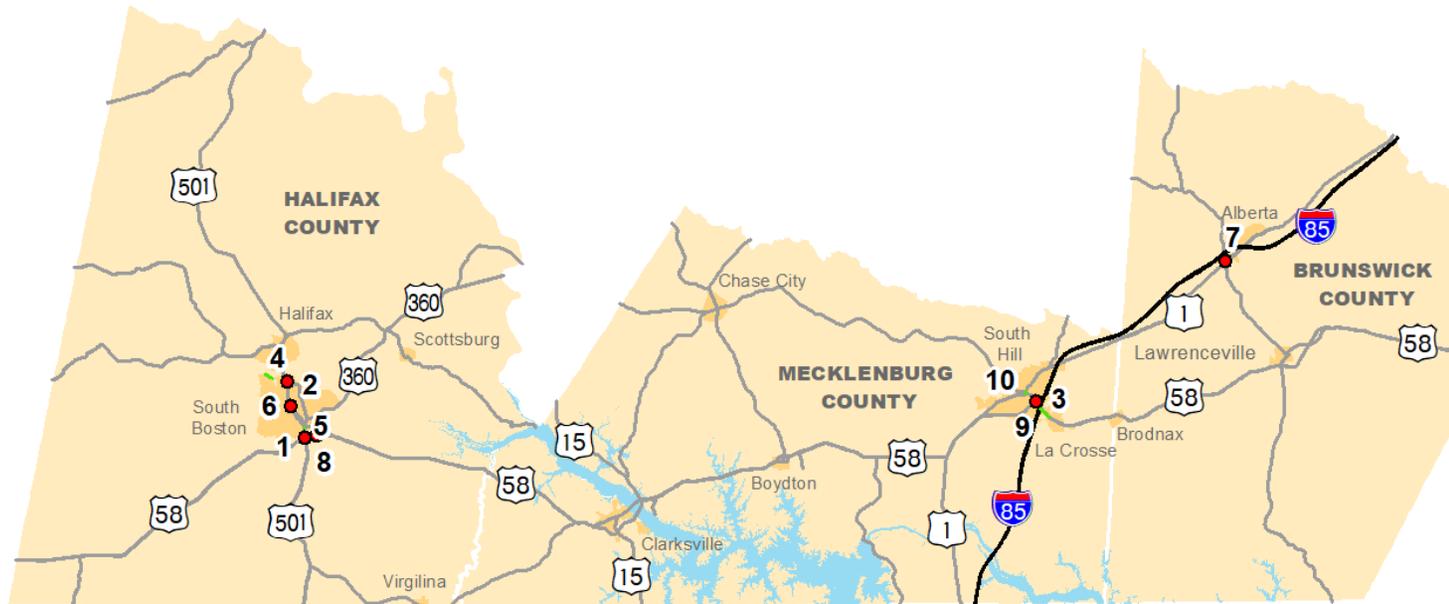
Roadway Element/Attribute	Description
Proposed Number of Lanes	Number of recommended lanes for a proposed project.
Length of the Project	Total length in miles of the proposed project. Intersection recommendations are calculated to have a total length of ½ mile.
2014 Level of Service (LOS)	Measures the operating conditions of a roadway from a qualitative standpoint. The highest level allows for free-flowing traffic while lower levels progressively begin to restrict driver movement until heavy congestion and travel delays are common.
2014 Volume to Capacity Ratio (V/C)	This is a measure in which the traffic volume is divided by the capacity of the roadway.
2017 Average Annual Daily Traffic (AADT)	Total volume of vehicle traffic on a roadway for one year divided by 365 days.
2045 Average Annual Daily Traffic (AADT)	Traffic counts are projected based upon increases or decreases found in roadway data over a three-year period. In this case, the traffic counts used were from 2015-2017. See Appendix C for additional details.
Flow Rate (PCPHPL)	Maximum rate of flow that can be reasonably expected on a roadway while maintaining a certain LOS in Passenger Car, Per Hour, Per Lane (PCPHPL).
Fatal + Injury Crashes per Mile	Total number of fatalities and injuries within a defined road segment or within 1/8 of a mile in each direction at a four-way intersection. Crash data was obtained from DMV for 2015-2017.
Heavy Trucks	Daily volume of heavy trucks (i.e. tractor trailers).
Economic Factors	Identifies and factors in unemployment, income, and proximity to economic development potential.
Wetlands	Determines the presence of wetlands/water features within a project area.
Agricultural/Forestral District	Determines the presence of property included in an Agricultural/Forestral District within a project area.
Cultural Resources	Total number of properties identified as historic or culturally significant near or within a project area.
Conservation Lands	Determines the presence of conservation lands within a project area.
Threatened & Endangered Species	Determines the approximate location of threatened and endangered species in relation to project areas.
Right-of-way Impact	Consideration of impacts to the right-of-way itself based on the proposed transportation improvements.
Include HOV, Bike/Pedestrian, other Modes	Determine if any special accommodations for HOV, bicycles, pedestrians, or transit have been planned for or considered as part of the transportation project.
Total Cost	Estimated cost of the recommended project.

RECOMMENDATIONS BASED ON PRIORITIZATION

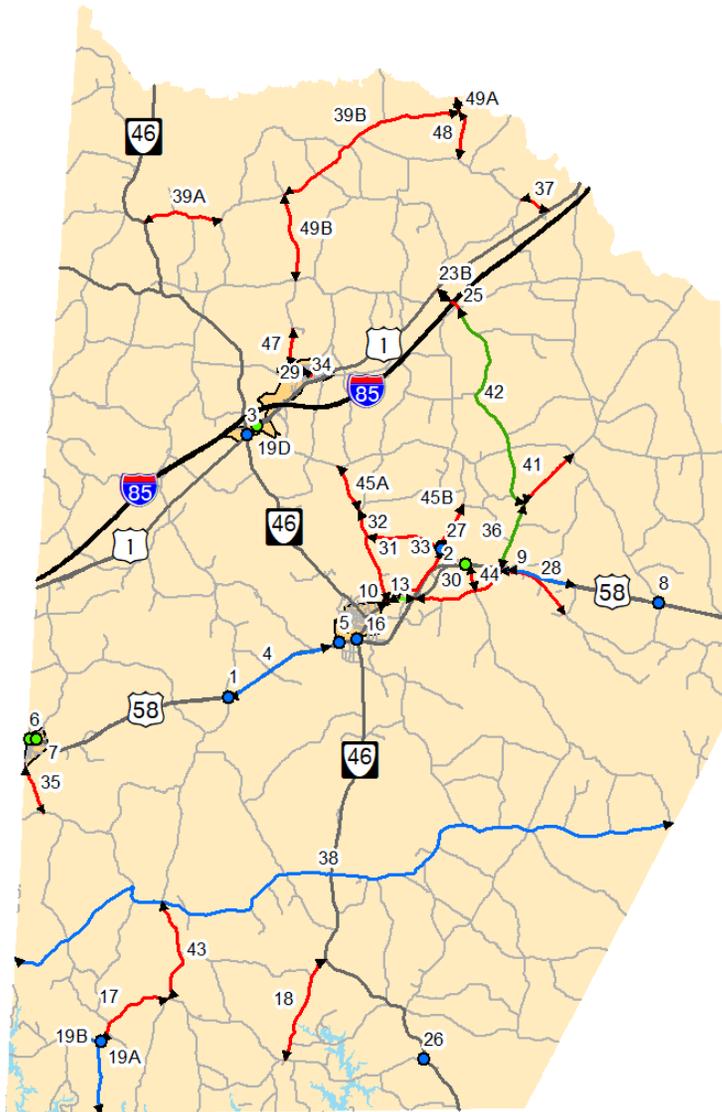
The ten highest ranked projects based on the prioritization matrix for the region and all ranked projects for each county are included in this section. An overview of each project is provided, including its location and VTrans need when applicable.

SPDC REGION

1. Bill Tuck Hwy/Huell Matthews Hwy | Access management and upgrade to innovative intersection | Safety & CoSS | Halifax County
2. Halifax Rd/Old Halifax Rd/Powell Rd | Access management, upgrade traffic signal interchange and improve pedestrian facilities | CoSS | Town of South Boston
3. E Atlantic St/I-85 N to South Hill ECL | Monitor for improvements and implement recommendations from US 58 Arterial Preservation Plan | Safety | Town of South Hill
4. Sinai Rd/Westside Dr to Greens Folly Rd | Implement safety improvements and pedestrian facilities | Safety | Halifax County
5. Main St/Seymour Dr to Factory St | Convert to two-way traffic after installation of roundabout | UDA & CoSS | Town of South Boston
6. Halifax Rd/Hamilton Blvd | Traffic signal upgrades and improvements | UDA | South Boston
7. Boydton Plank Rd/Christanna Hwy | Construct right-turn lanes on Boydton Plank Rd and left-turn lanes on Christanna Hwy | Safety | Town of Alberta
8. Bill Tuck Hwy/John Randolph Blvd | Continue to monitor for improvements | CoSS | Halifax County
9. E Atlantic St/Hammer St | Install crosswalks and incorporate pedestrian phase as part of signal operations | Town of South Hill
10. N Mecklenburg Ave/Atlantic St to Franklin St | Continue to monitor for improvements | Town of South Hill



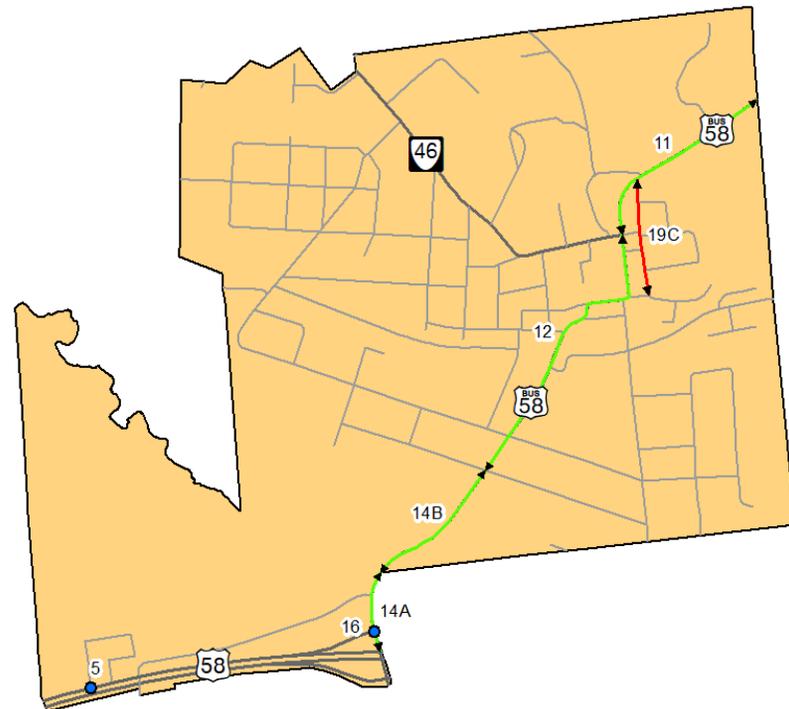
BRUNSWICK COUNTY



Deficiencies Legend

- | <u>Intersections</u> | <u>Road Segments</u> |
|----------------------|---------------------------|
| ● Operational | ←→ Geometric |
| ● Safety | ←→ Operational |
| | ←→ Safety |
| | ←→ Safety and Geometric |
| | ←→ Safety and Operational |

TOWN OF LAWRENCEVILLE



Rank = County ranking INT = Intersection SEG = Segment N, S, E, W = North, South, East, West CL = Corporate Limits

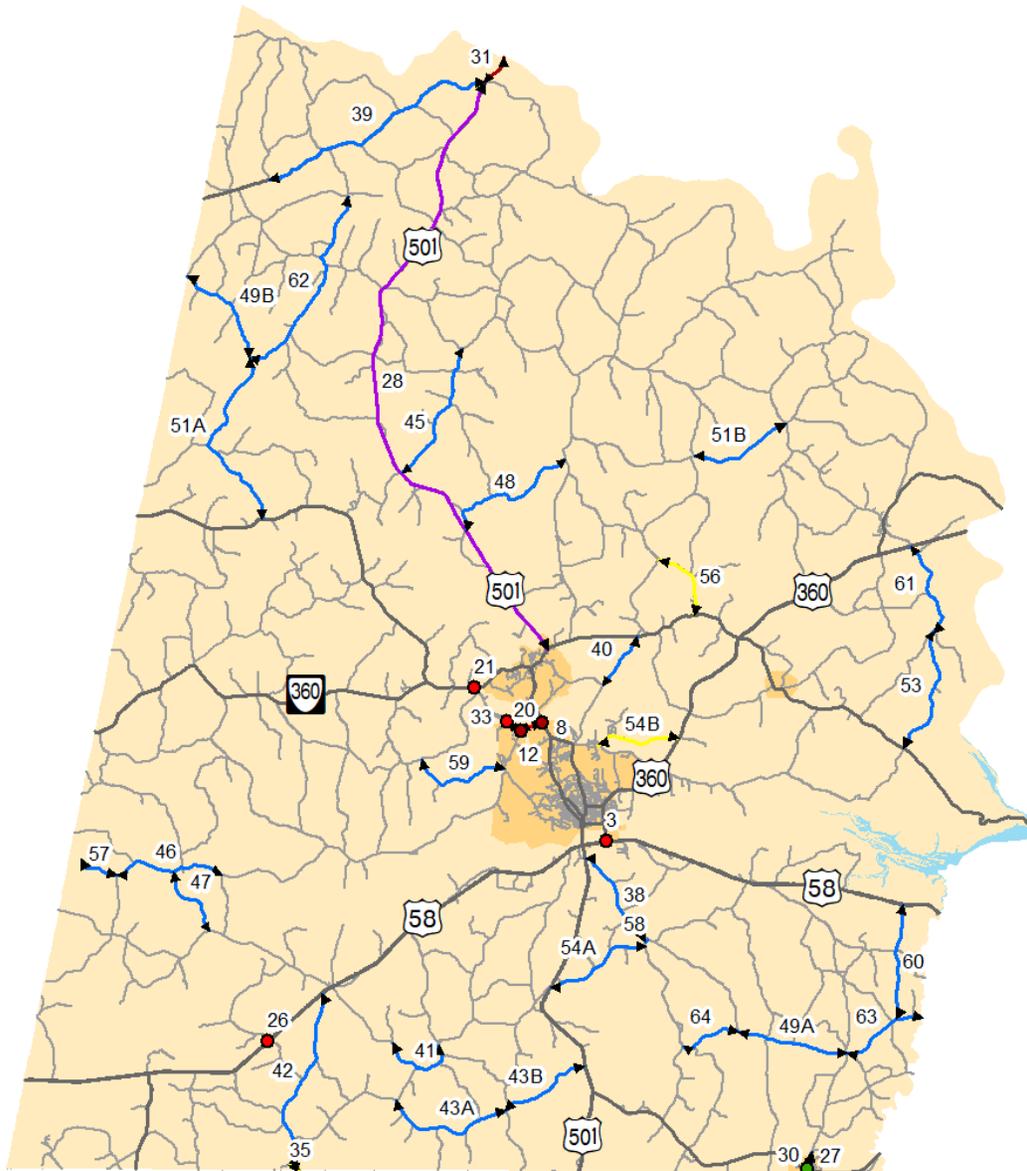
Rank	Route/Location	Type	VTrans	Deficiency	Locality	Recommendation
1	Governor Harrison Pkwy (58)/Robinson Ferry Rd (644)/Grandy Rd (644)	INT	Safety & CoSS Tier 3 – R.5	Safety	Brunswick County	Mid-term improve all turn lanes that are not meeting VDOT standards. Identified bike route, include site appropriate bicycle improvements.
2	Governor Harrison Pkwy (58)/Bright Leaf Rd (641)	INT	CoSS Tier 3 – R.5	Operational	Brunswick County	Mid-term monitor for improvements to intersection and lengthen EB left-turn lane on US 58.
3	Boydton Plank Rd (1)/Christanna Hwy (46)	INT	Safety	Safety	Town of Alberta	Long-term install NB and SB right-turn lanes on US 1 and add EB and WB left-turn lanes on route 46. Identified bike route, include site appropriate bicycle improvements.
4	Governor Harrison Pkwy (58)/Robinson Ferry Rd (644) to Northview Dr (699)	SEG	CoSS Tier 3 – R.5	Safety	Brunswick County	Long-term reconstruct roadway to improve horizontal and vertical curve alignment. Reconstruct bridges and improve bridge approaches.
5	Governor Harrison Pkwy (58)/Brunswick Square Court	INT	CoSS Tier 3 – R.5	Safety	Town of Lawrenceville	Long-term implement access management techniques, including: convert west-most entrance at Brunswick Square to right-in right-out only, close the crossover on US 58, and connect the Brunswick Square parking lot to Cattail Rd.
6	Piney Pond Rd (58)/Main St (659)	INT	CoSS Tier 3 – R.5	Operational	Town of Brodnax	Long-term monitor for improvements to intersection, specifically for left-turn movements onto Piney Pond Rd.
7	Piney Pond Rd (58)/Brodnax Fire Dept	INT	CoSS Tier 3 – R.5	Operational	Town of Brodnax	Mid-term install advance warning lights to alert drivers when Fire Department vehicles are entering the highway.
8	Governor Harrison Pkwy (58)/Freemans Cross Rd (634)/Reedy Creek Rd (634)	INT	CoSS Tier 3 – R.5	Safety	Brunswick County	Mid-term lengthen left-turn lanes and install WB right-turn lane.
9	Governor Harrison Pkwy (58)/Edgerton Ln to Vulcan Quarry Ln (756)	SEG	CoSS - Safety	Safety	Brunswick County	Mid-term monitor for roadway improvements to increase safety.
10	Lawrenceville Plank Rd (58 BUS)/ECL of Lawrenceville to Poor House Rd (642)	SEG	Safety	Safety & Operational	Brunswick County	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.
11	N Main St (58 BUS)/W Church St (46) to ECL of Lawrenceville	SEG		Operational	Town of Lawrenceville	Long-term continue to monitor for roadway improvements, including new sidewalks for pedestrian activity along this corridor. Identified bike route, include site appropriate bicycle improvements.
12	S Hicks St (58 BUS) and N Main St/Sixth St (1018) to W Church St (46)	SEG		Operational	Town of Lawrenceville	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.
13	Lawrenceville Plank Rd (58 BUS)/Poor House Rd (642) to Brooks Crossing (606)	SEG		Operational	Brunswick County	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.

14A	S Hicks St (58 BUS/46)/Governor Harrison Pkwy (58) to SCL of Lawrenceville	SEG		Operational	Town of Lawrenceville	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.
14B	S Hicks St (58 BUS)/SCL of Lawrenceville to Sixth St (1018)	SEG		Operational	Town of Lawrenceville	Long-term continue to monitor for roadway improvements, access management, and curb and gutter. Identified bike route, include site appropriate bicycle improvements.
16	Governor Harrison Pkwy (58)/Christanna Hwy (46)/Cattail Rd (694)	INT	CoSS Tier 3 – R.5	Safety	Town of Lawrenceville	Long-term perform access management study. Identified bike route, include site appropriate bicycle improvements.
17	Robinson Ferry Rd (626)/Ebony Rd (903) to Gasburg Rd (626)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
18	Ankum Rd (665)/Gasburg Rd (626) to Christanna Hwy (46)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
19A	Hendricks Mill Rd (903) and Ebony Rd/Siouan Rd (660) to NC St Line	SEG		Safety	Brunswick County	Long-term continue to monitor for safety improvements. Identified bike route, include site appropriate bicycle improvements.
19B	Hendricks Mill Rd (903)/Robinson Ferry Rd (626)/Ebony Rd (903)	INT		Safety	Brunswick County	Long-term continue to monitor for safety and capacity improvements. Identified bike route, include site appropriate bicycle improvements.
19C	Court St (1010)/E Hicks St (1009) to N Main St (58 BUS)	SEG		Geometric	Town of Lawrenceville	Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
19D	Boydton Plank Rd (1)/I-85 Business Center Park	INT		Operational	Town of Alberta	Mid-term monitor for improvements to intersection. Identified bike route, include site appropriate bicycle improvements.
23A	Sturgeon Rd (630)/I-85 N ramp to I-85 S ramp	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
23B	Sturgeon Rd (630)/I-85 S ramp to Boydton Plank Rd (1)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
25	Sturgeon Rd (630)/Antioch Rd (631) to I-85 N ramp	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.

26	Christanna Hwy (46)/Gasburg Rd (626)	INT	Safety	Safety	Brunswick County	Long-term monitor for improvements to intersection. Identified bike route, include site appropriate bicycle improvements.
27	Planters Rd (606)/Bright Leaf Rd (641)	INT	Safety	Safety	Brunswick County	Short-term consider installing STOP signs to convert intersection to ALL-WAY stop. Long-term improve vertical curve alignment on both roadways and monitor all approaches for turn lanes.
28	Belfield Rd (606)/Brooks Crossing (606) to Vulcan Quarry Rd (756)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
29	Church St (628)/2 nd Ave (136) to Virginia Ave (606)	SEG		Geometric	Town of Alberta	Long-term reconstruct roadway to address geometric deficiencies (10-foot lanes). Identified bike route, include site appropriate bicycle improvements.
30	Brooks Crossing (606)/Lawrenceville Plank Rd (58 BUS) to Governor Harrison Pkwy (58)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
31	Poor House Rd (642)/Lawrenceville Plank Rd (58 BUS) to Buckley Rd (743)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).
32	Bright Leaf Rd (641)/Poor House Rd (642) to Planters Rd (606)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).
33	Planters Rd (606)/Bright Leaf Rd (641) to Lawrenceville Plank Rd (58 BUS)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes).
34	Virginia Ave (606)/N Oak St (1404) to Church St (628)	SEG		Geometric	Town of Alberta	Long-term reconstruct roadway to address geometric deficiencies (10-foot lanes).
35	Brodnax Rd (659)/SCL of Brodnax to Canaan Rd (624)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
36	Old Stage Rd (712)/Governor Harrison Pkwy (58) to Sturgeon Rd (630)	SEG	Safety (partial)	Safety & Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes).
37	Rawlings Rd (629)/Waqua Creek Rd (630) to Boydton Plank Rd (1)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
38	VA 611/Mecklenburg County Line to Greenville County Line	SEG		Safety	Brunswick County	Long-term reconstruct roadway to current two-lane standards. Identified bike route, include site appropriate bicycle improvements.

39A	Lew Jones Rd (616)/Little Deer Rd (644) to Christanna Hwy (46)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
39B	Lew Jones Rd (616)/Masons Mill Rd (606) to Harpers Bridge Rd (612)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
41	Old Stage Rd (712)/Sturgeon Rd (630) to Reedy Creek Rd (634)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (11-foot lanes).
42	Sturgeon Rd (630)/Old Stage Rd (712) to Antioch Rd (631)	SEG	Safety (partial)	Safety & Geometric	Brunswick County	Long-term reconstruct roadway to address safety and geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
43	Robinson Ferry Rd (644)/Gasburg Rd (626) to Dry Bread Rd (611)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
44	Airport Dr (670)/Brooks Crossing (606) to Governor Harrison Pkwy (58)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address safety and geometric deficiencies (11-foot lanes).
45A	Buckley Rd (743)/Poor House Rd (642) to Liberty Rd (634)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address safety and geometric deficiencies (11-foot lanes).
45B	Planters Rd (606)/Farmers Field Rd (640) to Bright Leaf Rd (641)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address safety and geometric deficiencies (11-foot lanes).
47	Masons Mill Rd (606)/WCL of Alberta to Old Country Rd (754)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address safety and geometric deficiencies (11-foot lanes).
48	Harpers Bridge Rd (612)/Rawlings Rd (629) to Lew Jones Rd (616)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address safety and geometric deficiencies (11-foot lanes).
49A	Masons Mill Rd (606)/Flat Rock Rd (643) to Lew Jones Rd (616)	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address safety and geometric deficiencies (11-foot lanes).
49B	Harpers Bridge Rd (612)/Lew Jones Rd (616) to Dinwiddie County Line	SEG		Geometric	Brunswick County	Long-term reconstruct roadway to address safety and geometric deficiencies (11-foot lanes).

HALIFAX COUNTY



Deficiencies Legend

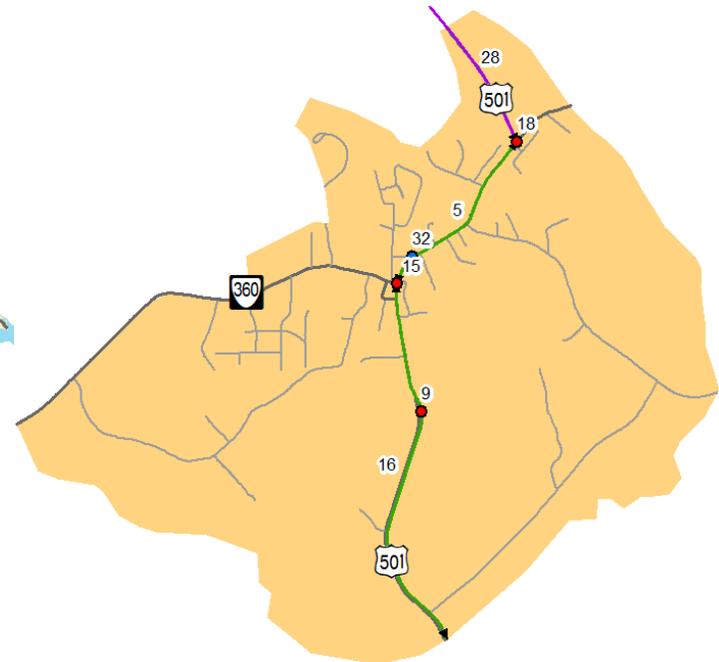
Intersections

- Operational
- Safety
- Safety and Operational

Road Segments

- ← Geometric
- ← Operational and Geometric
- ← Safety
- ← Safety and Geometric
- ← Safety and Operational

TOWN OF HALIFAX



SOUTH BOSTON AREA*

*Several recommendations are located in Halifax County

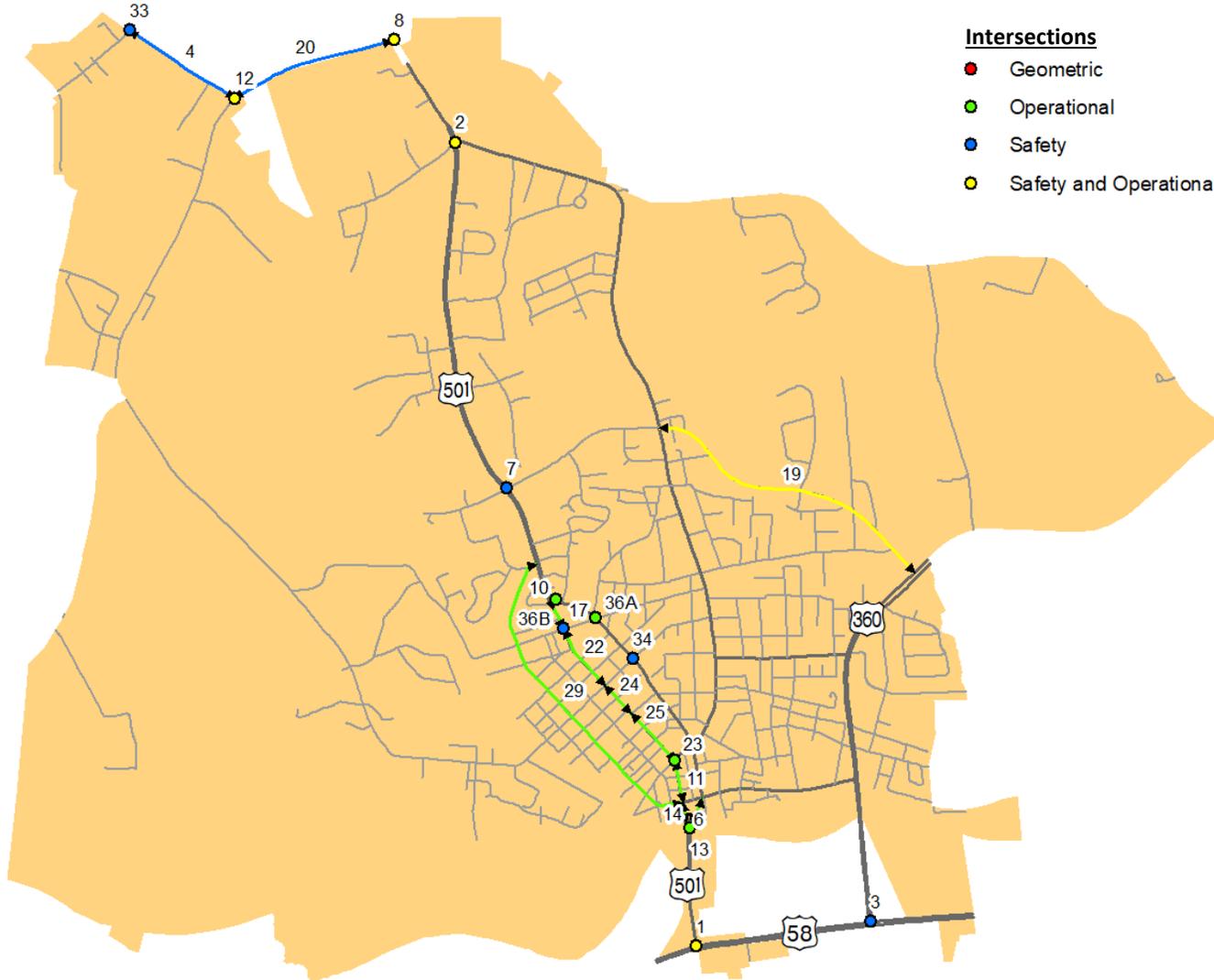
Deficiencies Legend

Intersections

- Geometric
- Operational
- Safety
- Safety and Operational

Road Segments

- ↔ Operational
- ↔ Operational and Geometric
- ↔ Safety
- ↔ Safety and Operational



Rank = County ranking INT = Intersection SEG = Segment N, S, E, W = North, South, East, West CL = Corporate Limits

Rank	Route/Location	Type	VTrans	Deficiency	Locality	Recommendation
1	Bill Tuck Hwy (US 58)/Huell Matthews Hwy (US 501)	INT	Safety & CoSS Tier 3 – L.14 Reliability	Safety	Halifax County	Long-term consider access management and upgrading to an interchange. Identified bike route, include site appropriate bicycle improvements.
2	Halifax Rd (US 501)/Old Halifax Rd (129)/Powell Rd	INT	UDA & CoSS – Tier 1 – L.7 Walkability and Bikeability	Safety & Operational	Town of South Boston	Long-term consider access management, upgrading traffic signal, and including pedestrian improvements.
3	Bill Tuck Hwy (US 58)/John Randolph Blvd (US 360)	INT	CoSS Tier 3 – L.14 Reliability	Safety	Halifax County	Continue to monitor for improvements.
4	Sinai Rd (654)/Westside Dr to Sinai Rd (654)	SEG	Safety	Safety	Halifax County	Implement improvement recommendations from an ongoing VDOT study of this corridor. High number of crashes resulting in injuries. Include pedestrian improvements as paths have been worn into the grass along the roadway.
5	N Main St (US 501)/Mountain Rd (360) to LP Bailey Memorial Hwy (US 501)	SEG	UDA & CoSS Tier 1 – L.7 Walkability and Bikeability	Operational	Town of Halifax	Long-term upgrades to include crosswalks (Mountain, Houston, Church, Cowford, LP Bailey), traffic calming measures, and bike and pedestrian improvements. Identified bike route, include site appropriate bicycle improvements.
6	Main St (US 501)/Seymour Dr (304) to Factory St	SEG	UDA & CoSS Tier 1 – L.7 Walkability and Bikeability	Operational	Town of South Boston	Long-term convert segment to allow for two-way traffic after construction of roundabouts. Identified bike route, include site appropriate bicycle improvements.
7	Halifax Rd (US 501)/Hamilton Blvd	INT	UDA	Safety	Town of South Boston	Traffic signal upgrades and improvements.
8	Halifax Rd (US 501)/Greens Folly Rd (654)	INT	CoSS Tier 1 – L.7 Walkability and Bikeability	Safety & Operational	Halifax County	Apply access management and reconfigure lane designations on EB approach. Identified bike route, include site appropriate bicycle improvements.
9	Halifax Rd (US 501)/Sunshine Dr	INT	UDA, Safety & CoSS Tier 1 – Walkability and Bikeability	Safety	Town of Halifax	Improve turning radius and/or install a roundabout to better accommodate traffic and truck turning movements. Pedestrian improvements to be included as well.
10	Wilborn Ave (US 501)/Webster St to Broad St	SEG	UDA	Operational	Town of South Boston	Long-term monitor traffic operations after construction of roundabouts to assess need for additional improvements.
11	Main St (US 501)/Seymour Dr (304) to N Main St (129)	SEG	UDA	Operational	Town of South Boston	Long-term convert segment to allow for two-way traffic after construction of roundabouts.
12	Sinai Rd (654)/River Rd (659)/Greens Folly Rd (654)	INT		Operational	Halifax County	Implement improvement recommendations from an ongoing VDOT study of this intersection. Improvements should address turning movements and pedestrian facilities.

						Identified bike route, include site appropriate bicycle improvements.
13	Main St (US 501)/Broad St/Factory St	INT	UDA & CoSS Tier 1 – L.7 Walkability and Bikeability	Operational	Town of South Boston	Install new roundabout and pedestrian improvements. Identified bike route, include site appropriate bicycle improvements.
14	Broad St/Main St (US 501) to Seymour Dr (304)	SEG	UDA & CoSS Tier 1 – L.7 Walkability and Bikeability	Operational	Town of South Boston	Long-term convert segment to two-way traffic after construction of roundabouts. Identified bike route, include site appropriate bicycle improvements.
15	Main St (US 501)/Mountain Rd (360)	INT	UDA & CoSS Tier 1 – L.7 Walkability and Bikeability	Safety	Town of Halifax	Long-term improve vertical curve and consider prohibiting left turns from Maple St. Identified bike route, include site appropriate bicycle improvements.
16	Halifax Rd (US 501)/SCL of Halifax to Mountain Rd (360)	SEG	UDA & CoSS Tier 1 – L.7 Walkability and Bikeability	Operational	Town of Halifax	Long-term upgrade to urban four-lane cross-section with median, crosswalks (near RR tracks, Post Office/Farmers Market, Craddock/STEM Center), traffic calming measures, and bike and pedestrian facilities. Identified bike route, include site appropriate bicycle improvements.
17	Wilborn Ave (US 501)/Webster St	INT	UDA, Safety, & CoSS Tier 3 – L.13 Safety	Safety	Town of South Boston	Signal upgrades and improvements with “Signal Ahead” warning signs on all approaches.
18	N Main St (US 501)/LP Bailey Memorial Hwy (US 501)/Bethel Rd (360)	INT	UDA, Safety, & CoSS Tier 1 – L.7 Walkability and Bikeability	Safety	Town of Halifax	Install roundabout with bike and pedestrian improvements. Identified bike route. Connect to new bicycle and pedestrian facilities on VA 360 bridge (Bethel Road) over Banister River to Rte 760 (Ferry Trail).
19	Hamilton Blvd/N Main St (129) to John Randolph Blvd (US 360)	SEG	UDA, Safety, & CoSS Tier 1 – L.7 Walkability and Bikeability	Safety & Operational	Town of South Boston	Long-term widen roadway to four-lane urban standards with pedestrian improvements.
20	Greens Folly Rd (654)/Sinai Rd (654) to Halifax Rd (US 501)	SEG	Safety	Safety	Halifax County	Implement improvement recommendations from an on-going VDOT study of this corridor. Identified bike route, include site appropriate bicycle improvements.
21	Mountain Rd (360)/Sinai Rd (654)	INT		Geometric	Halifax County	Mid-term consider adding turn lanes for all approaches or install a roundabout. Identified bike route, include site appropriate bicycle improvements.
22	Wilborn Ave (US 501)/Edmunds St to Webster St	SEG	UDA	Operational	Town of South Boston	Long-term monitor traffic operations after construction of roundabouts to assess need for additional improvements.
23	Wilborn Ave (US 501)/N Main St (129)	INT	UDA	Operational	Town of South Boston	Reconfigure traffic light and intersection to accommodate new traffic pattern after construction of roundabouts.
24	Wilborn Ave (US 501)/3 rd St to	SEG	UDA	Operational	Town of South	Long-term monitor traffic operations after construction of

	Edmunds St				Boston	roundabouts to assess need for additional improvements.
25	Wilborn Ave (US 501)/N Main St (129) to 3 rd St	SEG	UDA	Operational	Town of South Boston	Long-term monitor traffic operations after construction of roundabouts to assess need for additional improvements.
26	Philpott Rd (US 58)/Piney Grove Rd (751)	INT	Safety & CoSS Tier 3 – Reliability	Safety	Halifax County	Increase turning radius for truck traffic, 360 foot right-turn lane on US 58 EB, and perform access management. Identified bike route, include site appropriate bicycle improvements.
27	Florence Ave/7 th St	INT		Operational	Town of Virgilina	Consider “Intersection Ahead” warning signs and/or flashing lights to warn drivers approaching from NC. Identified bike route, include site appropriate bicycle improvements.
28	LP Bailey Memorial Hwy (US 501)/N Main St (US 501) to Stage Coach Rd (40)	SEG	UDA (partial)	Operational & Geometric	Halifax County/ Town of Halifax	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders) and crosswalks, traffic calming, and bike and pedestrian improvements. Identified bike route, include site appropriate bicycle improvements.
29	Beechmont, Tanglewylde, Watkins & Seymour/Halifax Rd (US 501) to Main St (US 501)	SEG	UDA	Operational	Town of South Boston	Long-term develop a new roadway as a “bypass route” to the downtown area after further study.
30	Florence Ave/7 th St to NCL of Virgilina	SEG		Geometric	Town of Virgilina	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
31	LP Bailey Memorial Hwy (US 501)/Stage Coach Rd (40) to Campbell County Line	SEG	Safety (partial) & CoSS Tier 1 – L.7 Walkability and Bikeability	Safety & Operational	Halifax County	Long-term widen to rural three-lane roadway. Identified bike route, include site appropriate bicycle improvements.
32	N Main St (US 501)/Church St	INT	UDA & CoSS Tier 1 – L.7 Walkability and Bikeability	Geometric	Town of Halifax	Realignment of intersection and bike and pedestrian improvements. Identified bike route, include site appropriate bicycle improvements.
33	Westside Dr/Sinai Rd (654)	INT	Safety	Safety	Halifax County	Implement improvement recommendations from an on-going VDOT study of this intersection. Include pedestrian improvements as paths have been worn into the grass along the roadway.
34	Broad St (US 501)/Edmunds St	INT	UDA, Safety, & CoSS Tier 1 – L.7 Walkability and Bikeability and Tier 3 – L.13 Safety	Safety	Town of South Boston	Install roundabout with pedestrian improvements.
35	McGees Mill Rd/North Carolina State Line to Mt Carmel Rd	SEG	Safety	Safety & Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
36A	Broad St (US 501)/Webster St	INT	UDA & CoSS	Operational	Town of South	Install roundabout with pedestrian improvements.

			Tier 1 – L.7 Walkability and Bikeability		Boston	
36B	Wilborn Ave (US 501)/Broad St (US 501)	INT	UDA & CoSS Tier 1 – Walkability and Bikeability	Operational	Town of South Boston	Install roundabout with pedestrian improvements.
38	E Hyco Rd (744)/Maple Grove Rd (658) to Huell Matthews Hwy (US 501)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
39	Stage Coach Rd (40)/Sandy Ridge Rd (647) to LP Bailey Memorial Hwy (US 501)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
40	Cowford Rd (614)/Cowford Rd (651) to Bethel Rd	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
41	Turbeville Rd and Cluster Springs Rd (658)/Jeffress Trail (773) to Cedar Grove Rd (708)	SEG	Safety (partial)	Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
42	Wilkins Rd and Mt Carmel Rd (699)/McGees Mill Rd (700) to Philpott Hwy (US 58)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
43A	Harmony Rd (711)/Blane Rd (655) to Bethel Hill Rd (710)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
43B	Harmony Rd and Denniston Rd (711)/Bethel Hill Rd (710) to Huell Matthews Hwy (US 501)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
45	Liberty Rd (642)/LP Bailey Memorial Hwy (US 501) to Volens Rd (603)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
46	Brooklyn Rd and River Rd (659)/Goodes Rd (688) to Stebbins Rd (691)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
47	Ashton Rd (662)/River Rd (659) to Melon Rd (658)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
48	Woodbourne Rd and Crystal Hill Rd	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric

	(610)/LP Bailey Memorial Hwy (US 501) to Howard P Anderson Rd (626)					deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
49A	North Fork Church Rd (602)/Lowery Rd (741) to Red Bank Rd (734)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
49B	Leda Rd (667)/ Leda Grove Rd (647) to Pittsylvania County Line	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
51A	Leda Rd (667)/Chatham Rd (57) to Leda Grove Rd (647)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
51B	Newbill School Rd (621)/West Store Rd (609) to Hunting Creek Rd (603)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
53	Dryburg Rd (716)/MacDonald Rd (344) to Allen Trail (803)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
54A	Cherry Hill Church Rd (658)/Huell Matthews Hwy (US 501) to (E Hyco Rd (744)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
54B	Bellevue Rd (729)/Dan River Church Rd (716) to James D Hagood Hwy (US 360)	SEG	Safety (partial)	Safety & Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
56	Clays Mill Rd (610)/Burton Rd (614) to Bethel Rd (US 360)	SEG	Safety (partial)	Safety & Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
57	Brooklyn Rd (659)/Pittsylvania County Line to Goodes Rd (688)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes) and to incorporate improvements to accommodate the VA Byway Bike Route.
58	Maple Grove Rd (658)/E Hyco Rd (744) to Wallace Cole Rd (741)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
59	VA 682/VA 678 to WCL of South Boston to VA 659 N	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
60	Aarons Creek Rd (732)/Hitesburg Church Rd (602) to Bill Tuck Hwy (US 58)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
61	Dryburg Rd (716)/Allen Trail (803) to James D Hagood Hwy (US 360)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
62	Leda Grove Rd and Tobacco Rd/Leda Rd (667) to Golden Leaf Rd (649)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

63	Hitesburg Church Rd (602)/Red Bank Rd (734) to Mecklenburg County Line	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
64	North Fork Church Rd (602)/Shady Grove Church Rd (744) to Lowery Rd (741)	SEG		Geometric	Halifax County	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

MECKLENBURG COUNTY

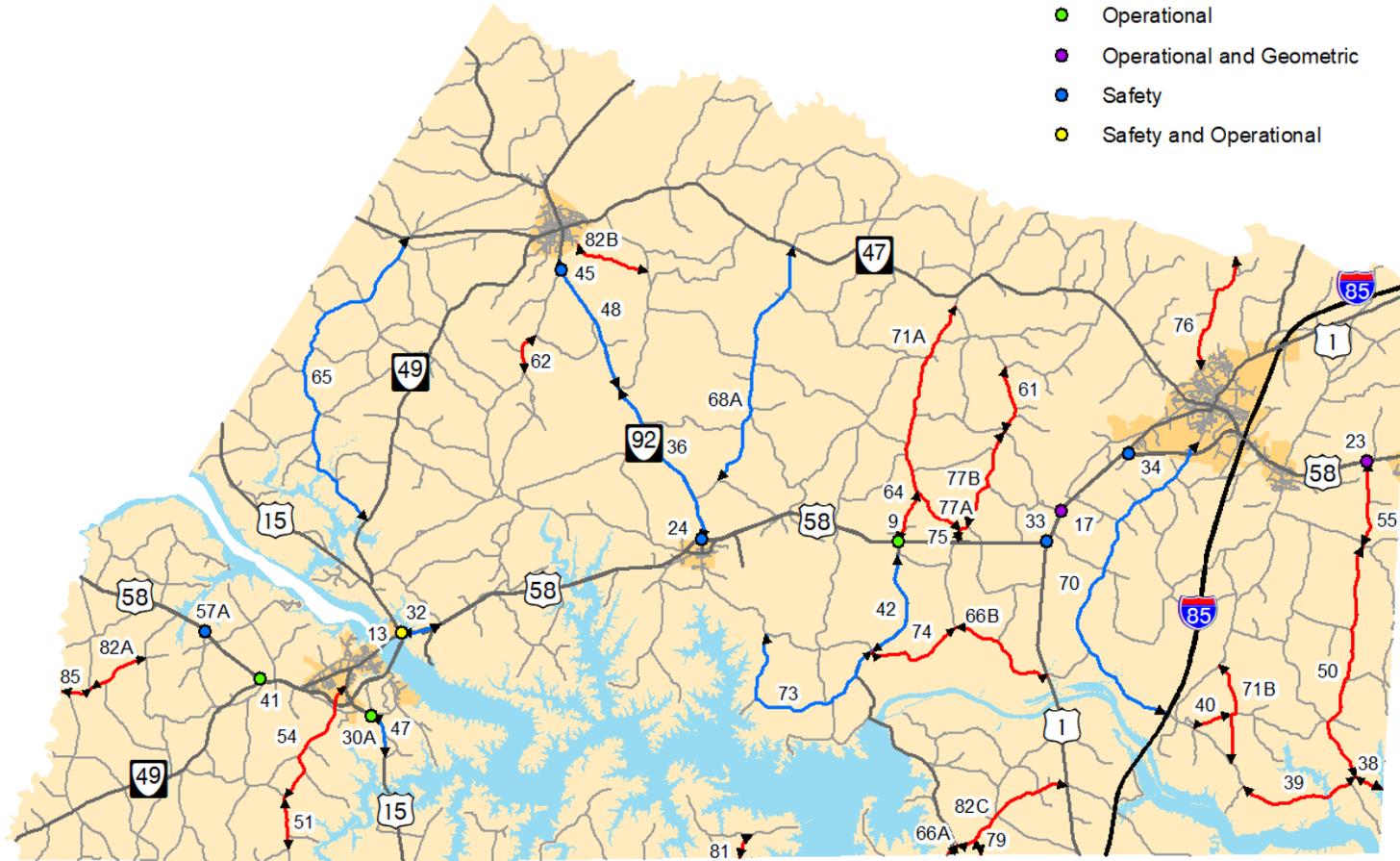
Deficiencies Legend

Intersections

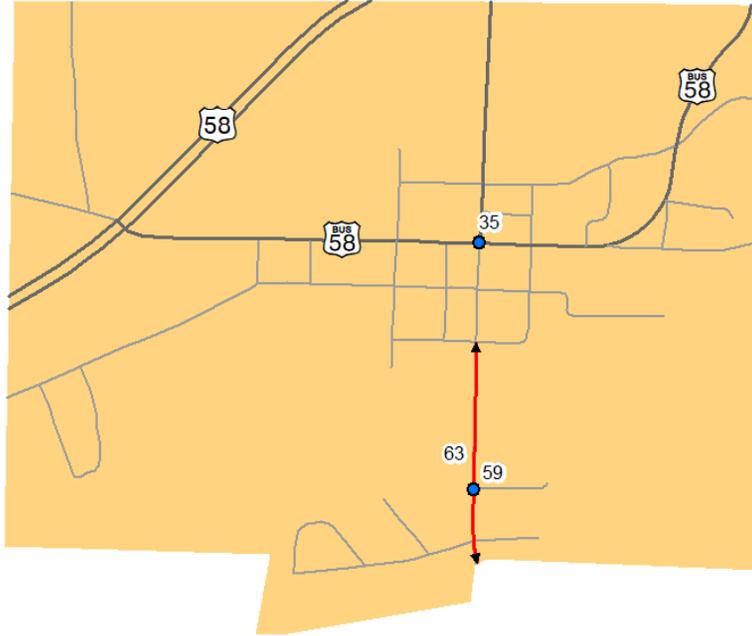
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- Safety
- Safety and Operational

Segments

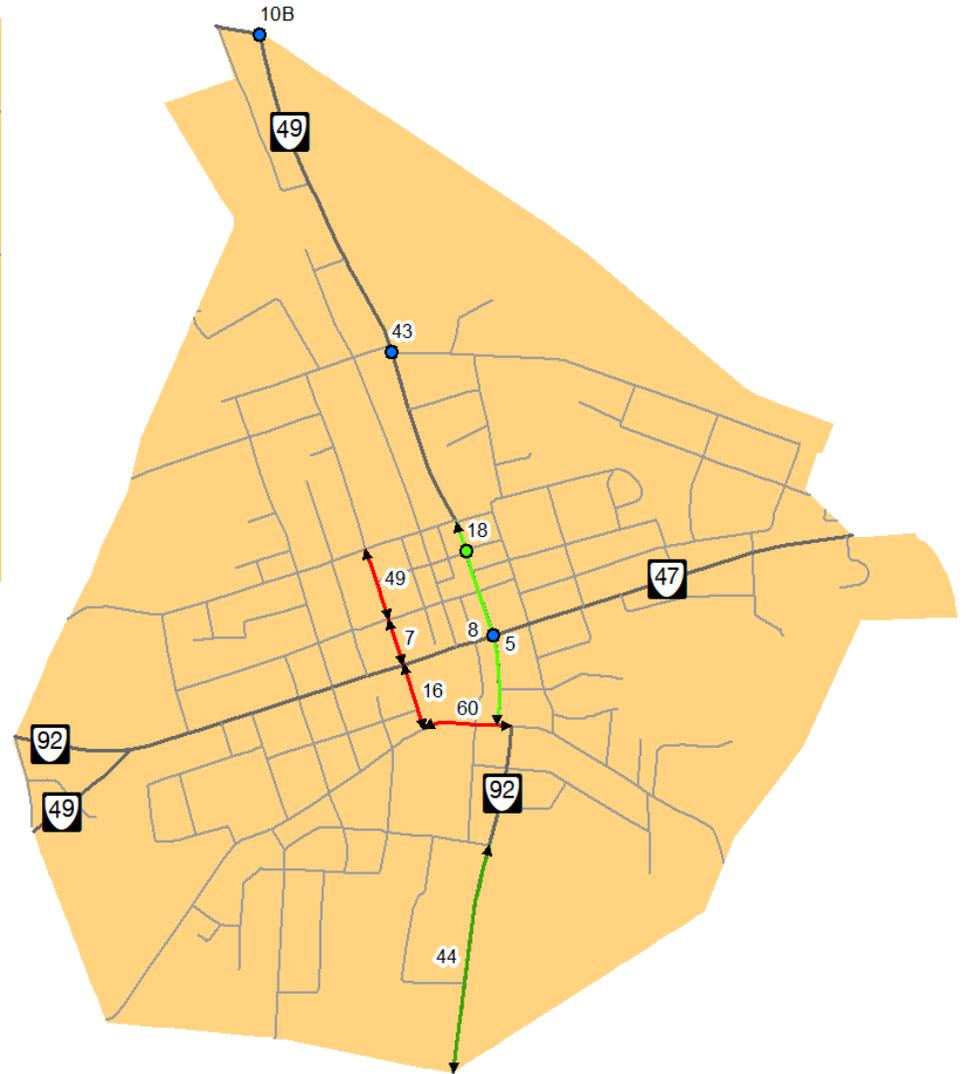
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- ↔ Safety



TOWN OF BOYDTON



TOWN OF CHASE CITY



Deficiencies Legend

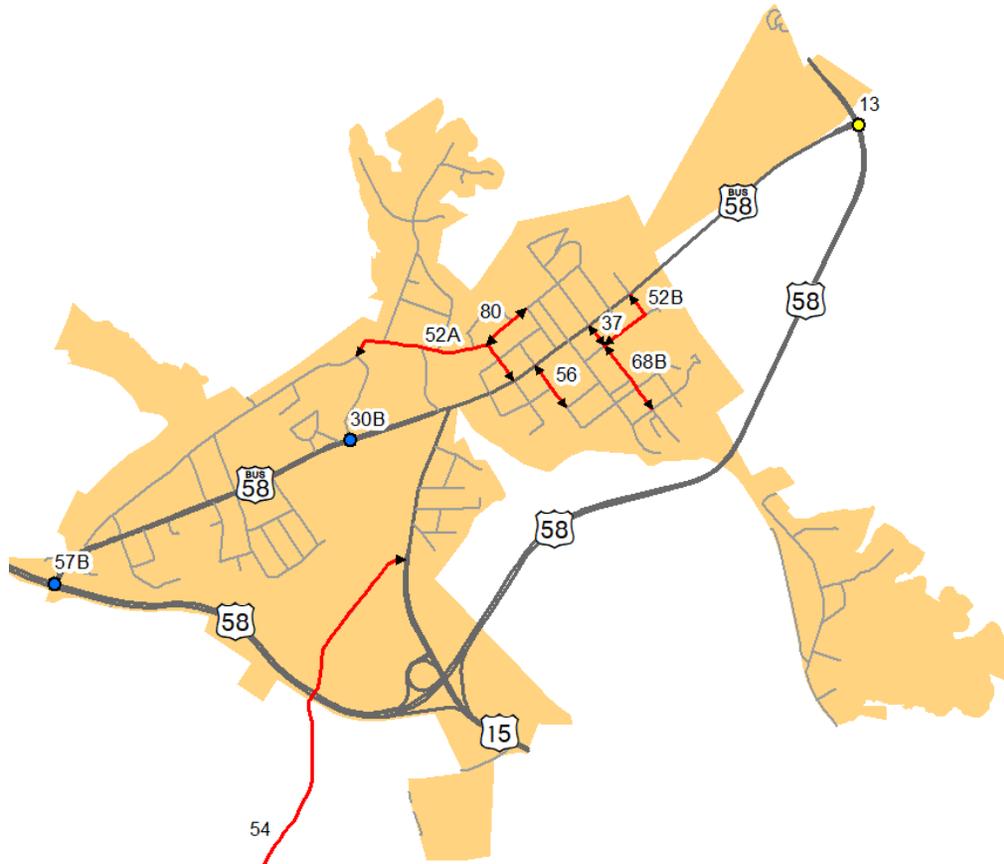
Intersections

- Operational
- Safety

Segments

- ↔ Geometric
- ↔ Operational
- ↔ Safety and Geometric

TOWN OF CLARKSVILLE



TOWN OF LA CROSSE



Deficiencies Legend

Intersections

- Safety
- Safety and Operational

Segments

- ↔ Geometric
- ↔ Operational
- ↔ Safety

TOWN OF SOUTH HILL



Inset Map

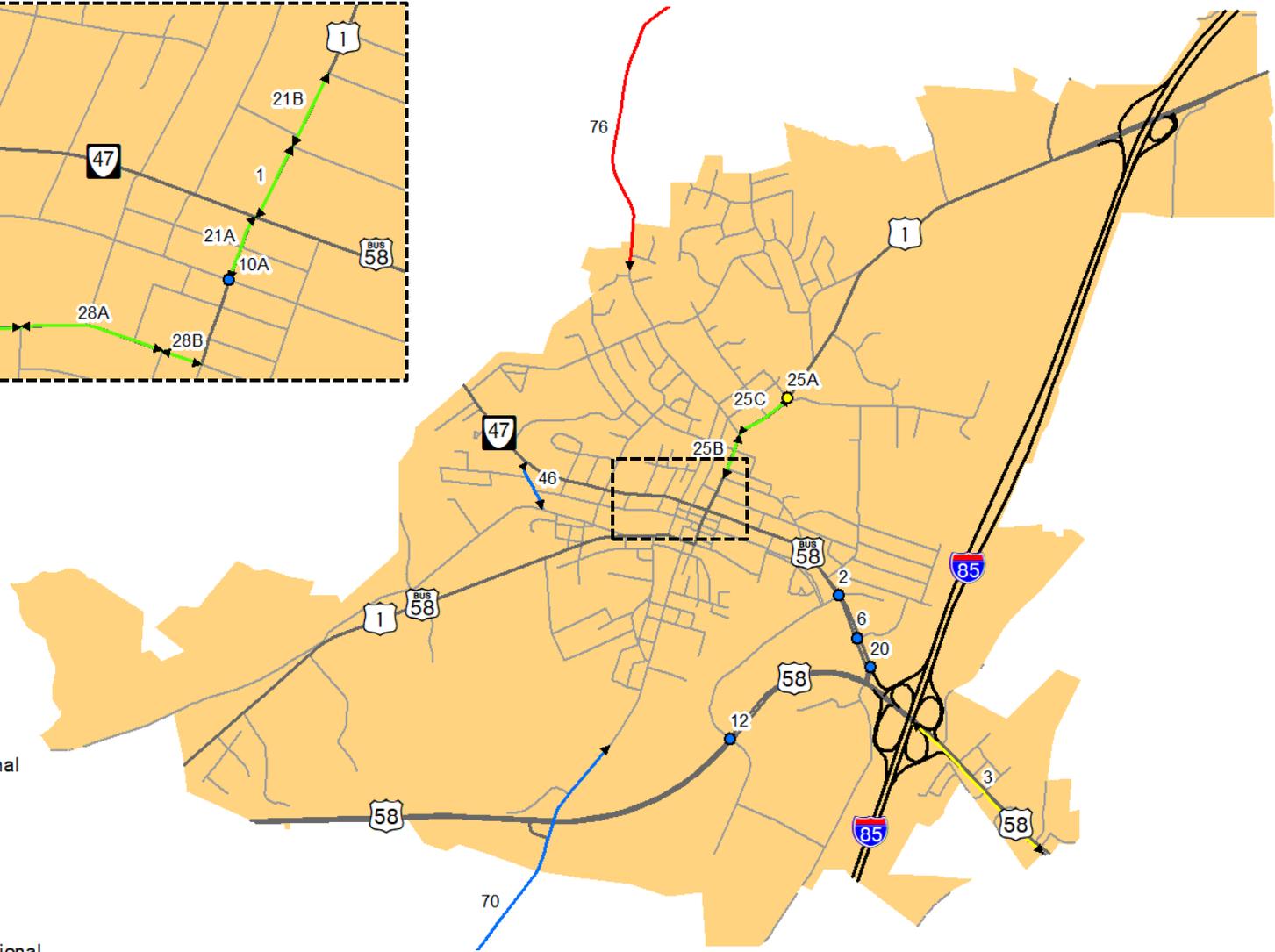
Deficiencies Legend

Intersections

- Safety
- Safety and Operational

Segments

- ←→ Geometric
- ←→ Operational
- ←→ Safety
- ←→ Safety and Operational



Rank = County ranking INT = Intersection SEG = Segment N, S, E, W = North, South, East, West CL = Corporate Limits

Rank	Route/Location	Type	VTrans	Deficiency	Locality	Recommendation
1	N Mecklenburg Avenue (US 1)/Atlantic St to Franklin St	SEG		Operational	Town of South Hill	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.
2	E Atlantic St (US 58 BUS)/Maple Ln (920)	INT		Safety	Town of South Hill	Mid-term reconstruct median to accommodate a WB left-turn lane at Maple Ln, consider an RCUT or modified version thereof.
3	E Atlantic St (US 58)/I-85 N to South Hill ECL	SEG	Safety	Safety & Operational	Town of South Hill	Mid-term continue to monitor for roadway improvements. Implement recommendations from the US 58 Arterial Preservation Plan.
4	Danville St (US 1)/Plank Rd (922) to Goodes Ferry Rd (910)	SEG		Operational	Town of South Hill	Short-term continue to monitor for roadway, pedestrian and lighting improvements.
5	Main St (49)/Sycamore St (92) to E 5 th St	SEG		Operational	Town of Chase City	Mid-term conduct parking study to define optimal configuration of downtown parking. Identified bike route, include site appropriate bicycle improvements.
6	E Atlantic St (US 58 BUS)/Hammer St	INT		Safety	Town of South Hill	Short-term install crosswalks and incorporate pedestrian phase as part of signal operations. Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.
7	Endly St (901)/W 2 nd St to 3 rd St	SEG		Geometric	Town of Chase City	Short-term upgrade road to current two-lane standards, improve drainage. Combine with #49 if possible.
8	2 nd St (49/47)/Main St (92/49)	INT		Safety	Town of Chase City	Mid-term install pedestrian facilities possibly incorporate pedestrian phase as part of signal operations. Identified bike route, include site appropriate bicycle improvements.
9	Highway Fifty-Eight (US 58)/Wooden Bridge Rd (674)/Buggs Island Rd (4)	INT		Operational	Mecklenburg Co.	Short-term improve intersection site distance issues, improve turn lanes, lower speed limit to 35 mph for the school zone with advance warning signs/lights, and consider a new signal light if appropriate. Identified bike route, include site appropriate bicycle improvements.
10A	S Mecklenburg Ave (US 1)/Main St (918)	INT		Safety	Town of South Hill	Long-term consider converting to right-in right-out on Main St with a median divide. Identified bike route, include site appropriate bicycle improvements.
10B	N Main St (49)/Highway Forty-Seven (47)	INT	Safety	Safety	Town of Chase City	Mid-term monitor for safety improvements to the intersection. Identified bike route, include site appropriate bicycle improvements.
12	South Hill Bypass (US 58)/Maple Ln (920)	INT		Safety	Town of South Hill	Short-term improve turn radius for NB and EB approaches. Long-term lengthen WB turn lane and consider some form of signalization. Identified bike route, include site appropriate bicycle improvements.

13	Virginia Ave (US 58 BUS)/Highway Fifteen (US 15)/Highway Fifty-Eight (US 58)	INT	CoSS – Reliability	Safety & Operational	Town of Clarksville/ Mecklenburg Co.	Short-term improve signage and pavement markings as warranted. Mid-term install a roundabout. Identified bike route, include site appropriate bicycle improvements.
14	Pine St/N Main St to N Carter St	SEG		Operational	Town of La Crosse	Long-term monitor for roadway and drainage improvements.
15	S Main St/La Crosse SCL to Seaboard Ave	SEG		Safety	Town of La Crosse	Long-term reconstruct road to urban two-lane standards. Identified bike route, include site appropriate bicycle improvements.
16	Endly St (901)/W Sycamore St to W 2 nd St	SEG		Geometric	Town of Chase City	Long-term upgrade road to current two-lane urban standards and to better accommodate truck traffic.
17	Highway One (US 58)/Union Level Rd (664)	INT		Operational & Geometric	Mecklenburg Co.	Long-term monitor for improvements to intersection.
18	Main St (49)/E 4 th St (902)	INT		Operational	Town of Chase City	Long-term install signal at intersection when warranted by traffic volumes. Identified bike route, include site appropriate bicycle improvements.
19	Pine St (T-1520)/N Main St (621)	INT	Safety	Safety	Town of La Crosse	Long-term monitor for safety improvements to intersection.
20	I-85 S exit ramp/E Atlantic St (US 58 BUS)	INT		Safety	Town of South Hill	Mid-term monitor traffic operations where the exit ramp merges with US 58 BUS and consider adding rumble strips to slow vehicles. Identified bike route, include site appropriate bicycle improvements.
21A	S Mecklenburg Ave (US 1)/Main St (918) to Atlantic St (US 58 BUS/47)	SEG		Operational	Town of South Hill	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.
21B	N Mecklenburg Ave (US 1)/Franklin St to Windsor St	SEG		Operational	Town of South Hill	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.
23	Highway Fifty-Eight (US 58)/Regional Airport Rd (626)	INT		Operational & Geometric	Mecklenburg Co.	Mid-term install left-turn lane on US 58 WB and address site distance issue in crossover.
24	Highway Fifty-Eight (US 58)/Highway Ninety-Two (92)	INT		Safety	Mecklenburg Co.	Short-term trim trees on SW corner. Mid-term install street lighting on south side of intersection, improve WB right-turn lane for trucks. Long-term reconstruct intersection with appropriate turn lanes. Identified bike route, include site appropriate bicycle improvements.
25A	N Mecklenburg Ave (US 1)/E Ferrell St	INT	UDA	Safety & Operational	Town of South Hill	Long-term reconstruct all approaches to improve right-turn radius and upgrade to signalized intersection or innovative intersection as warranted. Identified bike route, include site appropriate bicycle improvements.
25B	N Mecklenburg Ave (US 1)/Windsor St to Chaptico Rd	SEG	UDA	Operational	Town of South Hill	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.

25C	N Mecklenburg Ave (US 1)/Chaptico Rd to E Ferrell St	SEG	UDA	Operational	Town of South Hill	Long-term continue to monitor for roadway improvements. Identified bike route, include site appropriate bicycle improvements.
28A	Danville St (US 1)/Goodes Ferry Rd to S Hill Ave	SEG		Operational	Town of South Hill	Short-term continue to monitor for roadway improvements to increase on-street parking and traffic flow. Identified bike route, include site appropriate bicycle improvements.
28B	Danville St (US 1)/S Hill Ave to Mecklenburg Ave	SEG		Operational	Town of South Hill	Short-term continue to monitor for roadway improvements to increase on-street parking and traffic flow, including traffic signal modifications. Identified bike route, include site appropriate bicycle improvements.
30A	Highway Fifteen (US 15)/Burlington Dr (722)	INT		Operational	Mecklenburg Co.	Long-term apply access management techniques to consolidate entrances/exits along US 15 in the NB direction.
30B	Virginia Ave (US 58 BUS)/Woodland Dr/Food Lion	INT	Safety	Safety	Town of Clarksville	Extend EB left-turn lane and make other intersection improvements as warranted.
32	Highway Fifty-Eight (US 58)/Highway Fifteen (US 15) to Jeffress Rd (702)	SEG		Safety	Mecklenburg Co.	Long-term reconstruct roadway to widen shoulders to current standards. Identified bike route, include site appropriate bicycle improvements.
33	Highway Fifty-Eight (US 58)/Highway One (US 1)	INT		Safety	Mecklenburg Co.	Long-term monitor for safety improvements to the intersection.
34	Highway Fifty-Eight (US 58)/Theater Rd (780)	INT		Safety	Mecklenburg Co.	Long-term reconstruct roadway to improve alignments.
35	Washington St (92)/Madison St (US 58 BUS)	INT		Safety	Town of Boynton	Mid-term monitor for intersection improvements, specifically site distance. Identified bike route, include site appropriate bicycle improvements.
36	Highway Ninety-Two (92)/Highway Fifty-Eight (US 58) to Hunters Ln	SEG	Safety (partial)	Safety	Mecklenburg Co.	Long-term reconstruct and improve roadway to accommodate increasing truck traffic. Identified bike route, include site appropriate bicycle improvements.
37	4 th St (T-1105)/Market St (T-1104) to Virginia Ave (US 58 BUS)	SEG		Geometric	Town of Clarksville	Long-term reconstruct road to address geometric deficiencies (10-foot lanes) and include pedestrian facilities.
38	Highway Nine-O-Three (903)/Brunswick Co. Line to Blackridge Rd (626)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes) and incorporate improvements to accommodate a bike route.
39	Highway Nine-O-Three (903)/Blackridge Rd (626) to Cannons Ferry Rd (614)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes) and incorporate improvements to accommodate a bike route.
40	Nellie Jones Rd (619)/Highway Nine-O-Three (903) to Ridout Rd (618)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.

41	Highway Fifty-Eight (US 58)/Highway Forty-Nine (49)	INT	CoSS Tier 3 – R.5 Reliability, Safety and Access Needs	Operational	Mecklenburg Co.	Long-term consider an acceleration lane on US 58 E and extend existing turn lanes on US 58. Identified bike route, include site appropriate bicycle improvements.
42	Buggs Island Rd (4)/Mays Chapel Rd (678) to Iron Mill Rd (708)	SEG		Safety	Mecklenburg Co.	Long-term reconstruct roadway to two-lane standards to improve vertical and horizontal alignment, with appropriate turn lanes. Identified bike route, include site appropriate bicycle improvements.
43	N Main St (49)/Dodd St	INT		Safety	Town of Chase City	Mid-term increase turning radius on southeast corner. Identified bike route, include site appropriate bicycle improvements.
44	S Main St (92)/SCL of Chase City to B St	SEG	Safety (partial)	Safety & Geometric	Town of Chase City	Long-term upgrade to two-lane urban standards, including sidewalks and curb and gutter.
45	Highway Ninety-Two (92)/Skipwith Rd (688)	INT		Safety	Mecklenburg Co.	Long-term reconstruct intersection to tie VA 688 in at a more desirable angle (90 degrees).
46	Opie Rd (924)/W Atlantic St (47) to Plank Rd (922)	SEG		Safety	Town of South Hill	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
47	Highway Fifteen (15)/Burlington Dr (722) to Mt Ararat Rd (804)	SEG		Safety	Mecklenburg Co.	Long-term reconstruct roadway to current standards to improve vertical and horizontal alignment, with appropriate turn lanes.
48	Highway Ninety-Two (92)/Hunters Ln (679) to SCL of Chase City	SEG		Safety	Mecklenburg Co.	Long-term reconstruct and improve roadway to accommodate the increasing truck traffic.
49	Endly St (901)/3 rd St to 5 th St	SEG		Geometric	Town of Chase City	Long-term upgrade to current two-lane urban standards. Coordinate/combine with #49 if possible.
50	Blackridge Rd (626)/Highway Nine-O-Three (903) to Canaan Church Rd	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
51	Shiney Rock Rd (723)/Williamson Rd (814) to Union Chapel Rd (728)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
52A	Buffalo Rd (T-750)/Woodland Dr (T-1125) to Virginia Ave (US 58 BUS)	SEG		Geometric	Town of Clarksville	Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
52B	Market St (T-1104)/4 th St (T-1105) to Virginia Ave (US 58 BUS)	SEG		Geometric	Town of Clarksville	Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
54	Shiney Rock Rd (723)/Highway Fifteen (US 15) to Union Chapel Rd (728)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
55	Regional Airport Rd (626)/Canaan Church Rd (624) to Highway Fifty-Eight (US 58)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
56	7 th St (T-1107)/Carolina Ave (T-1117)	SEG		Geometric	Town of Clarksville	Long-term reconstruct road to address geometric

	to Virginia Ave (US 58 BUS)					deficiencies (10-foot lanes).
57A	Highway Fifty-Eight (US 58)/Cherry Hill Church Rd (734)	INT	CoSS Tier 3 – R.5 Reliability, Safety and Access Needs	Safety	Mecklenburg Co.	Long-term monitor for improvements to intersection. Identified bike route, include site appropriate bicycle improvements.
57B	Highway Fifty-Eight (US 58)/Virginia Ave (US 58 BUS)	INT	CoSS – Reliability & Tier 3 – R.5 Reliability, Safety and Access Needs	Safety	Town of Clarksville	Long-term monitor for improvements to intersection.
59	Washington St (707)/Finch Ln	INT		Safety	Town of Boydton	Mid-term monitor for improvements to intersection. Identified bike route, include site appropriate bicycle improvements.
60	W Sycamore St (905)/Endly St (901) to S Main St (92)	SEG		Geometric	Town of Chase City	Mid-term perform study to identify needed improvements to roadway, such as reconstructing roadway to current two-lane urban standards, improving drainage, and improving turn radius for trucks at key intersections. Identified bike route, include site appropriate bicycle improvements.
61	Union Level Rd (664)/Busy Bee Rd (663) to Skyline Rd (655)	SEG		Geometric	Mecklenburg Co.	Long-term upgrade roadway to enhance goods movement connections to US 58 and to safely accommodate expected increases in truck traffic. Identified bike route, include site appropriate bicycle improvements.
62	Skipwith Rd (688)/Rocky Mount Rd (689) to Esnon Rd (686)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
63	Washington St (707)/SCL of Boydton to Decatur St (T-1205)	SEG		Geometric	Town of Boydton	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders). Identified bike route, include site appropriate bicycle improvements.
64	Wooden Bridge Rd (674)/Highway Fifty-Eight (US 58) to Baskerville Rd (669)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies and accommodate additional traffic to new school. Identified bike route, include site appropriate bicycle improvements.
65	Tottinridge Rd (609)/Highway Forty-Nine (49) to Highway Ninety-Two (92)	SEG		Safety	Mecklenburg Co.	Long-term reconstruct roadway to two-lane standards. Identified bike route, include site appropriate bicycle improvements.
66A	Rock Church Ln (715)/Buggs Island Rd (4) to Palmer Springs Rd (712)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
66B	Redlawn Rd (615)/Baskerville Rd (669) to Highway One (US 1)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include

						site appropriate bicycle improvements.
68A	Old Cox Rd (660)/Highway Ninety-Two (92) to Highway Forty-Seven (47)	SEG		Safety	Mecklenburg Co.	Long-term reconstruct roadway to improve vertical and horizontal alignment. Identified bike route, include site appropriate bicycle improvements.
68B	4 th St (T-1105)/East St (T-1109) to Market St (T-1104)	SEG		Geometric	Town of Clarksville	Long-term reconstruct road to address geometric deficiencies (10-foot lanes) and include pedestrian facilities.
70	Highway Nine-O-Three (903)/I-85 W ramp to 1348 Goodes Ferry Rd	SEG		Safety	Mecklenburg Co.	Long-term reconstruct to two-lane standards and include improvements to accommodate a bike route.
71A	Baskerville Rd (669)/Busy Bee Rd (673) to Union Level Rd (664)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
71B	618/Highway Nine-O-Three (903) to Old St Tammany Rd (617)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
73	Phillis Rd (707)/Buggs Island (4) to Redlawn Rd (615)	SEG		Safety	Mecklenburg Co.	Long-term reconstruct roadway to two-lane standards to improve vertical and horizontal alignment, with appropriate turn lanes. Identified bike route, include site appropriate bicycle improvements.
74	Redlawn Rd (615)/Buggs Island Rd (4) to Baskerville Rd (669)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes). Identified bike route, include site appropriate bicycle improvements.
75	Baskerville Rd (669)/Highway Fifty-Eight (US 58) to Busy Bee Rd (673)	SEG		Geometric	Mecklenburg Co.	Long-term upgrade roadway to enhance goods movement connections to US 58 and to safely accommodate expected truck traffic.
76	Chaptico Rd (637)/North Edge Dr to Lunenburg County Line	SEG	Safety (partial)	Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
77A	Busy Bee Rd (673)/Baskerville Rd (669) to Cedar Grove Rd (663)	SEG		Geometric	Mecklenburg Co.	Long-term upgrade roadway to enhance goods movement connections to US 58 and to safely accommodate expected increases in truck traffic.
77B	Busy Bee Rd (663)/Busy Bee Rd (673) to Union Level Rd (664)	SEG		Geometric	Mecklenburg Co.	Long-term upgrade roadway to enhance goods movement connections to US 58 and to safely accommodate expected increases in truck traffic.
79	Oine Rd (714)/North Carolina State Line to Palmer Springs Rd (712)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
80	Rose Hill Ave (T-1108)/Buffalo Rd (T-750) to Sixth St (T-1122)	SEG		Geometric	Town of Clarksville	Long-term reconstruct road to address geometric deficiencies (10-foot lanes).
81	Epps Fork Rd (717)/North Carolina State Line to Mill Creek Rd (826)	SEG		Geometric	Mecklenburg Co.	Long-term coordinate with NCDOT to reconstruct road to address geometric deficiencies (11-foot lanes).
82A	White House Rd (602)/Bowens Rd (789) to Hite Dr (735)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

82B	Cemetery Rd (600)/Country Club Rd (671) to ECL of Chase City	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
82C	Palmer Springs Rd (712)/Rock Church Ln (715) to Highway One (US 1)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).
85	White House Rd (602)/Halifax County Line to Bowens Rd (789)	SEG		Geometric	Mecklenburg Co.	Long-term reconstruct road to address geometric deficiencies (11-foot lanes).

VISION PROJECTS

Vision projects represent those transportation projects deemed important by local jurisdictions but lack the necessary data points to be fairly scored by the prioritization matrix. Common examples include new roadways, roadways with insufficient data, or any alternative transportation project such as a sidewalk or multi-use trail. The following vision projects are **not** ranked any particular order:



TOWN OF BOYDTON

ID	Summary of Project
3	Carter Ln is in need of improvements to the roadway and stormwater infrastructure.
4	Extend the Tobacco Heritage Trail from the Washington St trailhead to the WCL of Boydton.
18	Install/improve pedestrian facilities along Washington St from Craddock St to the Tobacco Heritage Trail.
19	Install/improve pedestrian facilities along Madison St from Cemetery St to US 58.
20	Install/improve pedestrian facilities along Jefferson St from Park St to the east terminus of Jefferson St.
21	Install/improve pedestrian facilities along Bank St from Madison St to Decatur St.

TOWN OF BRODNAX

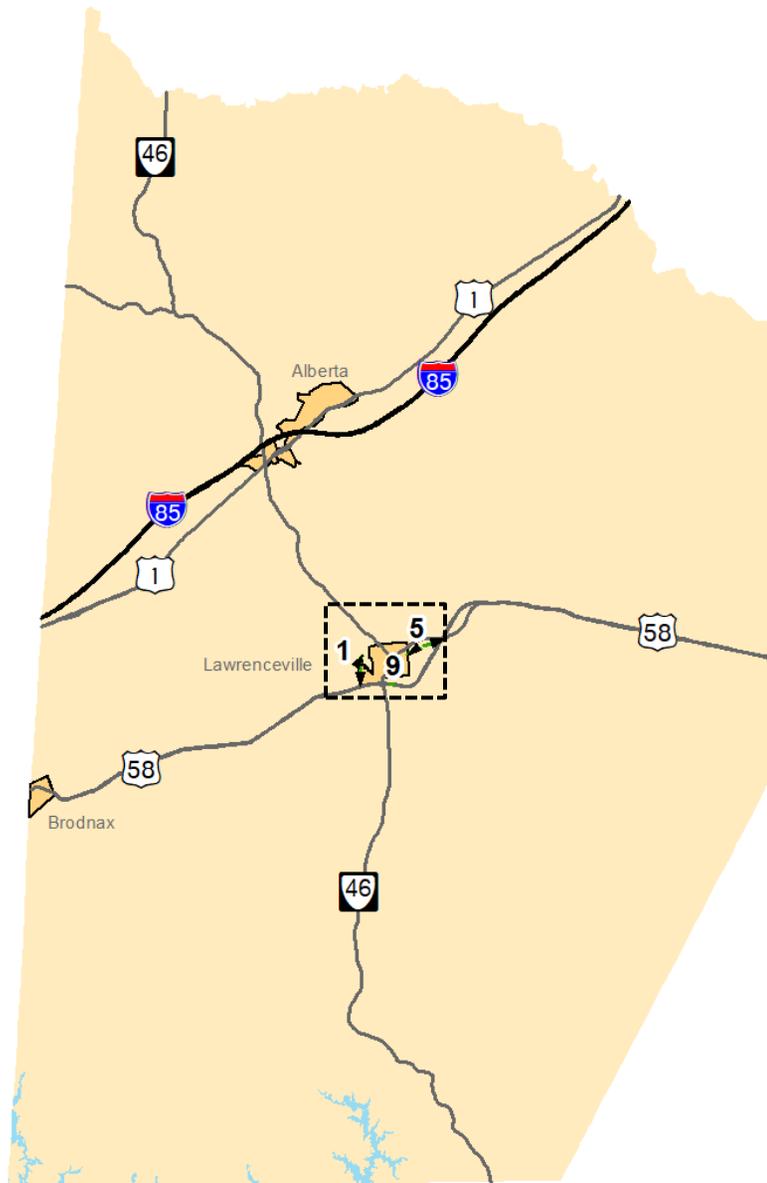


ID	Summary of Project
6	Reconstruct existing alley from Piney Pond Rd (US 58) to Railroad St to two lane standards and include sidewalks, street lights, and curb and gutter.
7	Extend sidewalk and ADA ramp to the park located on the south side of Railroad St. The park is located along an on-road portion of the Tobacco Heritage Trail.
22	Reconstruct existing alley from Piney Pond Rd (US 58) to Railroad St to two lane standards and include sidewalks, street lights, and curb and gutter.

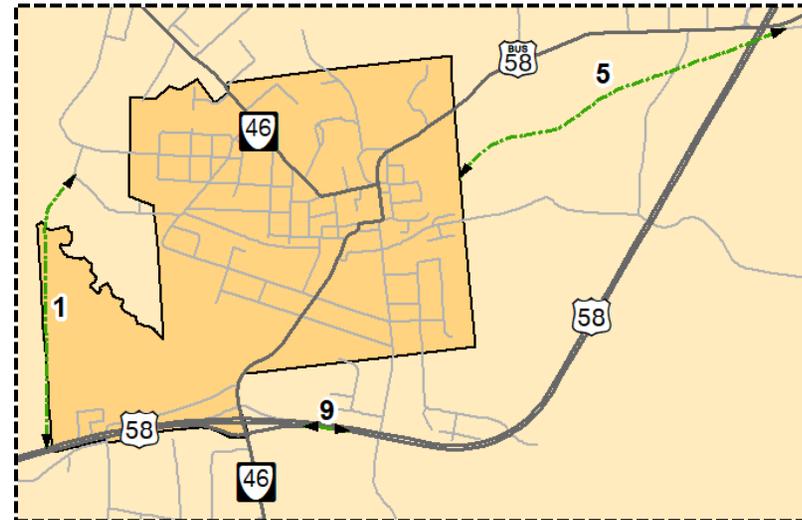


#7 – Park on Railroad Street along an on-road segment of the Tobacco Heritage Trail.

BRUNSWICK COUNTY

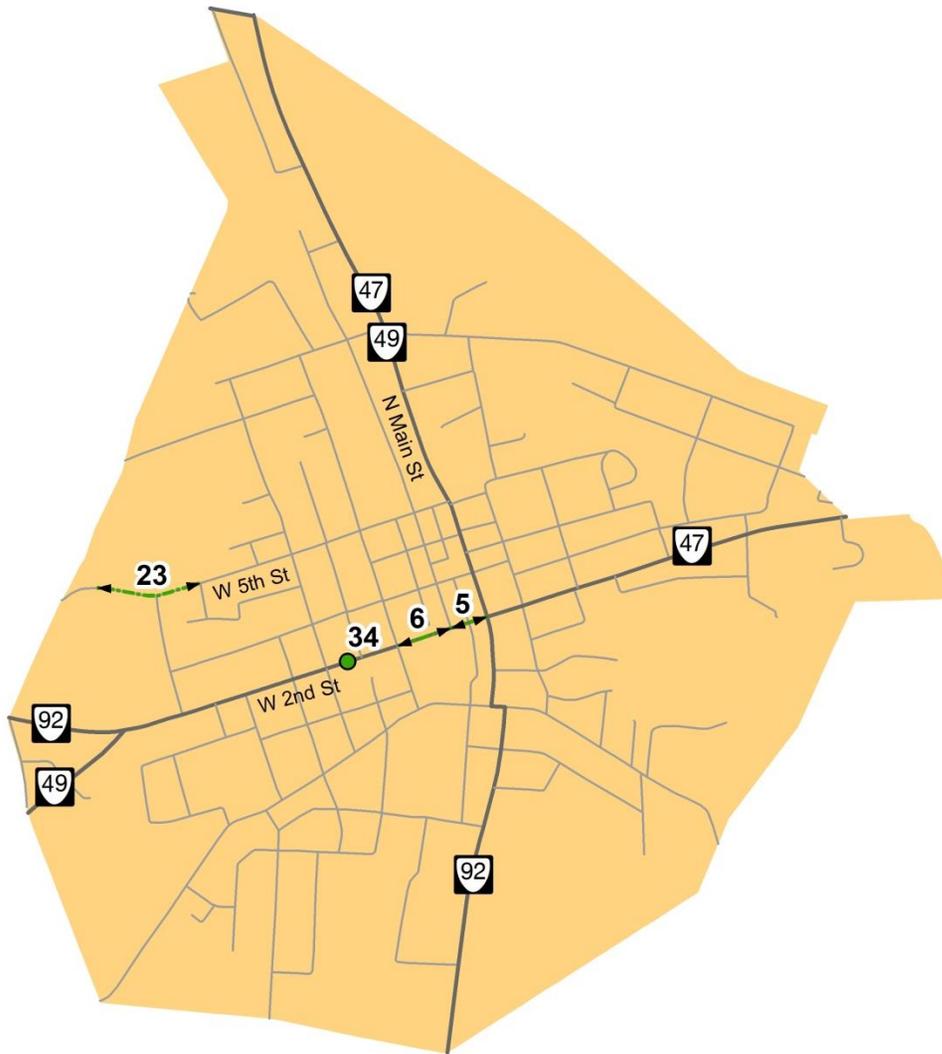


ID	Summary of Project
1	Possible bypass location to re-route and better accommodate truck traffic around Lawrenceville. The new road would begin on Governor Harrison Parkway (US 58) and tie into Brickyard Street, approximately 0.9 miles away. Lawrenceville to coordinate with Brunswick County as a portion of the project is located in the county.
5	Extend the Tobacco Heritage Trail from the ballpark/Roses Creek area to the Brooks Crossing area (approximately 1.18 miles).
9	Extend the US 58 East on-ramp to allow for acceleration and merging.



Inset Map

TOWN OF CHASE CITY

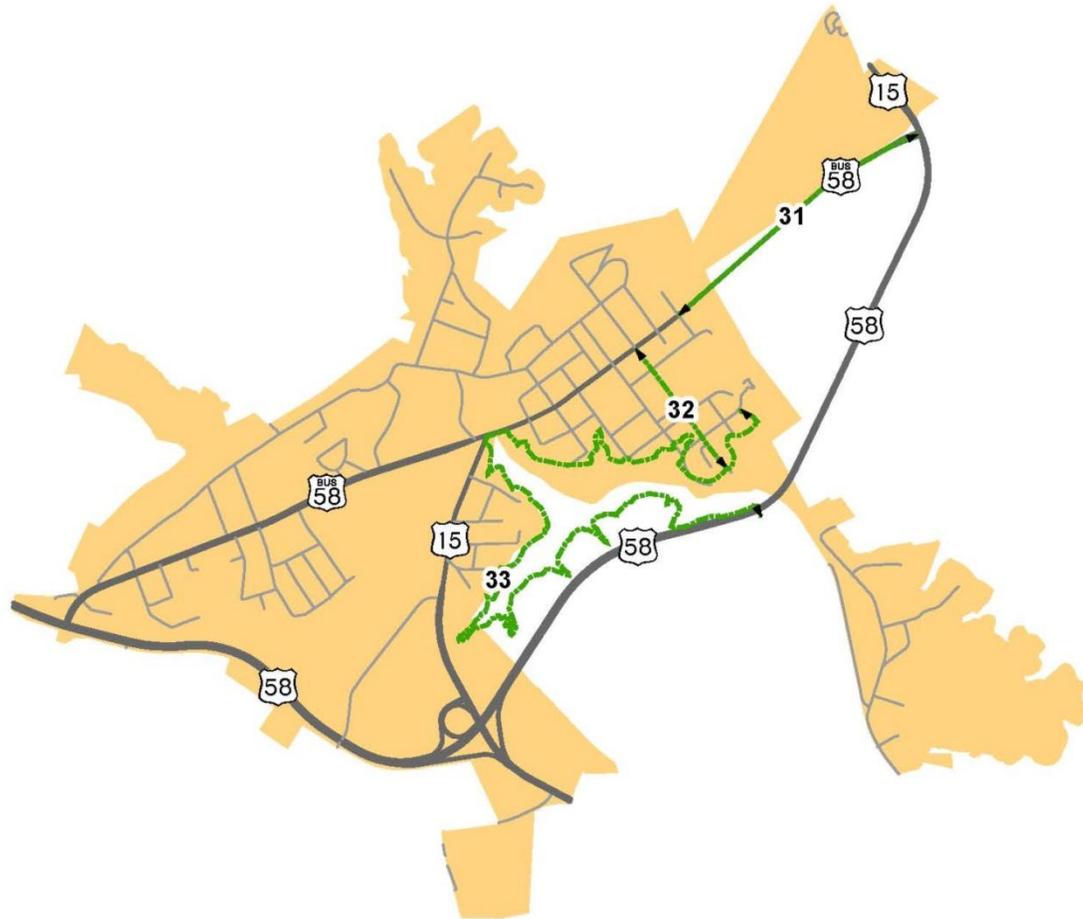


ID	Summary of Project
5	Install/improve pedestrian facilities, including a crosswalk, on W 2 nd St from Main St to Boyd St.
6	Install/improve pedestrian facilities on W 2 nd St from Boyd St to Endly St.
23	Install/improve stormwater infrastructure along W 5 th St from Wilson Ave to Green Acres Rd.
34	Install/improvement stormwater infrastructure along W 2 nd St between N Washington St and Jefferson St to address stormwater flooding the roadway.



#5 – Old, stepped section of sidewalk on W 2nd St.

TOWN OF CLARKSVILLE

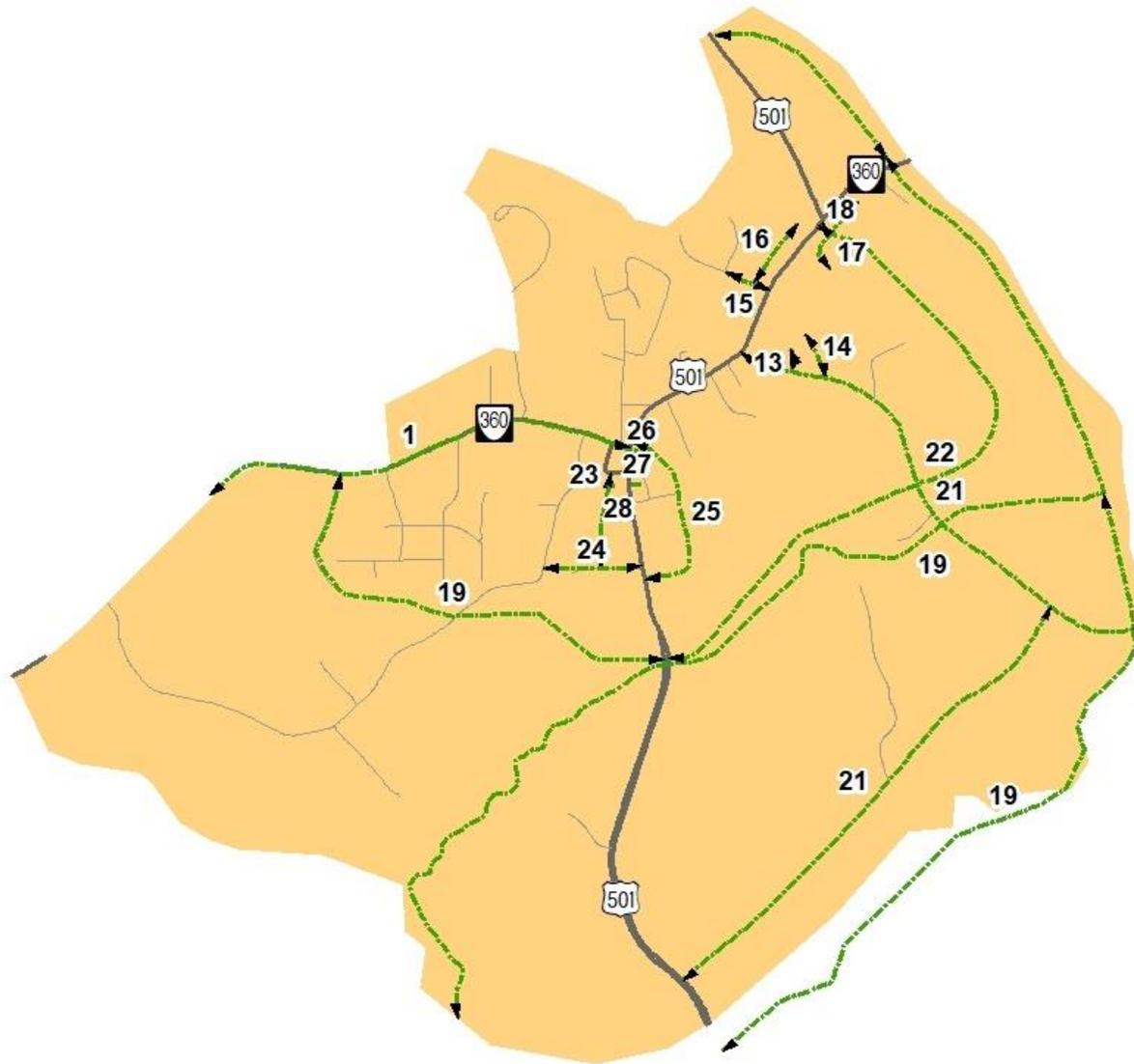


ID	Summary of Project
31	Install street lights and extend THT on US 58 Business from downtown Clarksville to US 15.
32	Widen Fourth St from Virginia Ave to the marina and include bike/pedestrian improvements. Install crosswalk at intersection of Virginia Ave and Fourth St. Address flooding issue on Fourth St between Market St and Sizemore St.
33	Construct 4.5 mile multi-use trail along the 320' contour connecting several residential neighborhoods to the marina.

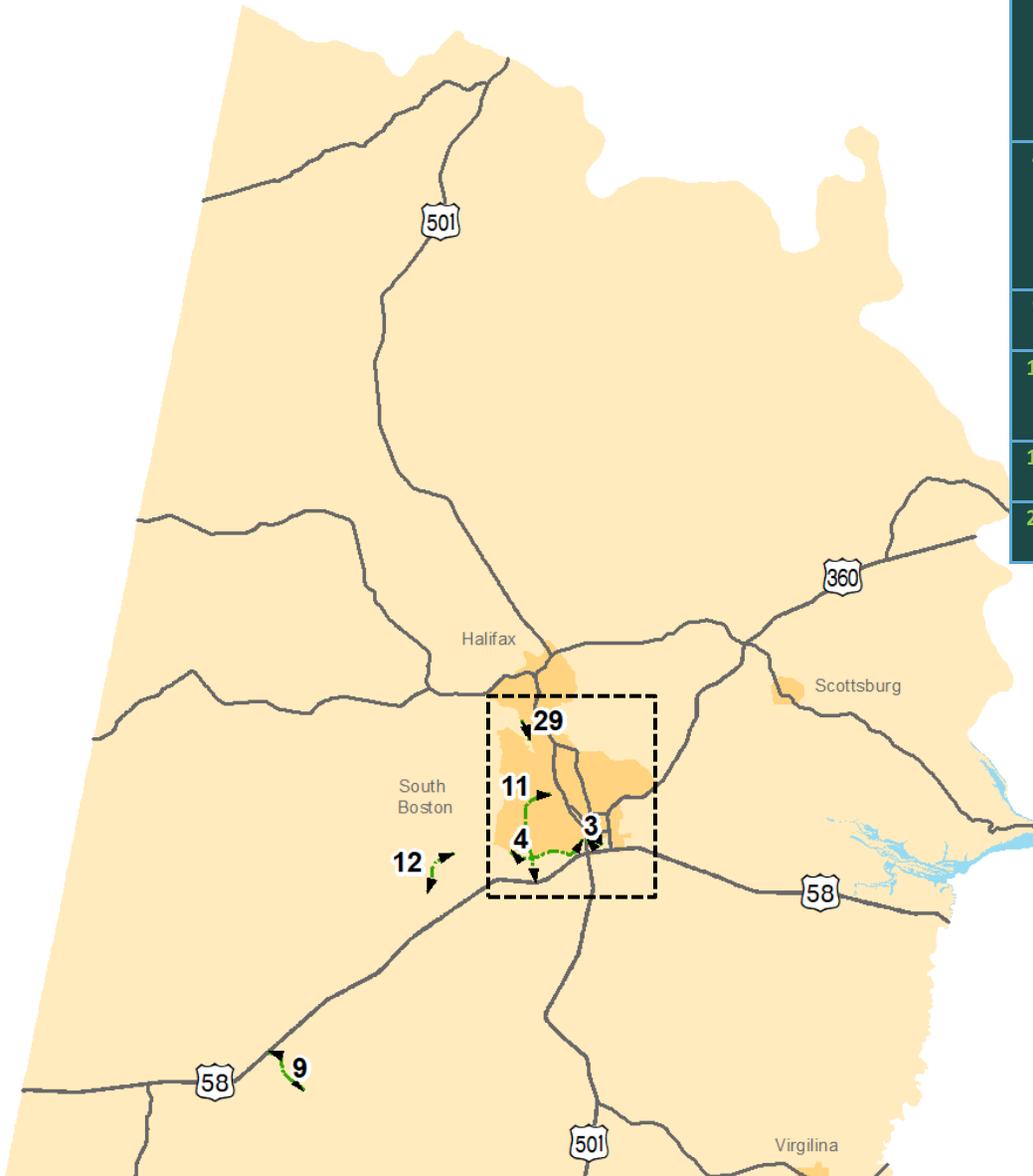
TOWN OF HALIFAX

ID	Summary of Project
1	Install/improve sidewalks, bike and pedestrian facilities, and stormwater improvements on Mountain Rd from Ball Park Loop to Main St connecting to Library Lane-Library Branch Toot's Creek Trail (Greene's Spur Trail-THT).
13	Install sidewalk on Ballou Trail.
14	Install sidewalk on Gatha's Trail.
15	Install sidewalk on Elam St.
16	Install sidewalk on Hedderly St.
17	Install sidewalk on Back St (N/S).
18	Install sidewalk on Back St (E/W).
19	Construct the multi-use Nathanael Greene Spur Trail beginning at Halifax NCL-King's Bridge Landing/Banister River Blueway with stone piers adapted for wildlife observation deck, future trailhead and pedestrian bridge connecting "Camp Halifax Court House" on Rte 760 (Ferry Trail) and extending to the SCL of Halifax; 19a Banister River-Toot's Creek Portion; 19b Toot's Creek – Library Branch Portion; 19c Terry's Creek Portion. Coordinate with Halifax County as portions of the trails are outside the town limits.
21	Install sidewalk on Cowford Rd from N Main St past Burlington site to Toot's Creek and Terry's Creek portion of Greene's Spur Trail (off-road). Install connection to Library Lane-Library Branch Toot's Creek Trail (Greene's Spur Trail-THT).
22	Construct limited access truck bypass from S Main St (near Sunshine Dr) to N Main St (near LP Baily Memorial Hwy).
23	Extend and upgrade Blue Ridge Ln to Craddock St with sidewalks and storm water improvements.
24	Extend and upgrade Craddock St from S Main St to Crawford Rd with sidewalks and storm water improvements.
25	Extend and upgrade Houston St from N Main St to S Main St near STEM Center with sidewalks and storm water improvements ("New Houston St"). Abandon "Old Houston St" north of Cemetery St. Improve storm water facilities, install sidewalks, decorative lights, and construct Old Houston St Parking Plaza. Construct alley-walkways from parking plaza to Main St.
26	Install/improve pedestrian walkway from Houston St area to S Main St near Mountain Rd intersection.
27	Install/improve pedestrian walkway from Houston St to S Main St near Town Office.
28	Extend pedestrian walkway from the south side of the Town Office to Blue Ridge Ln.

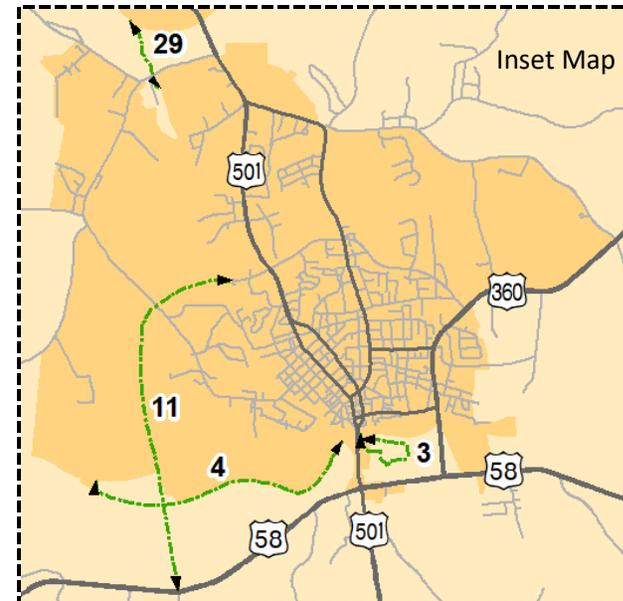
TOWN OF HALIFAX



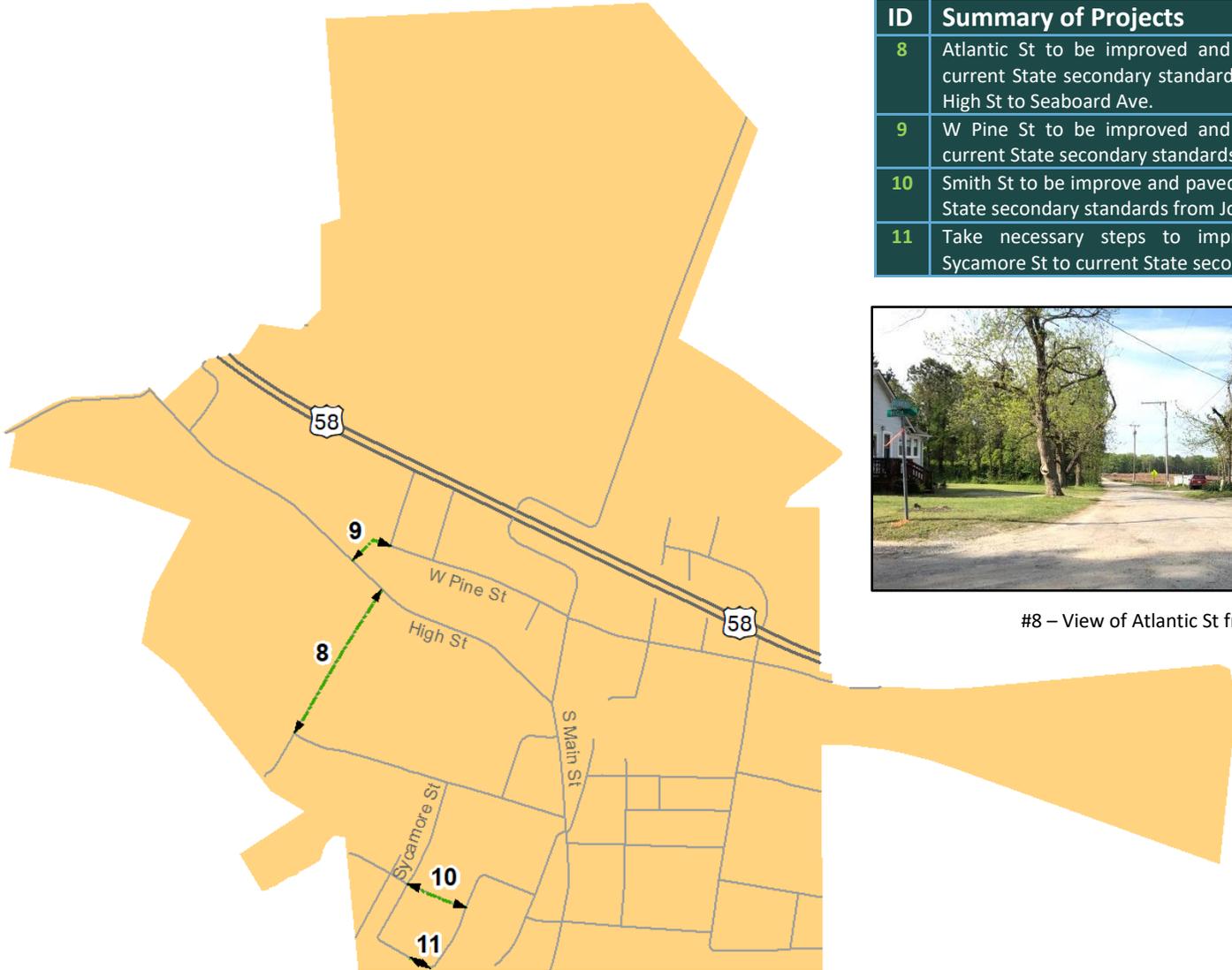
HALIFAX COUNTY



ID	Summary of Project
3	South Boston to coordinate with Halifax County on the construction of the Wildlife River Trail with boat access as a portion is located outside the town limits. A new footbridge will be constructed on the old pylons to cross the Dan River. Other amenities to include fishing and nature watching.
4	South Boston to coordinate with Halifax County on the construction of the Dan River Blueway and Wildlife Trail as a portion is located outside the town limits. This trail will connect the Crossing of the Dan site to the Tobacco Heritage Trail while following the bends of the Dan River.
9	Widen lanes to 10' and construct 2' wide shoulders on Piney Grove Rd (751) from Philpott Rd (US 58) to Mt. Carmel Rd.
11	Extend Hamilton Blvd to US 58 and construct it to two-lane urban standards. South Boston to coordinate with Halifax County as a portion of this project is outside town limits.
12	Extend Tobacco Heritage Trail from Miry Creek to the Roger's Island area.
29	Construct the multiuse Nathanael Greene Spur Trail segment from the SCL of Halifax to the NCL of South Boston.



TOWN OF LA CROSSE

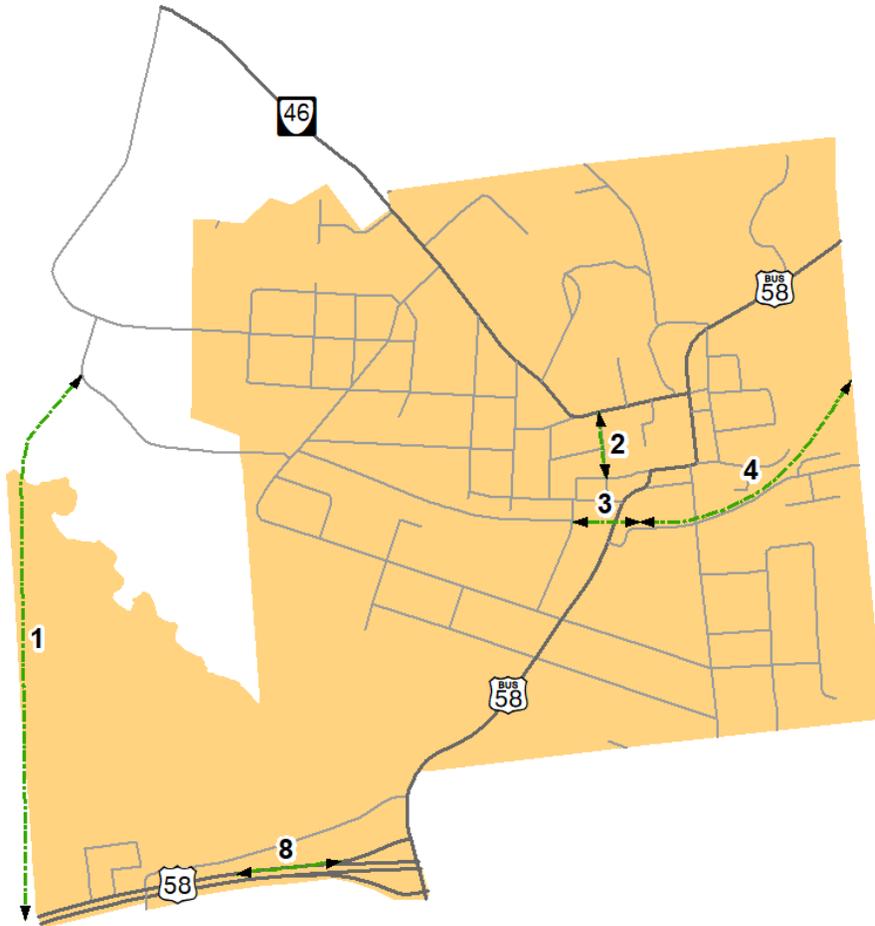


ID	Summary of Projects
8	Atlantic St to be improved and paved in accordance with current State secondary standards, including sidewalks, from High St to Seaboard Ave.
9	W Pine St to be improved and paved in accordance with current State secondary standards from Center St to High St.
10	Smith St to be improve and paved in accordance with current State secondary standards from Jones St to Sycamore St.
11	Take necessary steps to improve unpaved portion of Sycamore St to current State secondary standards.



#8 – View of Atlantic St from High St

TOWN OF LAWRENCEVILLE



ID	Summary of Project
1	Possible bypass location to re-route and better accommodate truck traffic around Lawrenceville. The new road would begin on Governor Harrison Pkwy (US 58) and tie into Brickyard Street, approximately 0.9 miles away.
2	Improve the general streetscape of Sharp Street from West Church St to New St. Improvements to include, but not be limited to: new sidewalks, street lights, crosswalk(s), and stormwater inlet(s).
3	Extend the Tobacco Heritage Trail from the current trailhead on South Street to the small park near downtown (approximately 0.1 miles). Improvements will include access to the THT by way of an ADA ramp.
4	Extend the Tobacco Heritage Trail from the small park near downtown to the Lawrenceville town limits near the ballpark/Roses Creek area (approximately 0.45 miles).
8	Extend the US 58 West on-ramp to allow for acceleration and merging.



#3 – Future extension of Tobacco Heritage Trail



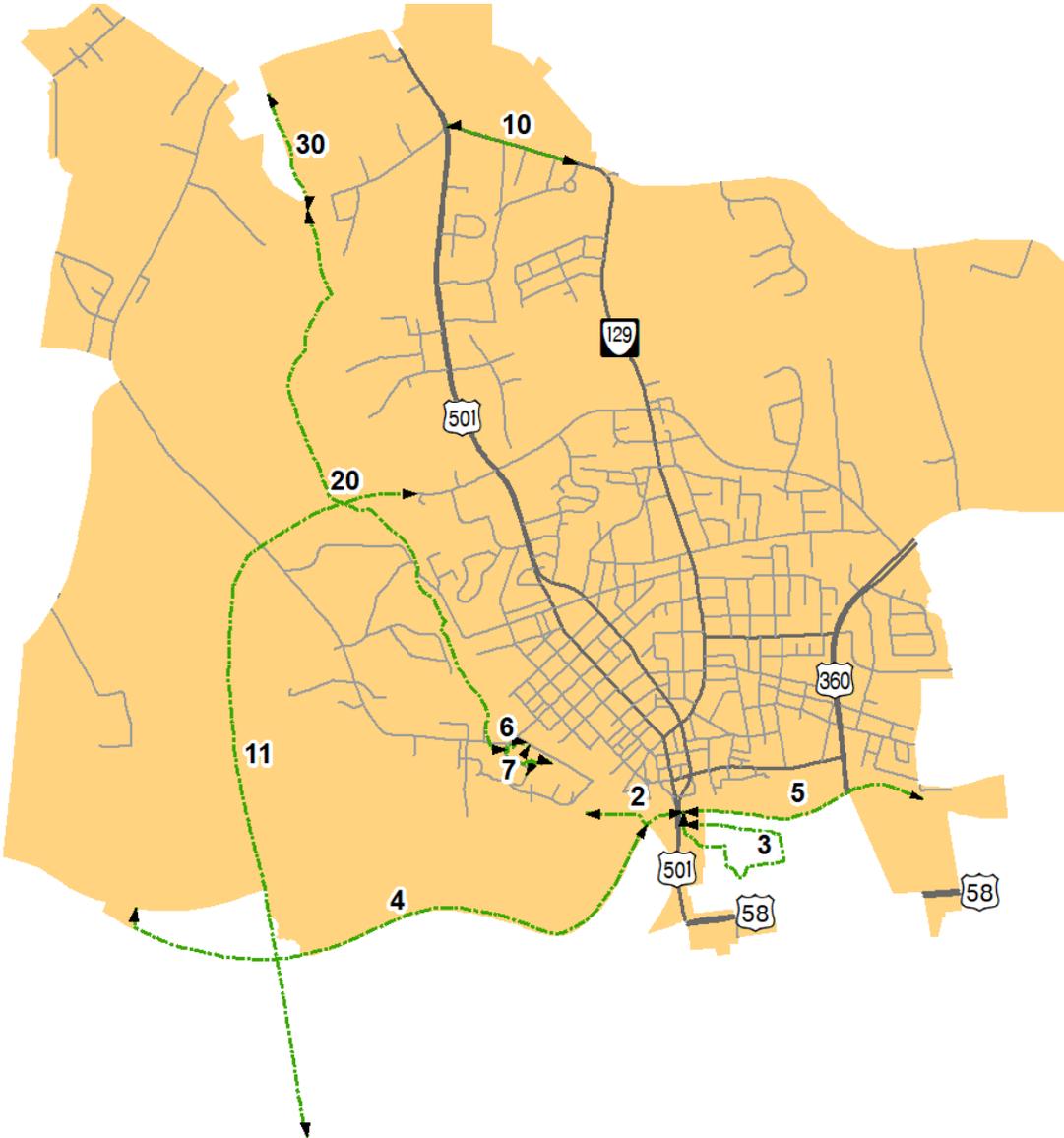
#2 – Sidewalk needing to be replaced on Sharp St.

MECKLENBURG COUNTY



ID	Summary of Project
2	Connect Alpine Rd with Thompson St. May require coordination between the County and South Hill.
14	Extend the Tobacco Heritage Trail from Prison Rd to just short of US 58, near Antlers Rd.
15	Extend the Tobacco Heritage Trail westward from the WCL of Boydton to Jeffress Rd.
16	Extend the Tobacco Heritage Trail by installing on-road facilities on Jeffress Rd running from the Sandy Creek area to US 58.
17	Extend the Tobacco Heritage Trail from the intersection of US 58/Jeffress Rd to Occoneechee State Park.

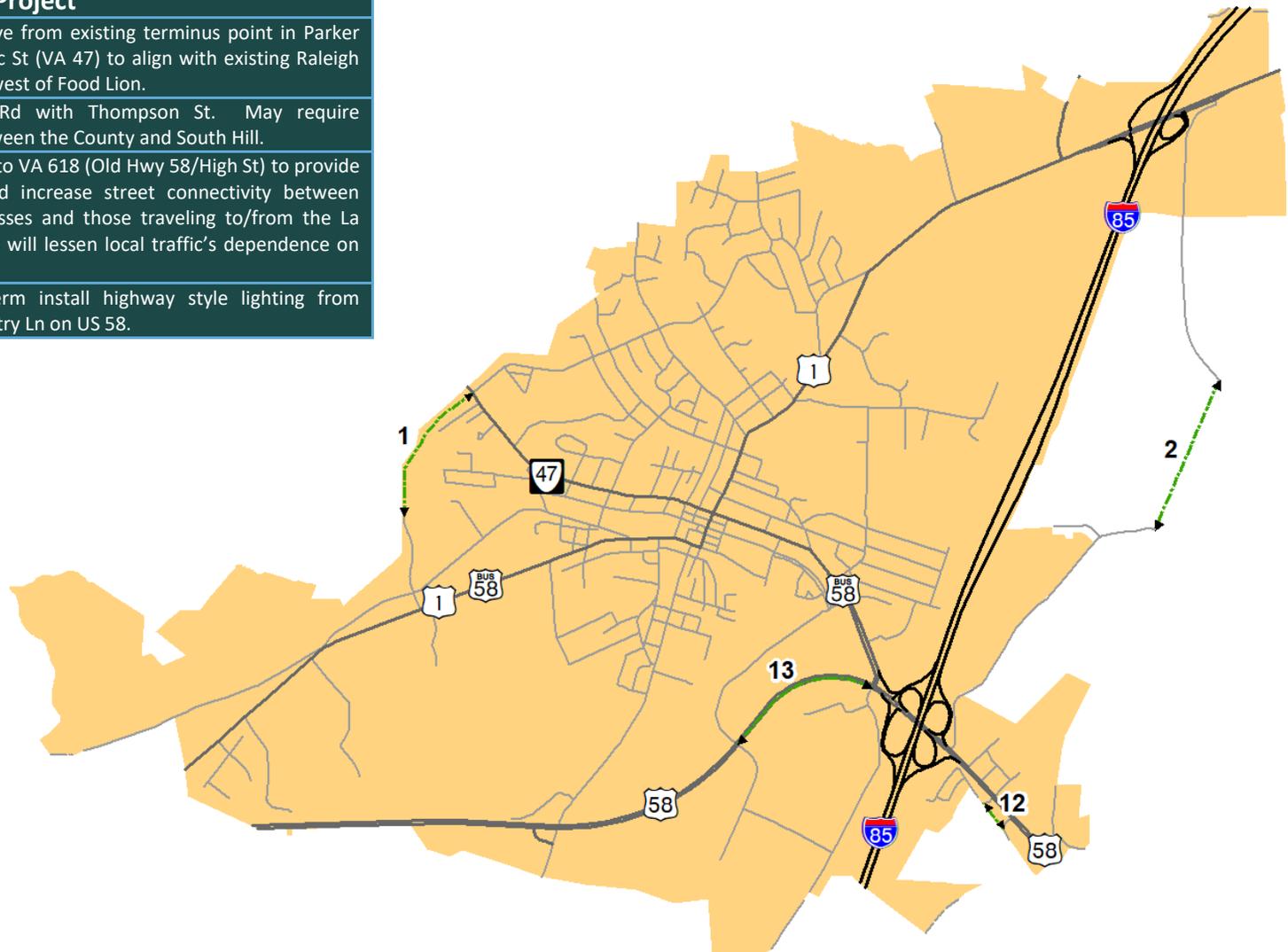
TOWN OF SOUTH BOSTON



ID	Summary of Project
2	Construct Crossing of the Dan Trail with primitive campground. This trail will connect the Tobacco Heritage Trail to the Crossing of the Dan site before heading east to the site of the old bridge.
3	Construct Wildlife River Trail with boat access. A new footbridge will be constructed on the old pylons to cross the Dan River. Other amenities to include fishing and nature watching. Coordinate with Halifax County as a portion of the trail is outside town limits.
4	Construct Dan River Blueway and Wildlife Trail. This trail will connect the Crossing of the Dan site to the Tobacco Heritage Trail on the southwestern side of town by following the bends of the Dan River. Coordinate with Halifax County as a portion of the trail is outside the town limits.
5	Extend the Dan River Blueway and Wildlife Trail. The trail will be extended from the site of the old bridge east to the Maple Avenue area and will include boat access.
6	Construct Cotton Mill Park. Install/repair sidewalk in this area and construct a new walking trail throughout the park.
7	Re-align Summit Drive to run from Poplar Creek to Railroad Street. New roadway to include pedestrian improvements as it runs through Cotton Mill Park.
10	Install/repair sidewalks and other pedestrian improvements on Old Halifax Rd from US 501 to High School Circle.
11	Extend Hamilton Blvd to US 58 and construct it to two-lane urban standards. Coordinate with Halifax County as a portion of this project is outside town limits.
20	Construct the Poplar Creek portion of the Nathanael Greene Spur Trail.
30	Construct a segment of the Toots Creek portion of the Nathanael Greene Spur Trail.

TOWN OF SOUTH HILL

ID	Summary of Project
1	Extend Raleigh Ave from existing terminus point in Parker Park to W Atlantic St (VA 47) to align with existing Raleigh Ave intersection west of Food Lion.
2	Connect Alpine Rd with Thompson St. May require coordination between the County and South Hill.
12	Connect Cycle Ln to VA 618 (Old Hwy 58/High St) to provide better access and increase street connectivity between South Hill businesses and those traveling to/from the La Crosse area. This will lessen local traffic's dependence on US 58.
13	Over the long-term install highway style lighting from Maple Ln to Country Ln on US 58.



DEMOGRAPHICS AND LAND USE TRENDS

RELATIONSHIP OF LAND USE AND DEVELOPMENT TO TRANSPORTATION

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

As the population base fluctuates or shifts within a region, the needs of the community fluctuate and shift as well. Population changes have been relatively low in the region and have not, therefore, prompted any major changes in land use that would be needed for any unaccounted for growth. Land use and development changes that particularly affect transportation in rural areas, such as the Southside Planning District, include, but are not limited to: school consolidation, loss or gain of major employers, movement of younger sectors of the population to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas. These land use and development trends were considered during the creation of this plan.

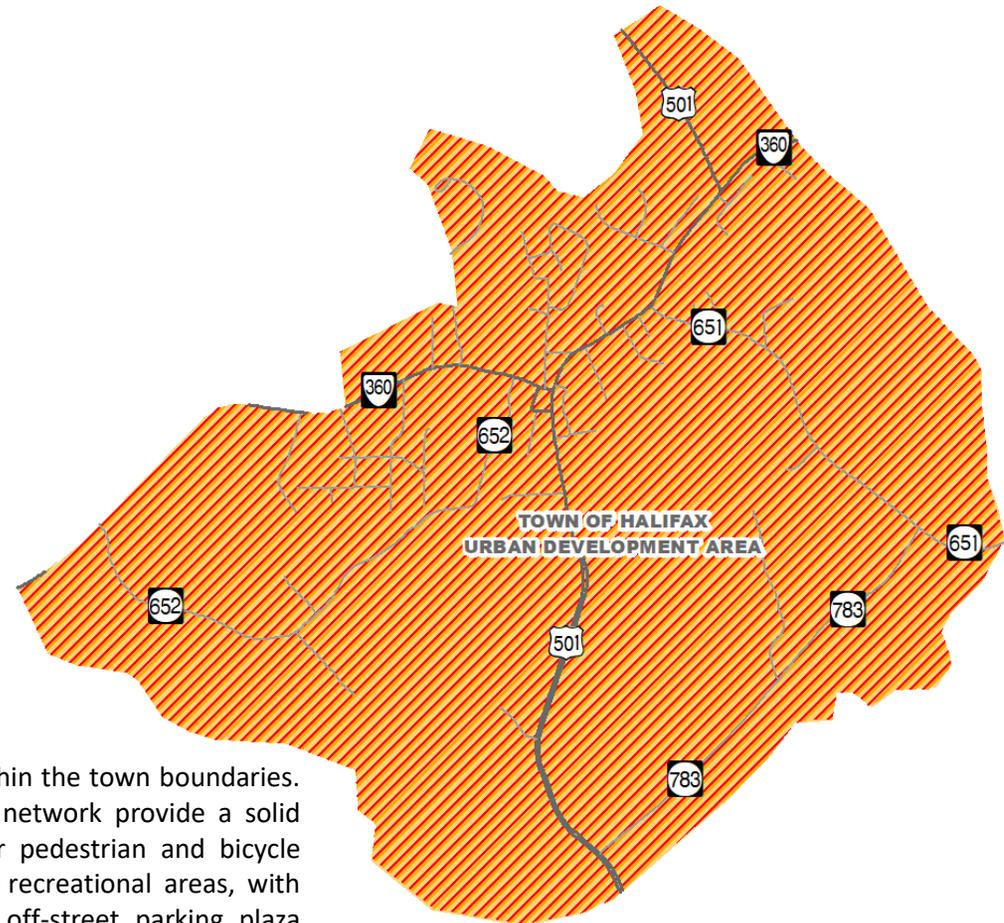


Architect's rendering of the VCU Community Memorial Hospital in South Hill, Virginia. The new location has shifted travel patterns for employees, emergency service vehicles, and visitors.

Most of the land within Brunswick, Halifax and Mecklenburg Counties are in agricultural districts, with more intensive land uses being located in and around the towns and along major roadways. A review of the future land use plans and urban development areas (UDA) throughout the district shows this trend to continue, with residential development also planned to occur along the various water features that stretch across the region. Future transportation projects will improve safety, connectivity, and enhance existing infrastructure.

TOWN OF HALIFAX UDA

Established	2016
Size	3.83 square miles
Future Transportation Needs:	
I = Internal UDA Need	
E = External UDA Need	
Roadway Capacity	I/E
Bicycle Infrastructure	I/E
Pedestrian Infrastructure	I/E
Complete Streets	I/E
Safety Features	I/E
Intersection Design	I/E
Signage/Wayfinding	I/E
Traffic Calming Features	I/E
Improvements to Natural Environment	I/E
On-Street Parking Capacity	I/E
Off-Street Parking Capacity	I/E
Street Grid	I/E
Roadway Operations	I/E

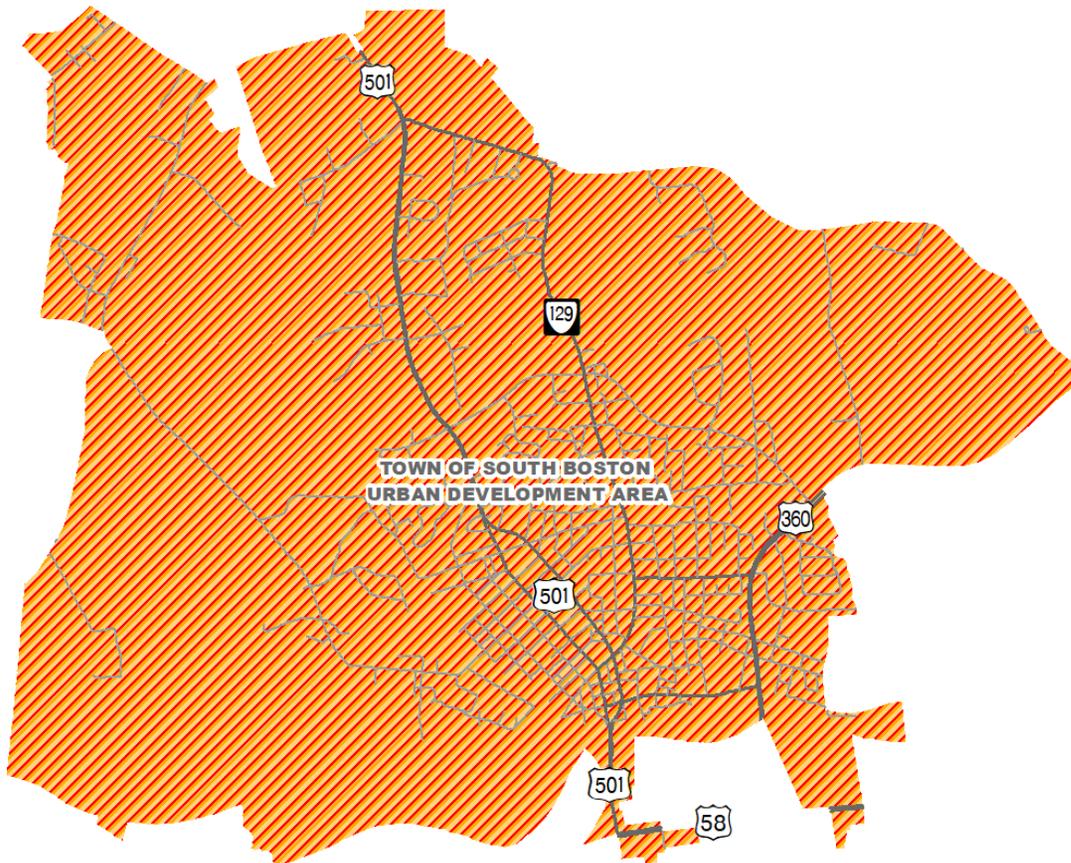


The UDA for the Town of Halifax includes all the land within the town boundaries. It is believed that the existing urban fabric and street network provide a solid foundation for future mixed-use developments. Better pedestrian and bicycle connectivity to downtown, residential, commercial, and recreational areas, with traffic calming measures on primary/secondary roads, off-street parking plaza cluster areas, storm water improvements, and Traditional Neighborhood design will be utilized.

URBAN DEVELOPMENT AREA

“An area designated by a locality that is (1.) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and (2.) to the extent feasible, to be used for redevelopment or infill development.”

Code of Virginia § 15.2-2223.1



TOWN OF SOUTH BOSTON UDA

Established	2015, amended 2016
Size	13.15 square miles
Future Transportation Needs:	
I = Internal UDA Need E = External UDA Need	
Bicycle Infrastructure	I
Complete Streets	I
Safety Features	I
Roadway Capacity	E
Roadway Operations	E
Street Grid	I/E
Pedestrian Infrastructure	I
Off-Street Parking	I/E
Improvements to Natural Environment	E
Traffic Calming Features	E

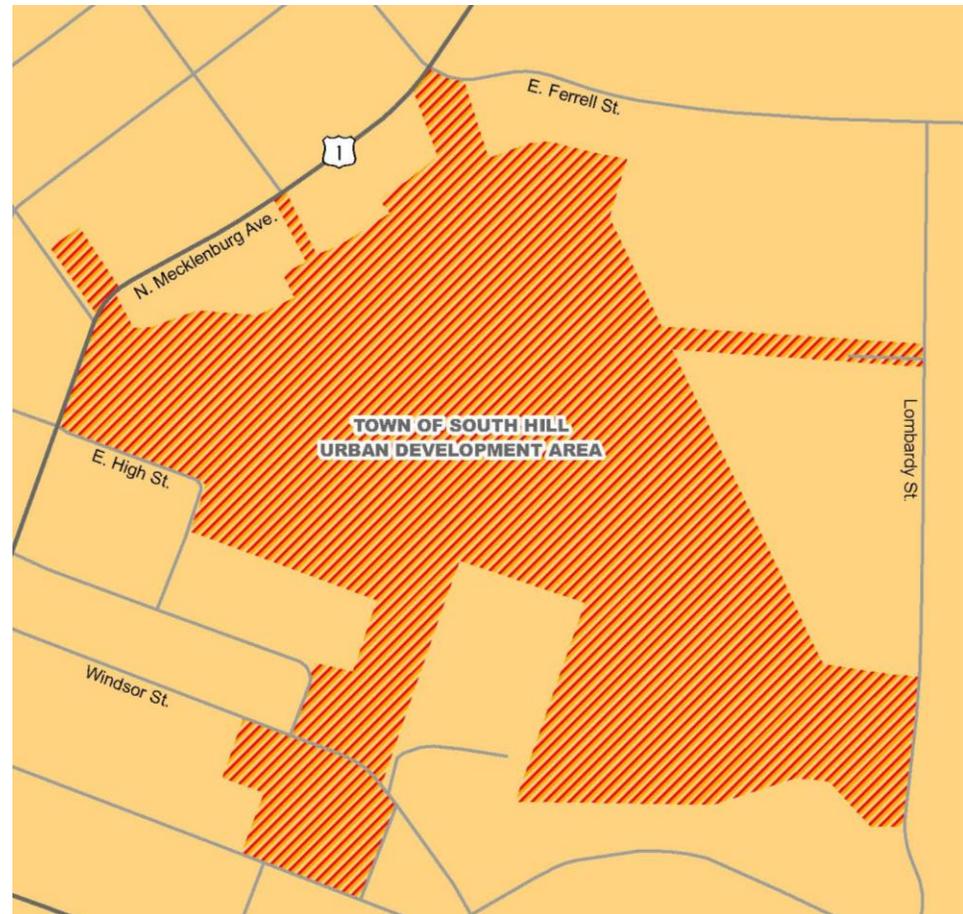
In 2016 South Boston’s UDA was expanded to include the entire town. The existing urban fabric and gridded street network makes the Town an attractive spot for future mixed-use developments. In the downtown area the

one-way streets (Main and Broad) are planned to be converted to allow for two-way traffic. It is anticipated that future commercial growth will in turn increase pedestrian traffic in the downtown area. Traffic calming measures for Broad Street may include: reducing pavement width, providing on-street parking, adding a bicycle lane, creating bump-outs and providing wider sidewalks.

TOWN OF SOUTH HILL UDA

Established	2012
Size	0.1 square miles
Future Transportation Needs:	
I = Internal UDA Need E = External UDA Need	
Roadway Capacity	I/E
Infrastructure Improvements	I/E
Street Grid	I/E
Bicycle Infrastructure	I/E
Pedestrian Infrastructure	I/E
Complete Streets	I/E
Safety Features	I/E
On-Street Parking Capacity	I/E
Off-Street Parking Capacity	I/E
Signage/Wayfinding	I/E
Improvements to Natural Environment	I/E
Intersection Design	I
Traffic Calming	I

The UDA in South Hill is located in the downtown area and has a strong street grid network that surrounds it. It is anticipated that while accommodating projected growth, any new development or redevelopment will adhere to the principles of Traditional Neighborhood Development. Such principles include: pedestrian-friendly road design, interconnection of roads, connectivity of roads and pedestrian networks, preservation of natural areas, mixed-use neighborhoods, reduction in building setbacks, reduction in subdivision streets widths and reduction in turning radii at intersections where appropriate.

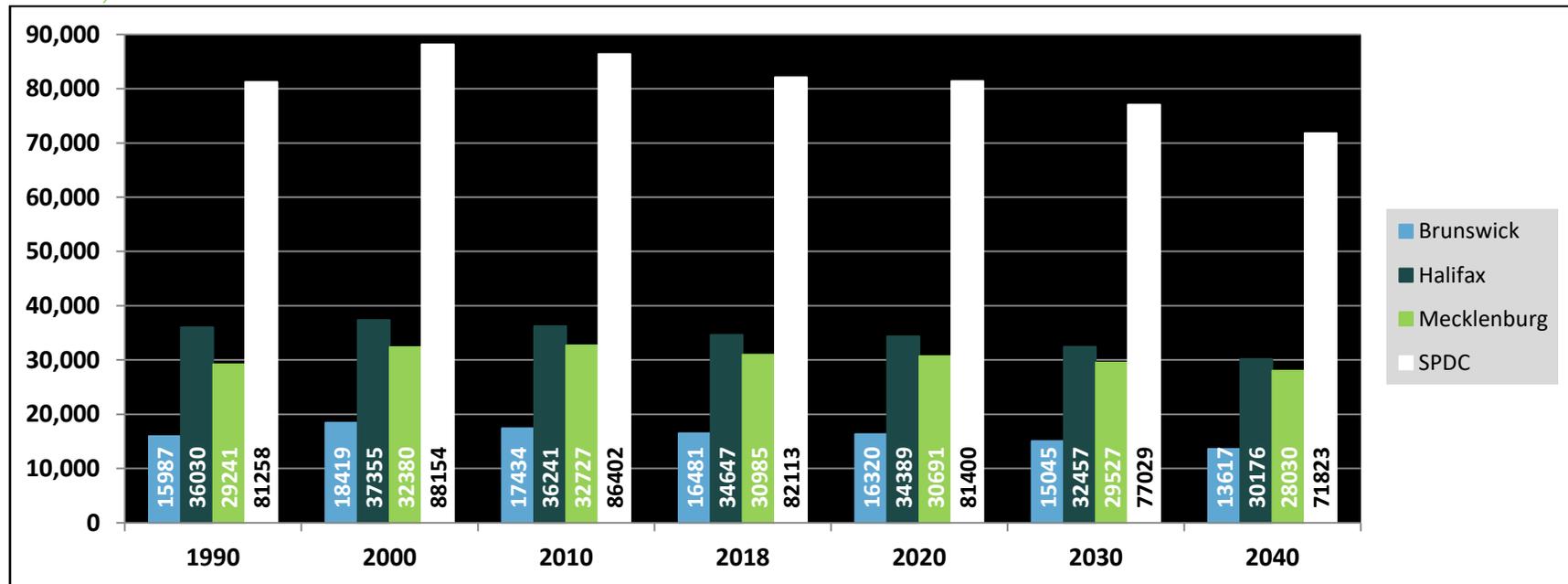


POPULATION TRENDS

The Southside Planning District has experienced a decrease in population of 5 percent between 2010 and 2018 based upon figures from the Weldon Cooper Center. The counties of Brunswick, Halifax and Mecklenburg all show an overall loss in population and future projections have the region’s population for 2040 declining to 71,823. If the projections are accurate, this would represent a 16.9 percent population loss for the region from 2010 to 2040.

Population trends can have implications for the transportation network of any geographic area. Improvements to the network are needed because mobility and safety are affected by increases in population. In the case of the Southside Planning District, population changes have not affected the transportation network to the extent that this has occurred in other parts of the Commonwealth, such as Northern Virginia. Primarily, the need for improved access to and from the John H. Kerr Reservoir and Lake Gaston has had the most effect on the network.

PAST, CURRENT AND PROJECTED POPULATION – SOUTHSIDE PDC REGION

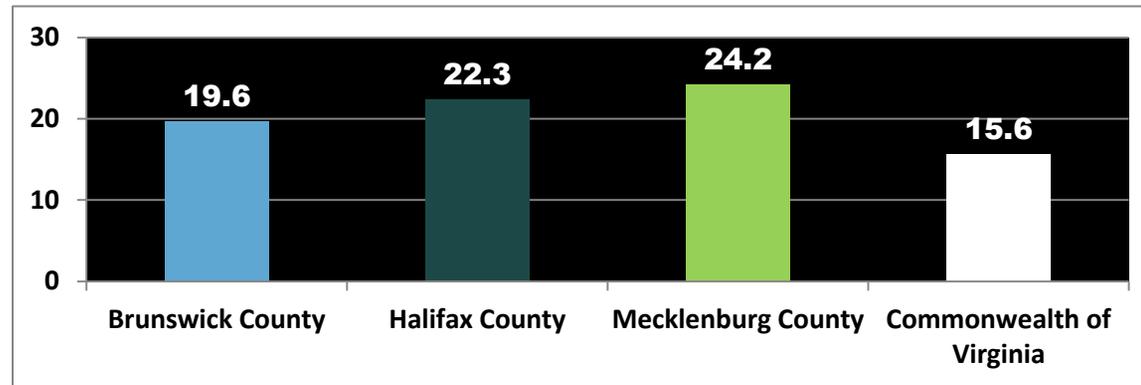


Sources: US Census Bureau 1990, 2000, 2010; Weldon Cooper Center 2018, 2020, 2030 and 2040.

DEMOGRAPHIC TRENDS

Disadvantaged population groups were studied in order to determine if there are any gaps or deficiencies in the transportation network that could affect these groups. Disadvantaged groups studied include: the elderly, people with disabilities, low-income, and minorities, as defined by the U.S. Census Bureau. Additional or expanded public transit and private transportation services may be warranted to meet local needs.

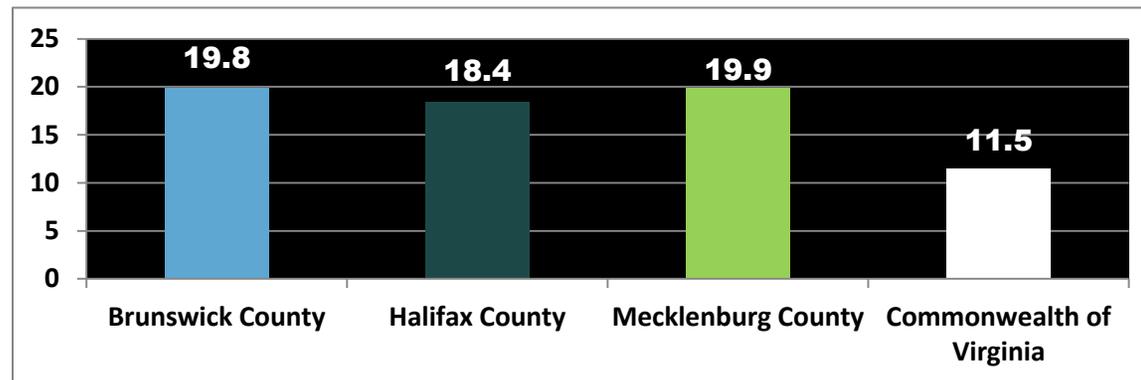
ELDERLY POPULATION



Source: US Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Age and Sex, S0101.

According to the 2013-2017 American Community Survey data from the US Census Bureau, the counties of Brunswick, Halifax and Mecklenburg all have elderly populations above the state average of 15.6 percent.

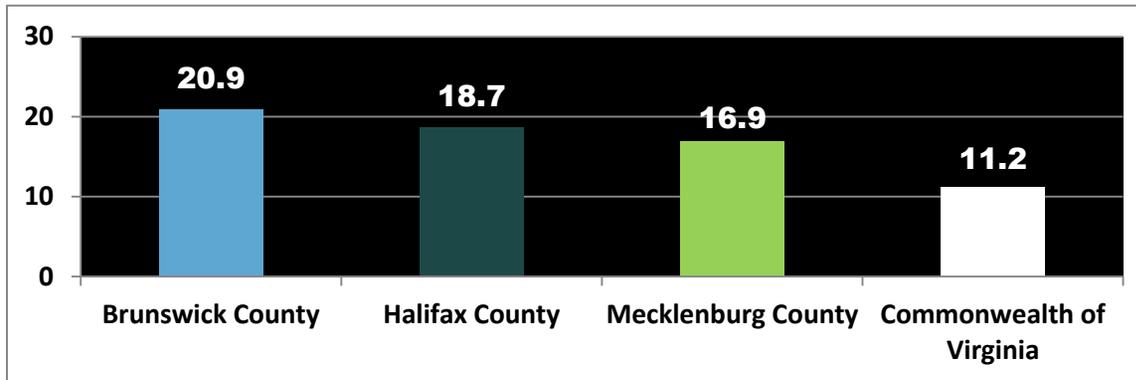
DISABILITY POPULATION



Source: US Census Bureau, 2012-2016 American Community Survey 5-Year Estimates, Disability Characteristics, S1810.

According to the 2013-2017 American Community Survey data from the US Census Bureau, the counties of Brunswick, Halifax and Mecklenburg all have disability populations above the state average of 11.5 percent. People with disabilities are based on the population over 5 years of age.

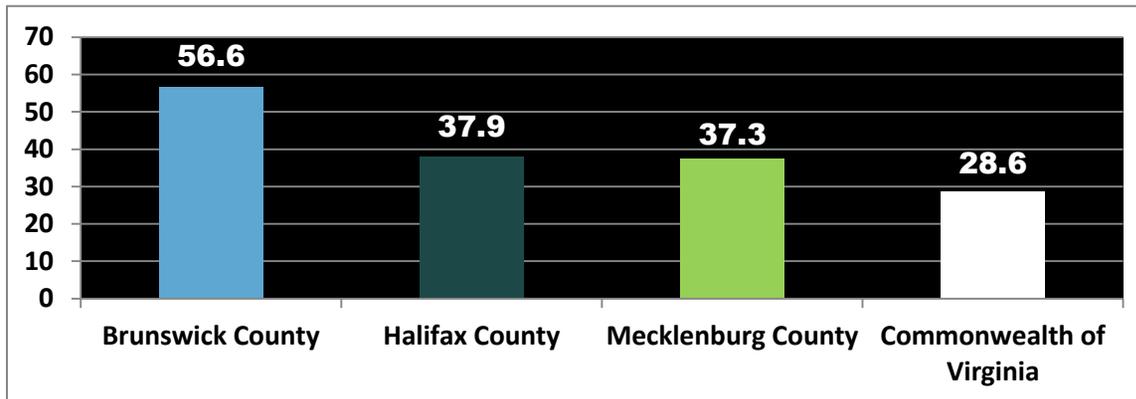
LOW-INCOME POPULATION



Source: US Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Poverty Status in the Past 12 Months, S1701.

According to the 2013-2017 American Community Survey data from the US Census Bureau, the counties of Brunswick, Halifax and Mecklenburg all have low-income populations above the state average of 11.2 percent. Low-income is a percentage of the population for whom poverty is determined.

MINORITY POPULATION



Source: US Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Demographic and Housing Estimates, DP05

According to the 2013-2017 American Community Survey data from the US Census Bureau, the counties of Brunswick, Halifax and Mecklenburg all have minority populations above the state average of 28.6 percent.

REGIONAL TRANSPORTATION SYSTEM



ROADWAYS

Interstate 85 passes through the eastern part of the region, generally running in a north-south direction. Other north-south corridors within the Planning District are US 1, US 15, and US 501. Primary east-west corridors include US 58 and US 360.



INVENTORY OF PRIMARY ROADS

Route	Miles	Route	Miles	Route	Miles	Route	Miles	Route	Miles	Route	Miles	Route	Miles	Route	Miles
US 1	48.80	SR 34	0.69	SR 47	33.83	US 58	128.84	SR 96	9.55	SR 136	1.48	SR 304	0.91	US/SR 360	48.40
SR 4	13.75	SR 40	14.09	SR 49	36.73	I-85	50.28	SR 119	3.83	SR 137	4.46	SR 344	15.00	US 501	48.21
US 15	18.02	SR 46	45.95	SR 57	16.18	SR 92	26.78	SR 129	3.99	SR 138	4.11	SR 349	0.16		

*For a more detailed inventory of primary roads refer to Appendix C.

VDOT Roads – PAVED/UNPAVED

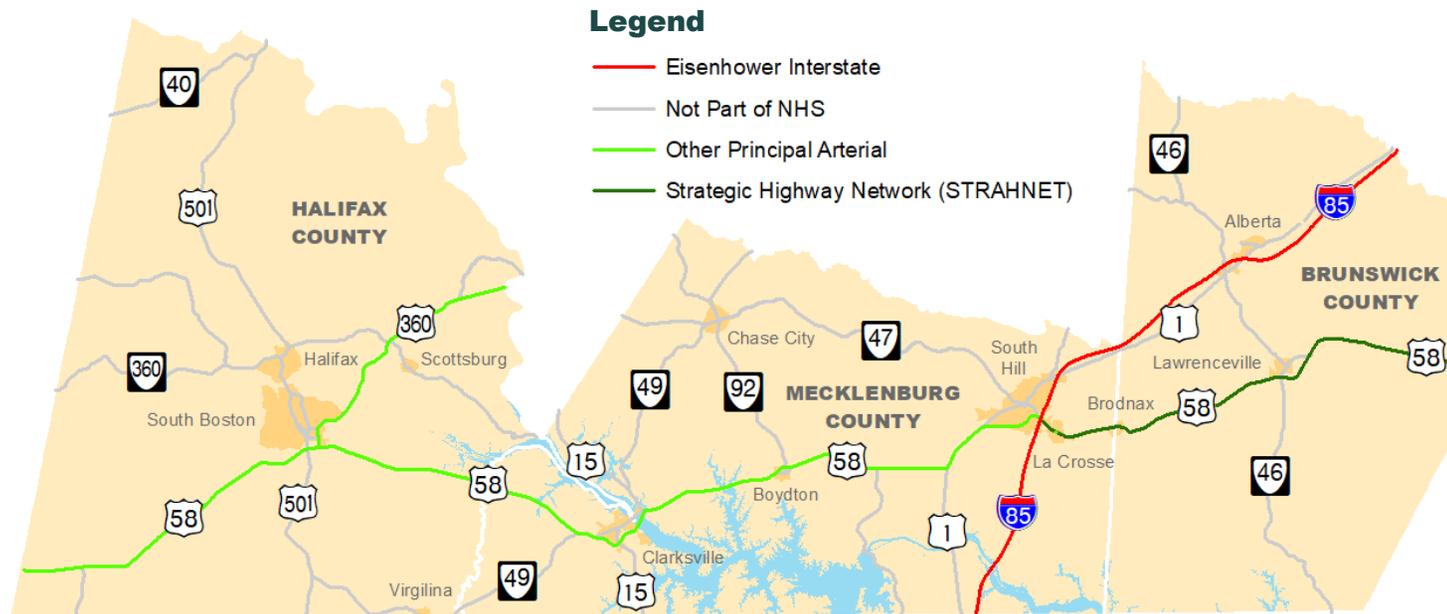
*Approximate totals – Data from 2017 Traffic Counts and Unpaved Roads Map from Virginia Roads Open Data

County	Paved Miles	Unpaved Miles
Brunswick	644	84
Halifax	987	53
Mecklenburg	807	149

DESIGNATIONS

The Commonwealth Transportation Board has designated US 58 as a **Corridor of Statewide Significance (CoSS)**, meaning that it supports multiple modes of transportation, provides for an extended corridor for the movement of freight, connects regions and activity centers, accommodates a high volume of traffic, and helps fulfill a statewide goal or function.

Interstate 85, US 58, US 15, and US 360 are part of the **National Highway System (NHS)**, which are roadways of importance to the nation’s economy, defense, and mobility. Within the NHS Interstate 85 is part of the Eisenhower Interstate System while US 58, US 15, and US 360 are identified as “Other NHS Routes.” US 58, eastward from I-85 through Brunswick County, is also part of the **Strategic Highway Network (STRAHNET)**. These are roadways identified as being important for their access, continuity and emergency capabilities as it relates to the United States strategic defense policy.



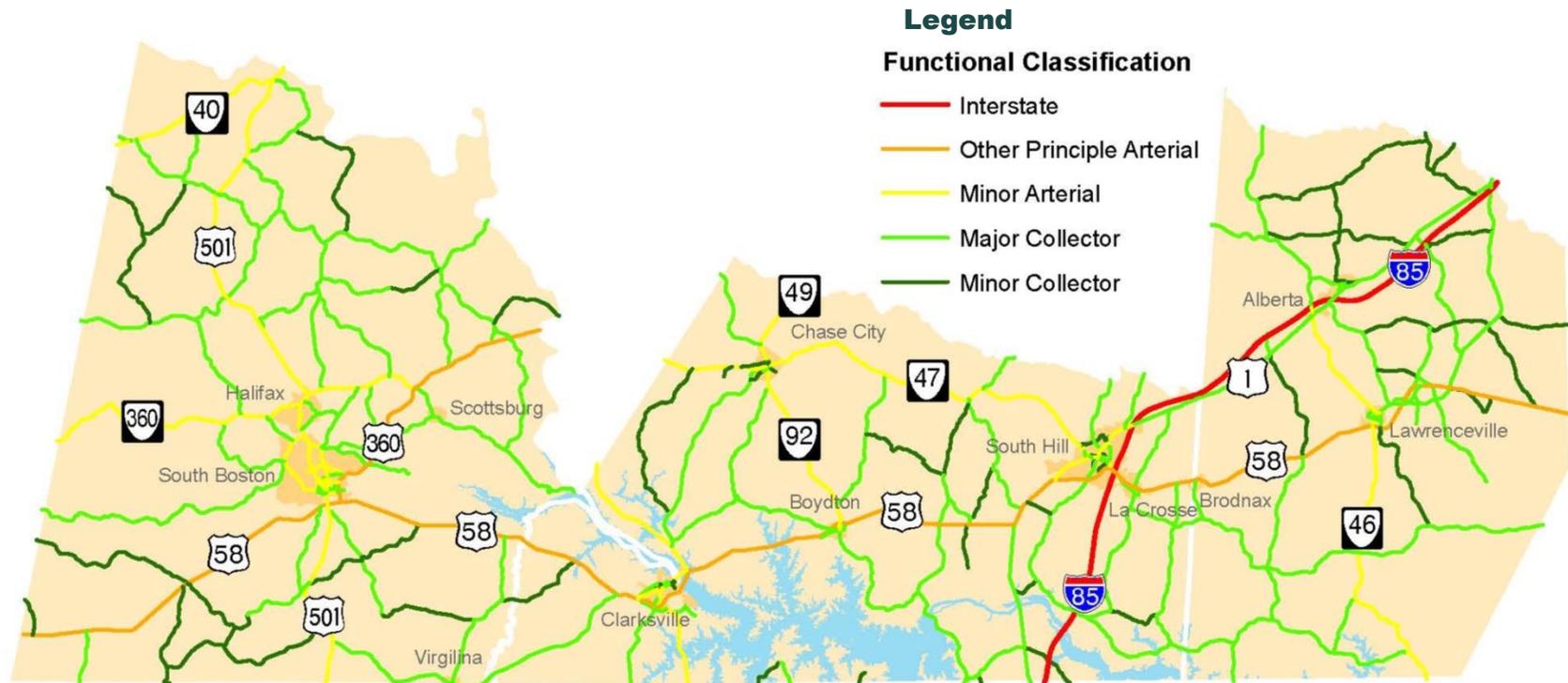
Map of roads included in the National Highway System within the Southside Planning District.

FUNCTIONAL CLASSIFICATION

The functional classification of a roadway is determined by VDOT’s Transportation and Mobility Planning Division (TMPD) and is based upon guidelines provided by the Federal Highway Administration. Roadways are part of a hierarchy system and are grouped within it based upon the level of service that they provide. Common examples of factors to be considered are the types of trips made on the roadway, expected traffic volumes, and how the roadway connects to the overall road network. The functional classifications that are present in the Southside District are profiled in this section.

Functional Classification	Miles
Interstate	80
Other Principle Arterial	112
Minor Arterial	177
Major Collector	534
Minor Collector	208
Local	1,613

*Measurements are approximate.

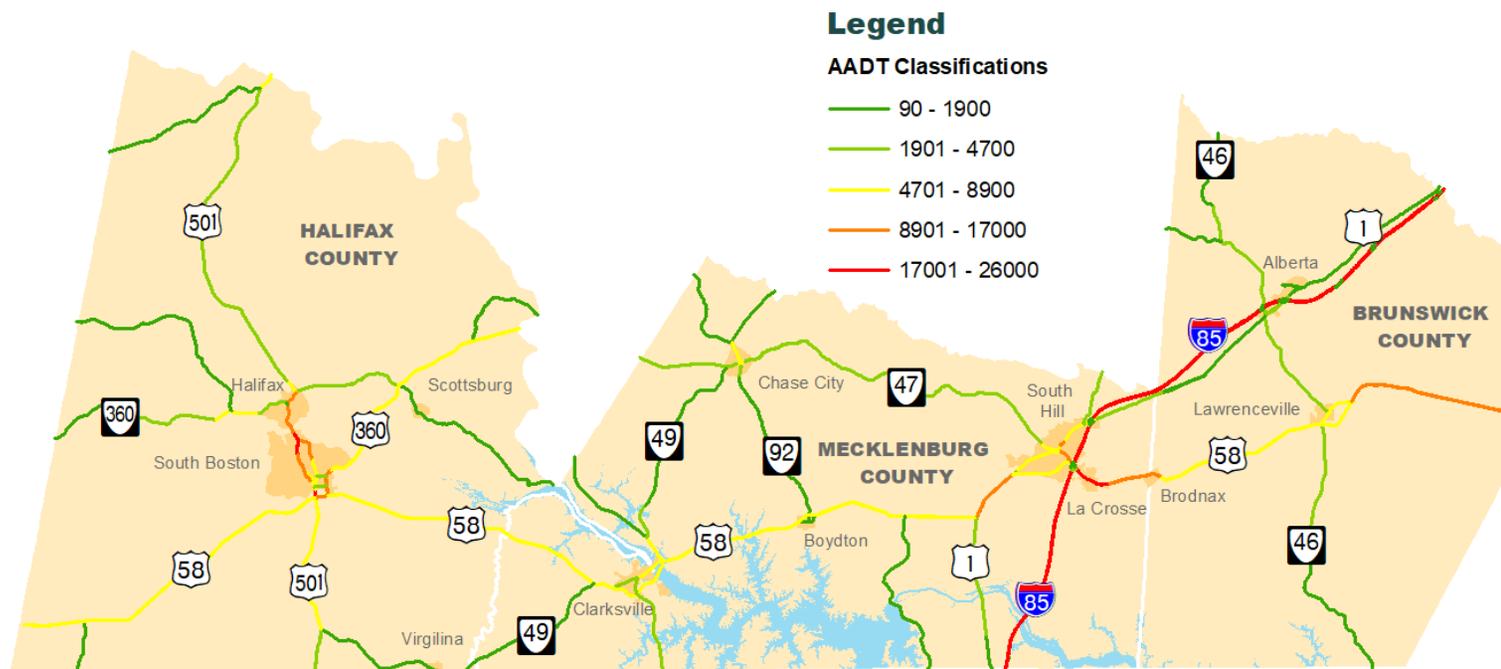


Map showing roads by functional classification in the Southside Planning District. Local roads were not included.

Interstates Designed for long-distance travel, limited access and divided highways, they are the highest functional classification.	Major Collectors These roadways provide connections to county seats or other larger towns not directly served by higher classification systems. Major collectors are generally utilized for intra-county travel.
Other Principal Arterials These important roads provide the framework for statewide or interstate travel through a connected network of roadways.	Minor Collectors Spacing determined by population density, they generally collect traffic from local roads, provide a connection to smaller populated areas and serve as the link between roads of higher classification and more rural areas.
Minor Arterials Designed for moderate length travel within a region and having relatively high speeds, these roads form an integrated network of roadways.	Local Local roads are used for relatively short trips to neighboring properties and to provide access to roads of a higher classification.

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

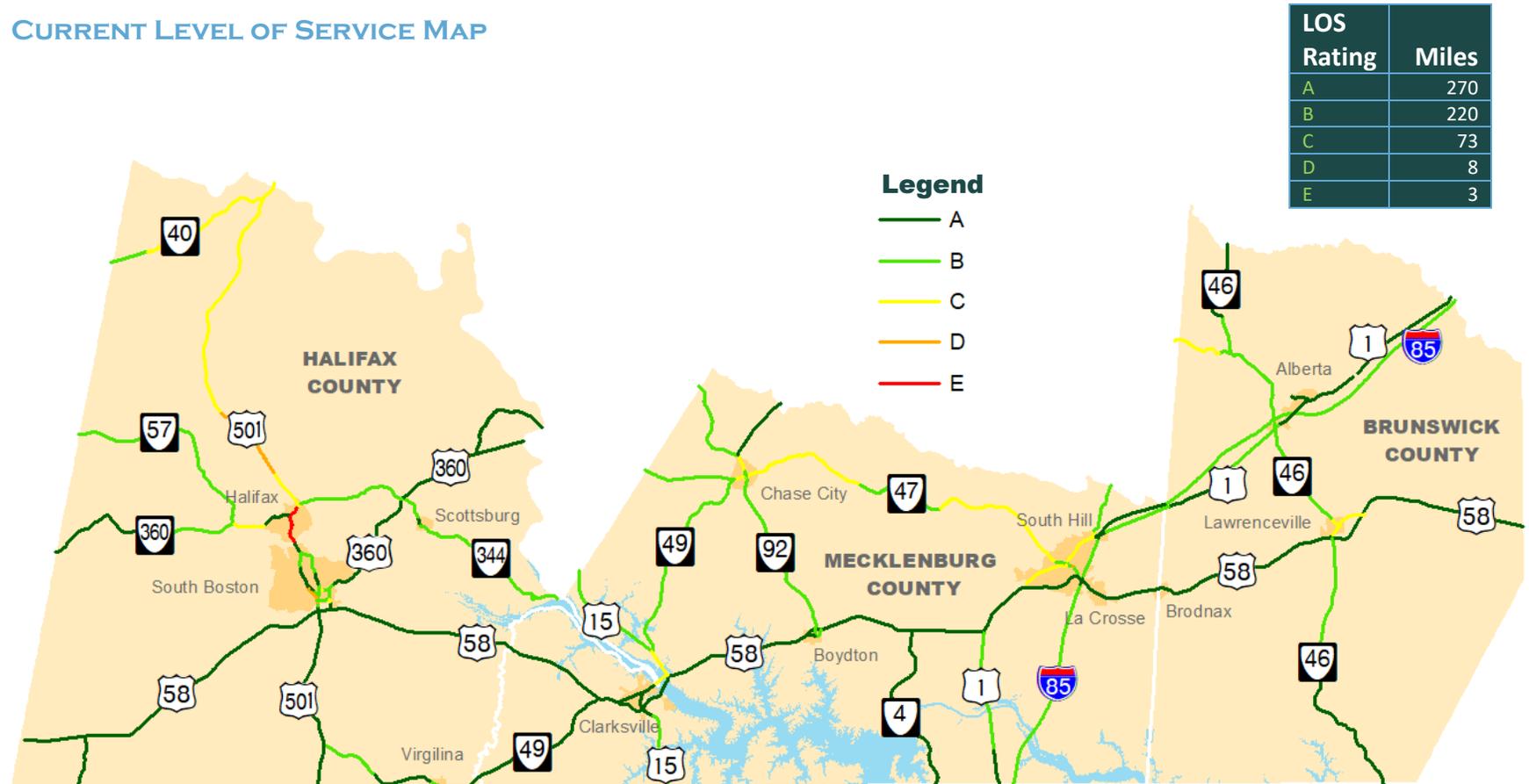
Published on an annual basis, the Virginia Department of Transportation conducts traffic counts along predefined road segments. Data is gathered through a variety of sensors, with common examples ranging from the temporary tubes that stretch across the road to permanent counters that are embedded in the roadway itself. VDOT defines AADT as “The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.” Primary roads have been identified with their most recent AADT data within defined ranges on the map below, while more specific counts from 2017 can be found in Appendix C.



LEVEL OF SERVICE

VDOT rates the Level of Service (LOS) that you can expect to experience on a roadway. Ratings range from “A” through “E”. A rating of “A” would indicate that the roadway is free-flowing and that your movements are unaffected by other drivers. “E” on the other hand, is when a roadway is experiencing a capacity issue characterized by stop-and-go traffic and vehicle movements are constantly being affected by other drivers. A table on the following page provides an inventory of roads currently rated as a “D” or “E”. Projected ratings are also included.

CURRENT LEVEL OF SERVICE MAP



Map of the Current Level of Service of Primary Roadways within the Southside Planning District.

CURRENT LEVEL OF SERVICE – “D” RATING

Locality	Route	Road Name	From	To
Halifax County	US 501	LP Bailey Memorial Highway	Route 615	Route 642
South Boston	US 501	Wilborn Avenue	Broad Street	North Main Street
South Boston	US 501	Main Street	North Main Street	Broad Street
South Hill	US 58 Bus.	East Atlantic Street	Dortch Avenue	Windsor Street

CURRENT LEVEL OF SERVICE – “E” RATING

Locality	Route	Road Name	From	To
Halifax	US 501	Main Street	SCL of Halifax	LP Bailey Memorial Highway

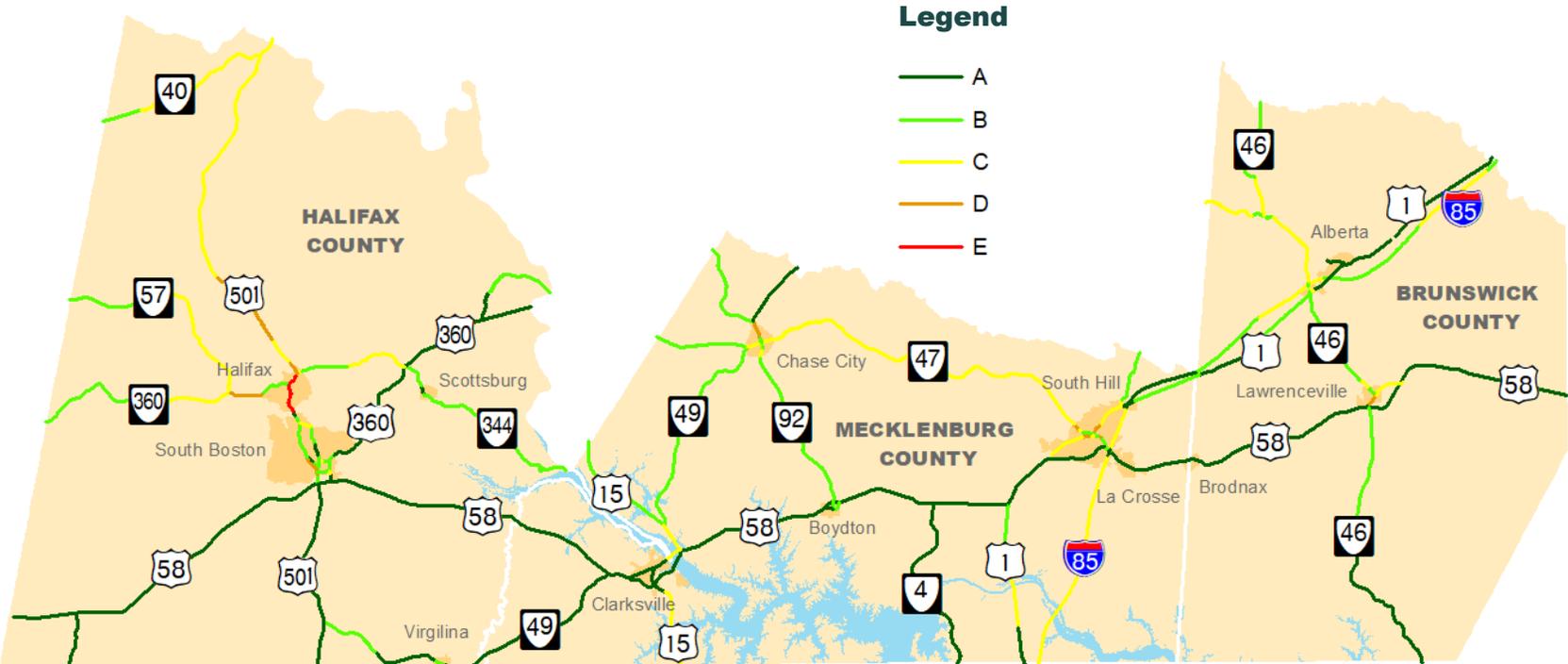
PROJECTED LEVEL OF SERVICE – “D” RATING

Locality	Route	Road Name	From	To
Halifax/Halifax County	US 501	LP Bailey Memorial Highway	Route 360 East	NCL Halifax
Halifax County	US 501	LP Bailey Memorial Highway	Route 615	Route 642
Halifax County	Route 360	Mountain Road	Route 57	WCL Halifax
South Boston	US 501	Wilborn Avenue	Broad Street	North Main Street
South Boston	US 501	Main Street	North Main Street	Broad Street
Chase City	Route 49	North Main Street	East 5 th Street	NCL Chase City
South Hill	Route 47	West Atlantic Street	Opie Road	WCL South Hill
South Hill	US 58 Business	East Atlantic Street	Dortch Avenue	Windsor Avenue
South Hill	US 1	West Danville Street	Locust Street	Goodes Ferry Road
South Hill	US 1	North Mecklenburg Avenue	Franklin Street	East Ferrell Street
Lawrenceville	Route 46	South/North Hicks Street	SLC Lawrenceville	Hicks Street

PROJECTED LEVEL OF SERVICE – “E” RATING

Locality	Route	Road Name	From	To
Halifax	US 501	Main Street	SCL of Halifax	LP Bailey Memorial Highway

PROJECTED LEVEL OF SERVICE MAP



Map of the Projected Level of Service for Primary Roadways within the Southside Planning District.

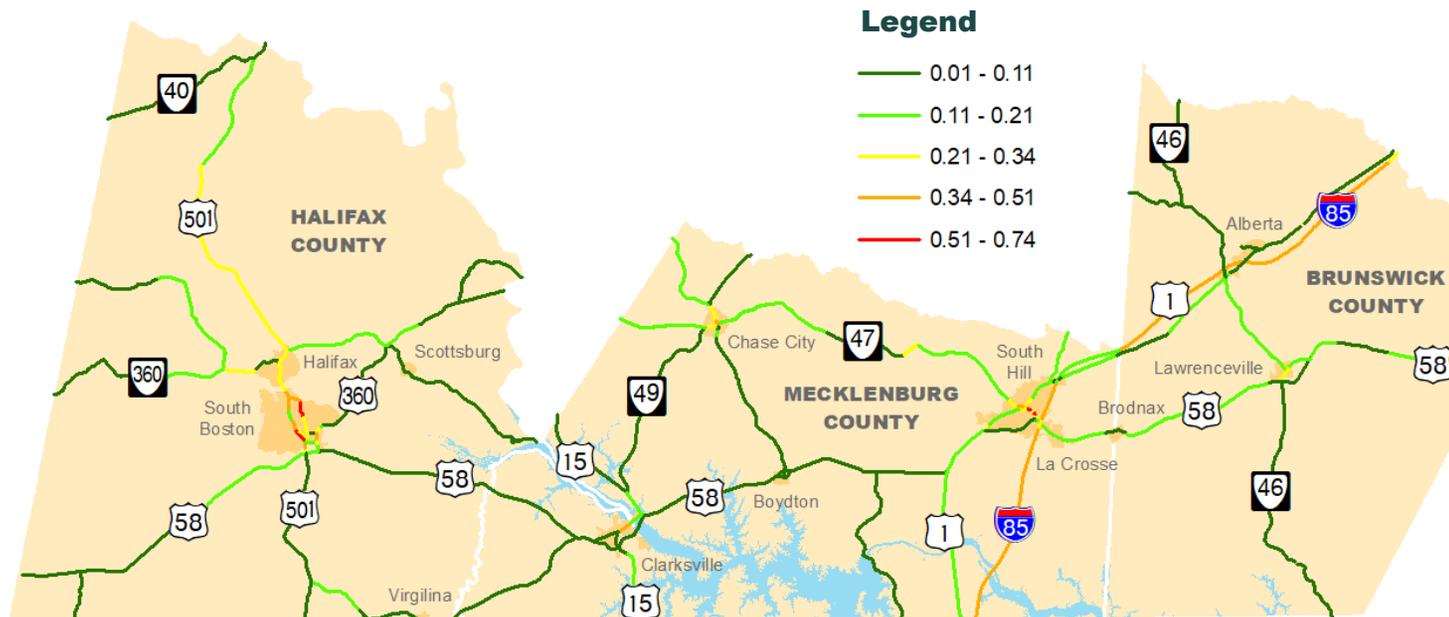
LOS Rating	Miles
A	243
B	170
C	142
D	15
E	3

As can be seen when comparing the Current LOS to the Projected LOS, roadways will continue to become more crowded. By identifying these issues in advance, VDOT and localities will be in a better position to plan for and construct future road improvements to keep traffic moving in a safe and efficient manner.

VOLUME/CAPACITY RATIO

The volume to capacity ratio is the measure in which the traffic volume is divided by the capacity of the subject roadway. Within the Southside Planning District, most primary lane miles are free from volume to capacity issues. However, there are small areas and specific corridors in which issues do persist that can be seen on the map below.

V/C Ratio	Road Miles
0.01-0.11	315.7
0.11-0.21	168.9
0.21-0.34	35.1
0.34-0.51	50.7
0.51-0.74	2.9



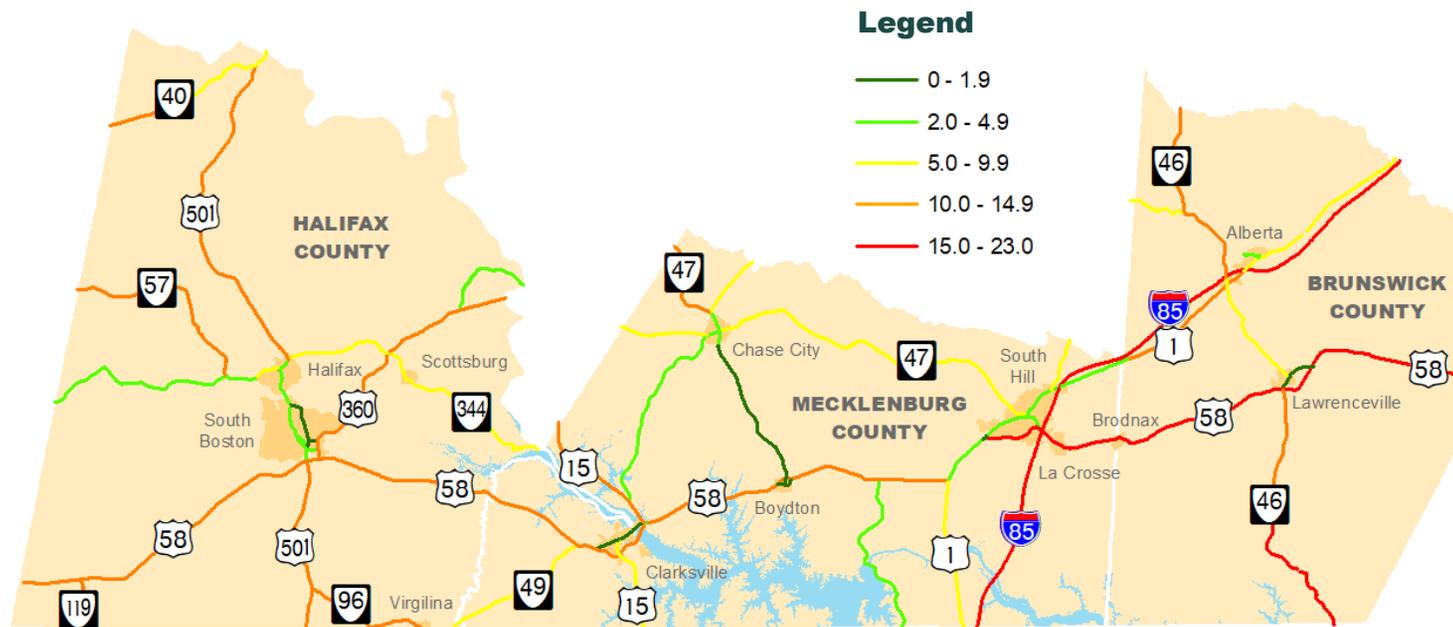
Map of the Volume/Capacity Ratio on Primary Roads in the Southside Planning District.

PERCENT HEAVY VEHICLES

The average daily volume of heavy vehicles is shown on the map below. The data for the map was obtained from VDOT’s Statewide Planning System. Roadways within the region having the highest average daily volume include: Interstate 85, US 58 from South Hill east through Brunswick County, and on VA 46 (Christanna Highway) in the southern section of Brunswick County.

The data used for the prioritization matrix came from the 2017 traffic data report for each relevant jurisdiction, with the relevant categories being “Percent Single Unit Trucks 2 Axle, Percent Single Unit Trucks 3+ Axle, Percent Combination Trucks 1 Trailer, and Percent Combination Trucks 2+ Trailer.”

Percent Heavy Vehicles	Road Miles
0 – 2	26.7
3 – 5	86.4
6 – 10	137.1
11 – 15	222.6
16 – 23	101.3



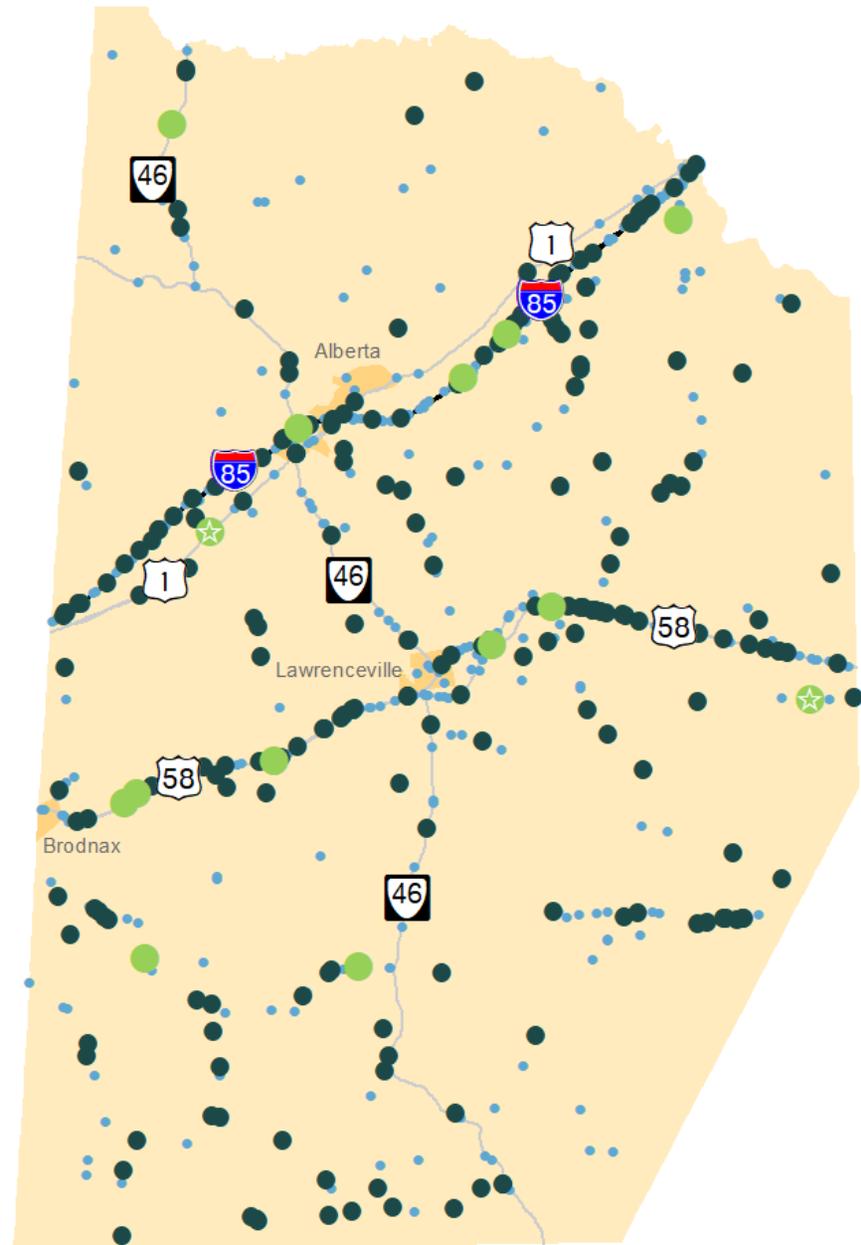
Map of the Percent of Heavy Vehicles on Primary Roads in the Southside Planning District.

CRASH INCIDENTS (2015 – 2017)

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

BRUNSWICK COUNTY (2015 – 2017)

Crash Severity	Incidents
Total Crashes	728
Fatality	14
Injury	225
Property Damage	489
Type of Crash	Incidents
Rear End	53
Angle	59
Head On	5
Sideswipe (Same Dir.)	32
Sideswipe (Opp. Dir.)	17
Fixed Object in Road	12
Non-Collision	27
Fixed Object Off-Road	413
Deer	89
Other Animal	13
Pedestrian	2
Backed Into	2
Other	4



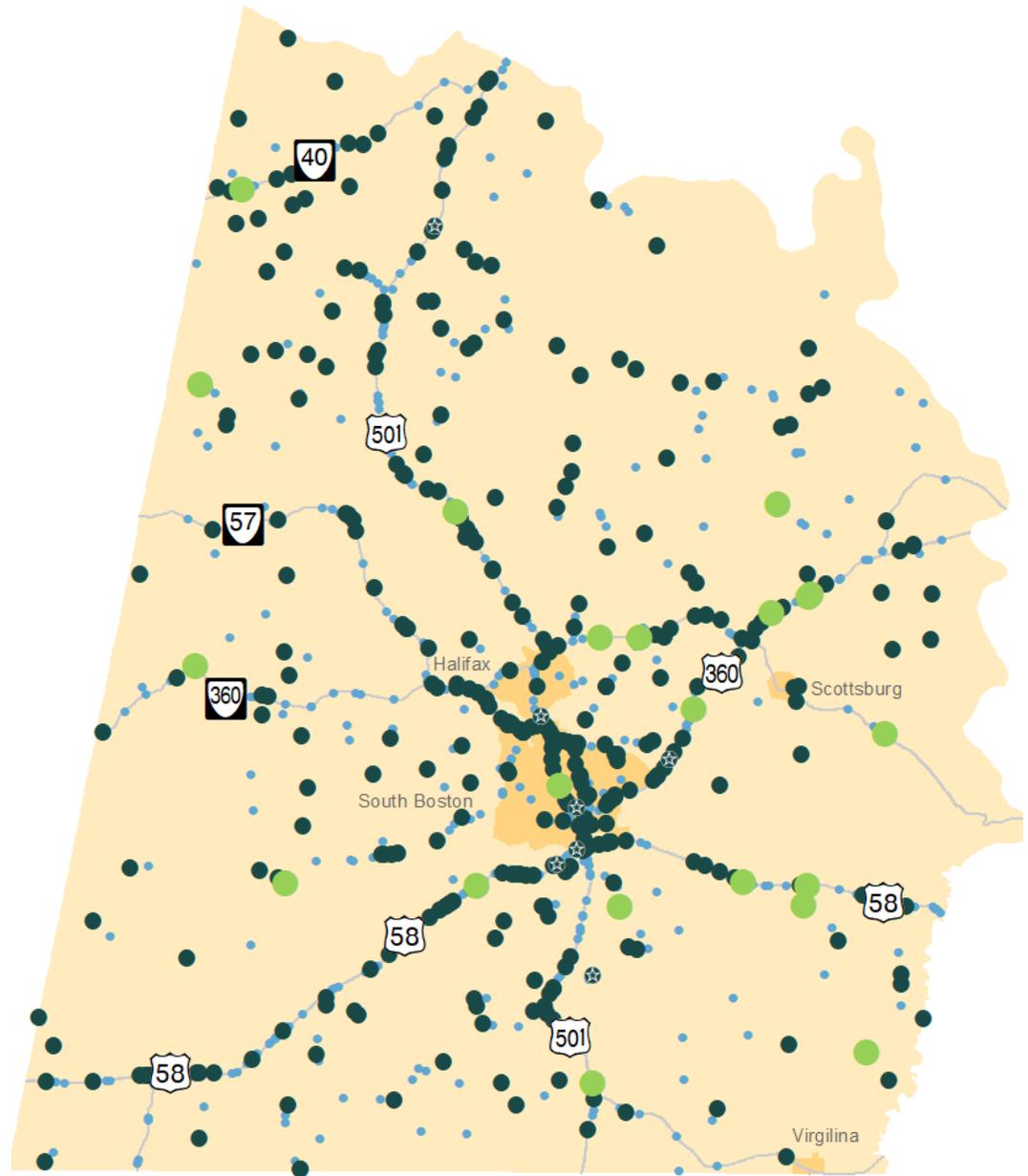
HALIFAX COUNTY (2015 – 2017)

Crash Severity	Incidents
Total Crashes	1117
Fatality	21
Injury	426
Property Damage	670
Type of Crash	Incidents
Rear End	168
Angle	219
Head On	24
Sideswipe (Same Dir.)	34
Sideswipe (Opp. Dir.)	28
Fixed Object in Road	22
Non-Collision	45
Fixed Object Off-Road	394
Deer	131
Other Animal	12
Pedestrian	7
Backed Into	4
Other	29

Legend

Crash Severity

- Fatal Crash
- ☆ Pedestrian Injury Crash
- Injury Crash
- Property Damage Crash



MECKLENBURG COUNTY (2015 – 2017)

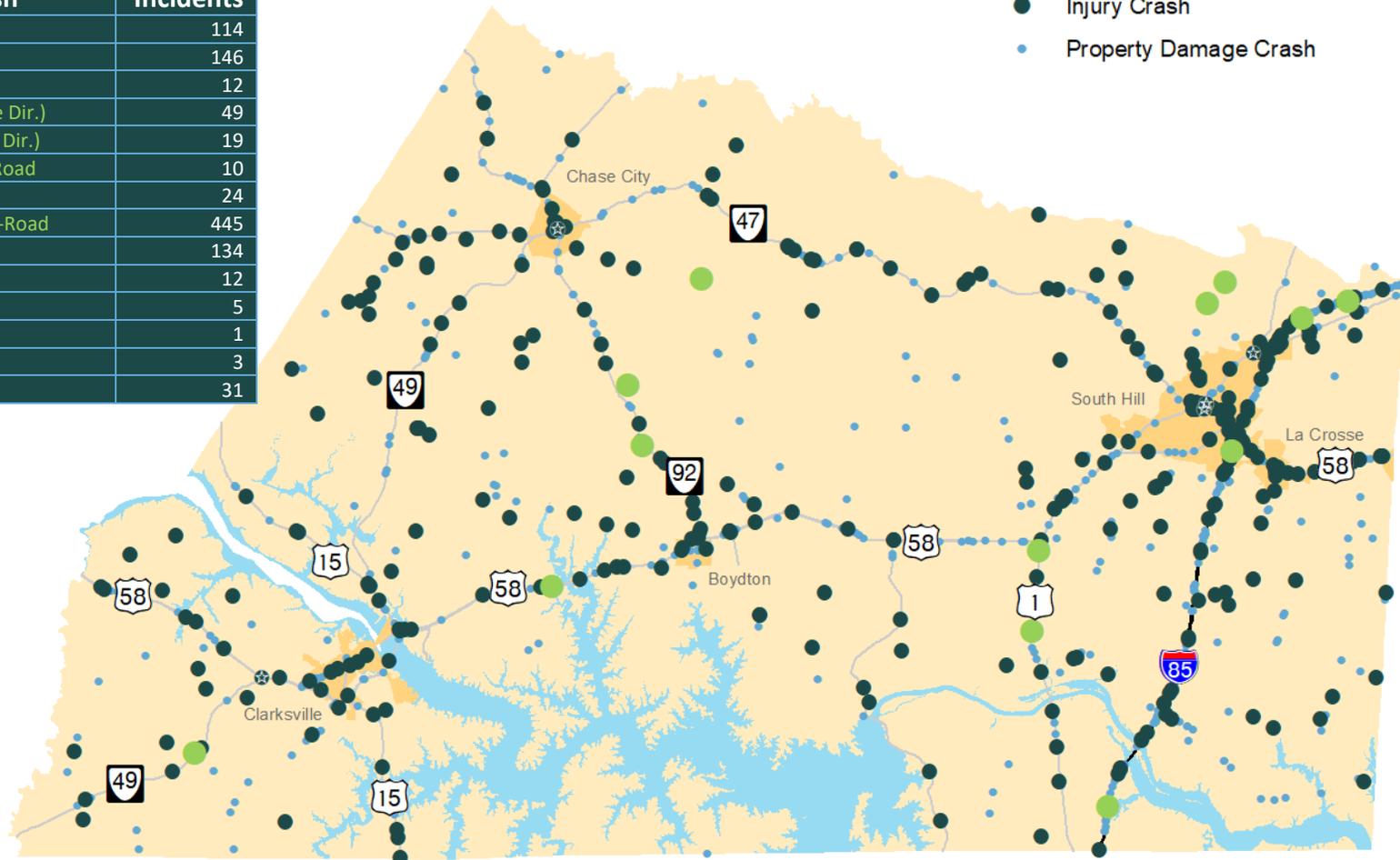
Crash Severity	Incidents
Total Crashes	1005
Fatality	13
Injury	346
Property Damage	646

Type of Crash	Incidents
Rear End	114
Angle	146
Head On	12
Sideswipe (Same Dir.)	49
Sideswipe (Opp. Dir.)	19
Fixed Object in Road	10
Non-Collision	24
Fixed Object Off-Road	445
Deer	134
Other Animal	12
Pedestrian	5
Motorcyclist	1
Backed Into	3
Other	31

Legend

Crash Severity

- Fatal Crash
- ✱ Pedestrian Injury Crash
- Injury Crash
- Property Damage Crash

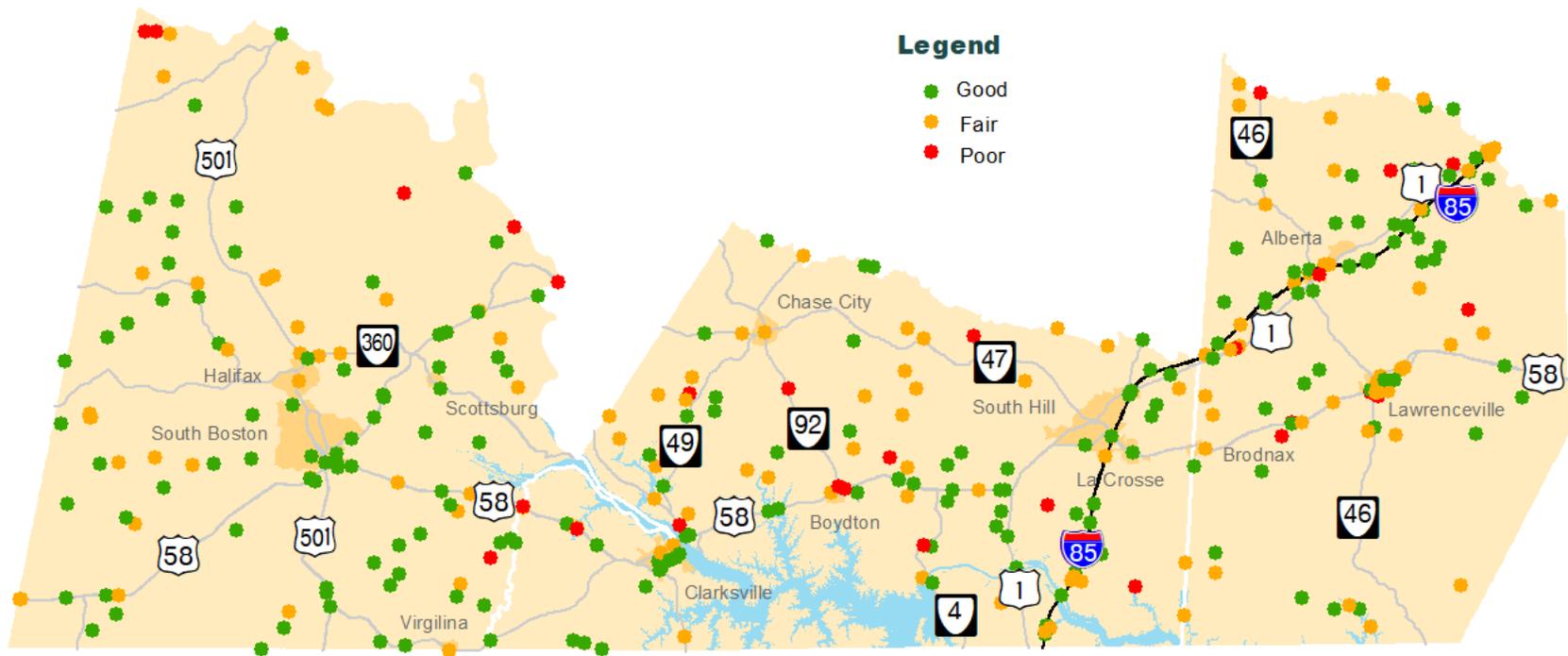


BRIDGES AND CULVERTS – RATINGS

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

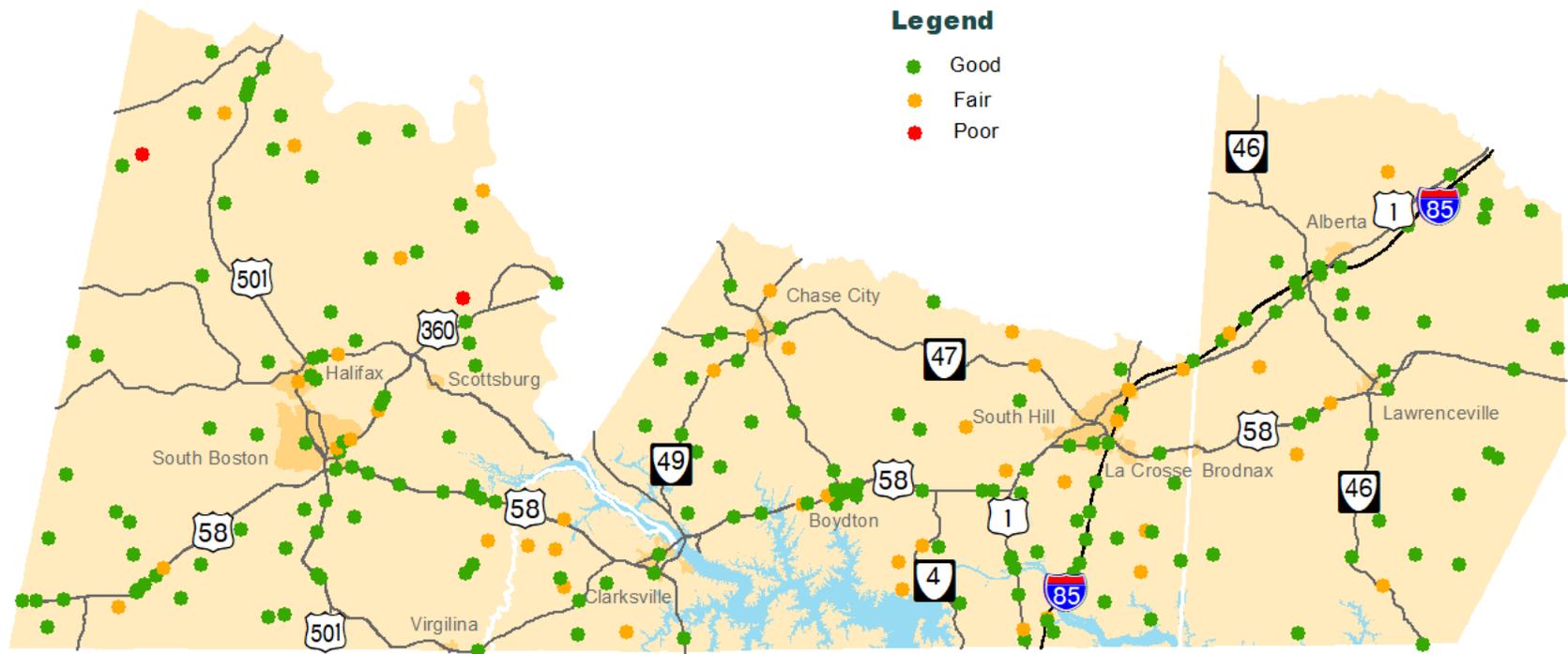
Locality/ Region	Bridges		
	Good	Fair	Poor
Brunswick	65	52	11
Halifax	84	38	6
Mecklenburg	76	44	12
SPDC	225	134	29

BRIDGES



CULVERTS

Locality/ Region	Culverts		
	Good	Fair	Poor
Brunswick	56	9	0
Halifax	95	14	2
Mecklenburg	91	32	0
SPDC	242	55	2



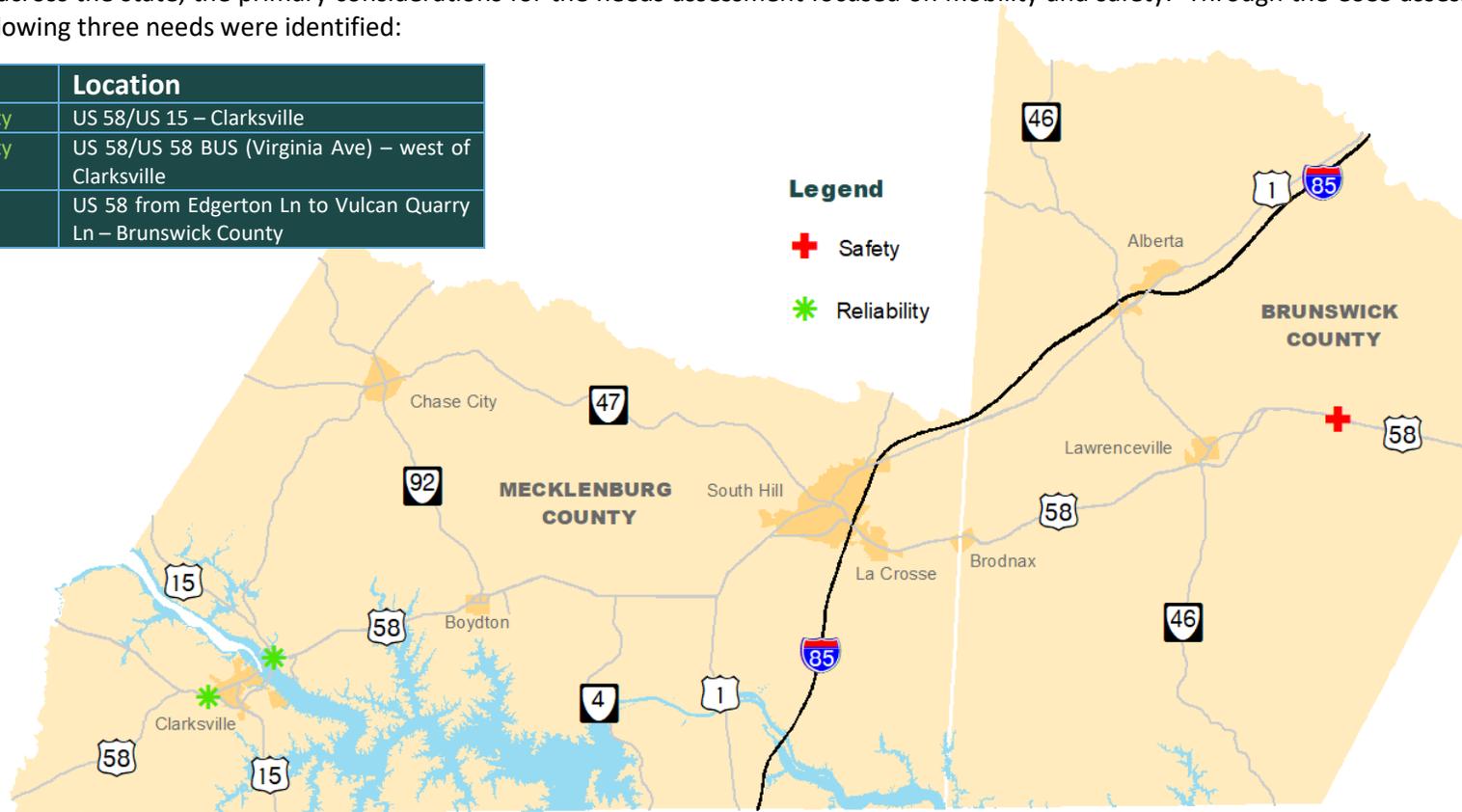
VTRANS 2040 AND IDENTIFIED NEEDS

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

CORRIDOR OF STATEWIDE SIGNIFICANCE (COSS) IDENTIFIED NEEDS

A CoSS supports multiple modes of transportation, provides an extended corridor for the movement of freight, connects regions and activity centers, accommodates a high volume of traffic, and helps fulfill a statewide goal or function. As this designation tends to focus on moving traffic across the state, the primary considerations for the needs assessment focused on mobility and safety. Through the CoSS assessment the following three needs were identified:

Need	Location
Reliability	US 58/US 15 – Clarksville
Reliability	US 58/US 58 BUS (Virginia Ave) – west of Clarksville
Safety	US 58 from Edgerton Ln to Vulcan Quarry Ln – Brunswick County



CONSOLIDATED NEEDS - TIERED

VTrans 2040 also includes VDOT District needs consolidated into three separate tiers. This provides a higher level view of which needs are most critical when reviewing VTrans goals and policies on the District level. The need identified as L.7 is in tier 1, L.8 is a tier 2 need, and all others are in tier 3.

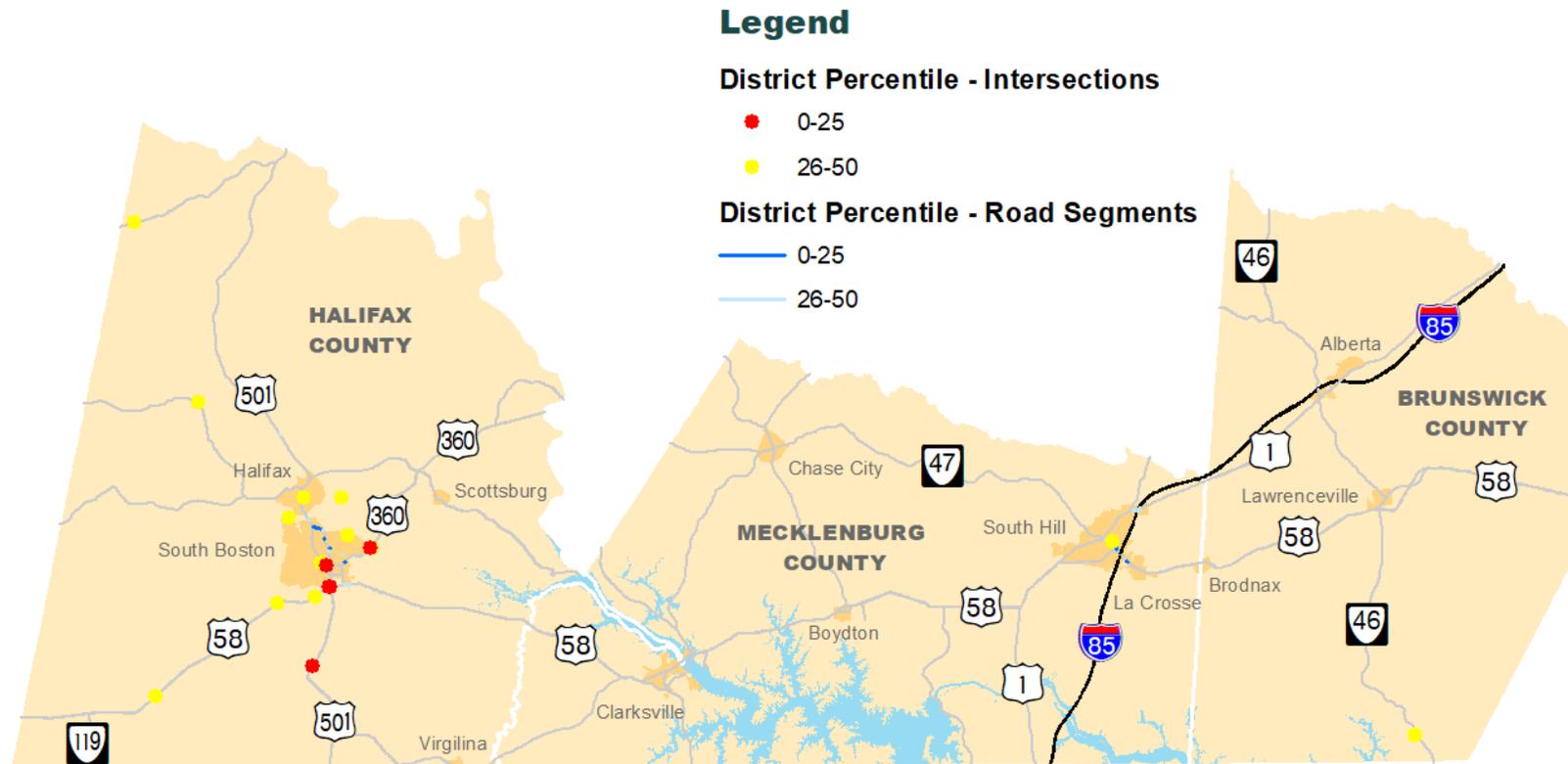
VTRANS Need ID	VDOT District	Need Description
L.7	Lynchburg	Walkability & Bikeability – Activity centers within the Lynchburg District have walkability and placemaking needs to support the workforce.
L.8	Lynchburg	Redundancy & Mode Choice – Rural areas have paratransit needs to connect the rural workforce to activity centers within the Lynchburg District.
L.13	Lynchburg	Safety – The Town of South Boston has safety needs.
L.12	Lynchburg	Redundancy & Modal Choice – US 58 has mode choice needs to support intercity travel from Danville to Hampton Roads.
L.14	Lynchburg	Corridor Reliability – US 58 East in Halifax County has reliability issues.
R.5	Richmond	Corridor Reliability & Safety – The US 58 corridor has specific locations with reliability, safety and access needs.
R.19	Richmond	Network Connectivity & Circulation and Access Within the UDA – South Hill’s UDA has connectivity, access and circulation issues.



POTENTIAL FOR SAFETY IMPROVEMENT (PSI) LOCATIONS

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

Below is a map that shows PSI locations ranked in the top 50 percentile for both the Richmond and Lynchburg VDOT Districts from the 2018 report. An inventory of PSI locations relevant to the Southside Planning District can be found in a table on the following two pages. To view all PSI locations or to review the most current data, please visit www.vtrans.org/archive/vtrans2040.



PSI LOCATIONS IN THE SOUTHSIDE PLANNING DISTRICT – TOP 50 PERCENTILE

District Rank	County	Location*	Type	Percentile
416	Brunswick	VA 46 Christanna Hwy/626 Gasburg Rd	Intersection	26-50
368	Mecklenburg	US 58 BUS E Atlantic St/Windsor St	Intersection	26-50
305	Mecklenburg	US 58 BUS and VA 47 E Atlantic St/Hammer St to 0.04 miles east	Segment	0-25
413	Mecklenburg	E Main St/Brook Ave to 0.02 miles west	Segment	0-25
413	Mecklenburg	Lombardy St/Franklin St to Holmes St	Segment	0-25
429	Mecklenburg	US 58 E Atlantic St/0.06 miles near Wells Dr and VA 618	Segment	0-25
616	Mecklenburg	US 58 BUS E Atlantic St/0.16 miles between Maple Ln and US 58	Segment	0-25
954	Mecklenburg	US 58 E Atlantic St/Crowder St to Shaw St	Segment	26-50
1272	Mecklenburg	I-85 N/MM 15 to MM 15.1	Segment	26-50
1275	Mecklenburg	US 1 N Mecklenburg Ave/0.11 miles between VA 138 Union Mill Rd and I-85 Interchange	Segment	26-50
1334	Mecklenburg	E Main St/Brook Ave to 0.06 miles east	Segment	26-50
31	Halifax	US 58 Bill Tuck Hwy and Philpott Rd/US 501 Huell Matthews Hwy and Main St	Intersection	0-25
40	Halifax	US 501 Broad St/Edmunds St	Intersection	0-25
50	Halifax	US 360 James Hagood Hwy/VA 821 Shady Ln and VA 716 Dan River Church Rd	Intersection	0-25
58	Halifax	US 501 Huell Matthews Hwy/VA 658 Cherry Hill Church Rd and Cluster Springs Rd	Intersection	0-25
65	Halifax	US 58/VA 744 Riverdale Dr	Intersection	0-25
87	Halifax	US 58 Philpott Rd/VA 857 Maplewood Drive	Intersection	26-50
95	Halifax	US 58 Philpott Rd/4065 Philpott Rd	Intersection	26-50
95	Halifax	US 58 Philpott Rd/VA 751 Piney Grove Rd	Intersection	26-50
95	Halifax	VA 640 Buffalo Rd/VA 668 Straightstone Rd	Intersection	26-50
122	Halifax	VA 614 Cowford Rd and Love Shop Rd/VA 651 Cowford Rd/King Village Trail	Intersection	26-50
134	Halifax	VA 654 Sinai Rd/T-1336 Westside Dr	Intersection	26-50
134	Halifax	US 501 Halifax Rd/Sunshine Dr	Intersection	26-50
134	Halifax	VA 642 Meadville Rd/VA 832 Chatham Rd	Intersection	26-50
146	Halifax	US 501 Wilborn Ave/Webster St	Intersection	26-50
146	Halifax	US 360 James D Hagood Hwy/VA 716 Wolf Trap Rd	Intersection	26-50
146	Halifax	VA 716 Dan River Church Rd/VA 854 Cage Trail	Intersection	26-50
7	Halifax	US 58 Bill Tuck Hwy/Riverdale Plaza entrance to 0.01 miles to the east	Segment	0-25
12	Halifax	VA 129 N Main St/Monroe St to 0.01 miles to the south	Segment	0-25
31	Halifax	VA 129 Old Halifax Rd/Entrance to High School Parking Lot to 0.02 miles to the west	Segment	0-25
96	Halifax	US 501 Huell Matthews Hwy/Food Lion entrance to 0.16 miles north	Segment	0-25
118	Halifax	US 360 John Randolph Blvd/Ash Ave to Brentwood Dr	Segment	0-25
131	Halifax	VA 129 Old Halifax Rd/US 501 Halifax Rd to Centerville Park Rd	Segment	0-25
151	Halifax	Hamilton Blvd/Oakes Ave to Younger Ave	Segment	0-25

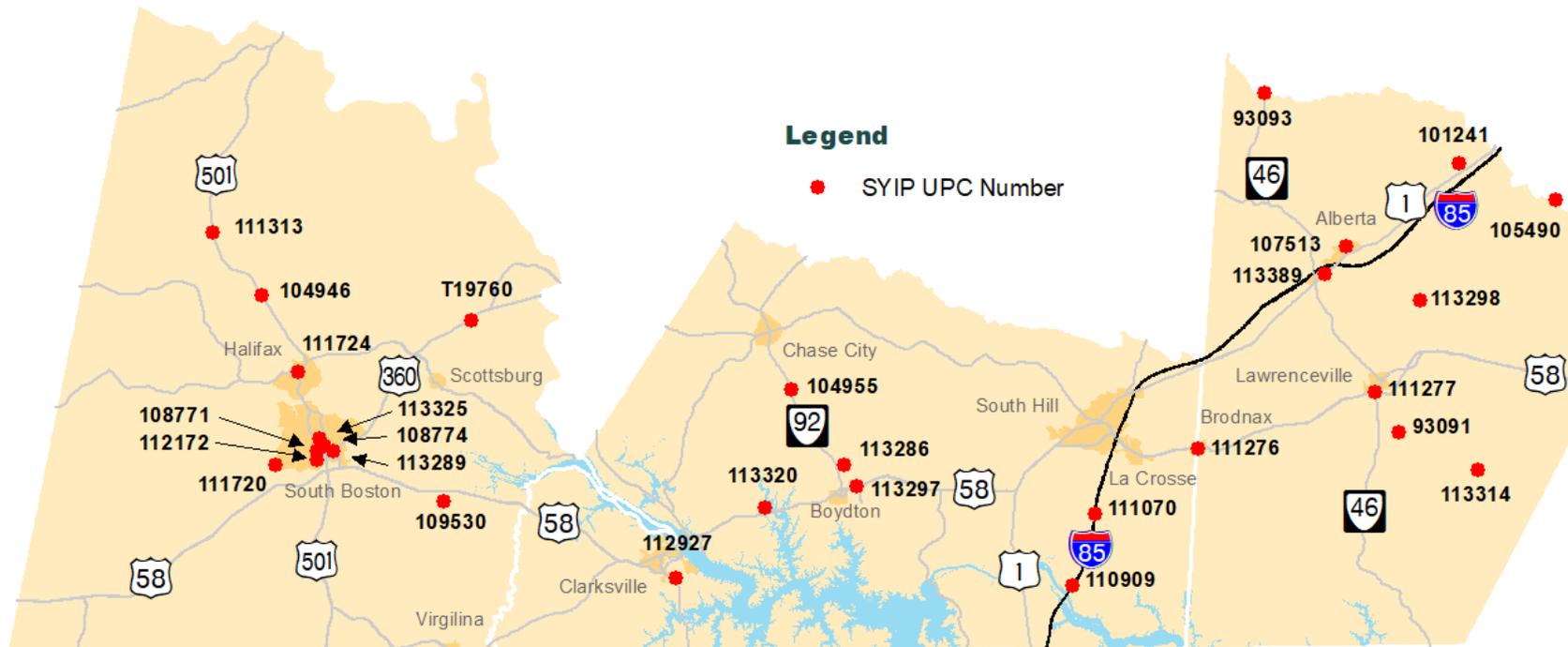
190	Halifax	US 58 Philpott Rd/US 501 Huell Matthews Hwy to VA 744 Riverdale Dr	Segment	26-50
203	Halifax	Webster St/VA 129 N Main St to Washington Ave	Segment	26-50
233	Halifax	VA 129 N Main St/Williams St to Cole St	Segment	26-50
251	Halifax	US 501 Main St/US 58 Bill Tuck Hwy and Huell Matthews Hwy to 0.07 miles to the north	Segment	26-50
265	Halifax	US 501 LP Bailey Memorial Hwy/Charles Ln to 0.11 miles to the north	Segment	26-50
275	Halifax	US 58 Bill Tuck Hwy/1190 Bill Tuck Hwy to 2026 Bill Tuck Hwy	Segment	26-50
299	Halifax	US 501 Halifax Rd/VA 654 Greens Folly Rd to 0.13 miles to the south	Segment	26-50
306	Halifax	VA 129 Old Halifax Rd/High School Circle to Love Shop Park Rd	Segment	26-50
330	Halifax	Hamilton Blvd/Ridge St to Parker Ave	Segment	26-50
348	Halifax	US 58 Bill Tuck Hwy/0.01 miles east of Riverdale Plaza entrance to 1st crossover to the east	Segment	26-50
355	Halifax	VA 57 Chatham Rd/VA 642 Meadville Rd to 0.11 miles to the west	Segment	26-50

*Location description may be approximate in some instances.

SIX-YEAR IMPROVEMENT PROGRAM (SYIP)

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

In the map shown below, SYIP projects with programmed allocations are represented with a red dot and their accompanying UPC number. On the following page a table with additional details profiling each SYIP project is provided. Such details include scope of the project, estimated cost and anticipated construction dates. Information was obtained from the Six-Year Improvement Program Database for fiscal year 2019.



Map of transportation projects in VDOT's Six-Year Improvement Program (FY 2019 Final) with funds allocated.

UPC	Jurisdiction	Route	Scope	Estimate	Construction
107513	Alberta		Tobacco Heritage Trail	\$507,000	FY 2019
111276	Brodnax		Restoration of Brodnax Depot	\$196,000	FY 2021
113389	Brunswick County	Rt. 1	Major bridge rehab over CSX railway	\$2,560,000	N/A
93093	Brunswick County	Rt. 46	Rehab bridge over Nottoway River	\$24,178,000	FY 2021
111277	Brunswick County	Rt. 46	Replace bridge superstructure at Hwy 58 crossing	\$1,850,000	FY 2019
105490	Brunswick County	Rt. 609 (Cut Bank Rd)	Replace bridge over Nottoway River	\$2,090,000	FY 2021
101241	Brunswick County	Rt. 630 (Waqua Creek Rd)	Replace bridge	\$1,545,000	FY 2020
113314	Brunswick County	Rt. 670 (Western Mill Rd)	Rehabilitate existing pavement (3 miles)	\$50,000	N/A
93091	Brunswick County	Rt. 715 (Iron Bridge Rd)	Bridge rehabilitation	\$4,000,000	FY 2021
113298	Brunswick County	Rt. 732 (Lloyds Run Place)	Pave unpaved road (0.35 miles)	\$50,000	FY 2022
111724	Halifax	Various	Streetscape Extension	\$428,000	FY 2020
111720	Halifax County	Tobacco Heritage Trail	Extend THT from Berry Hill Plantation to Miry Creek	\$428,000	FY 2020
104946	Halifax County	Rt. 501 (LP Bailey Hwy)	Passing Lane (1.932 miles)	\$20,122,000	FY 2021
111313	Halifax County	Rt. 501 (LP Bailey Hwy)	Intersection improvements at Rt. 628	\$4,193,000	FY 2023
T19760	Halifax County	Rt. 360	Shoulder widening, rumble strips, and guardrail	\$2,910,000	FY 2023
109530	Halifax County	Rt. 601 (Buckshoal Rd)	Improve roadway alignment	\$3,017,000	FY 2020
110909	Mecklenburg County	I-85	Resurfacing interstate (various locations)	\$2,830,000	Complete
111070	Mecklenburg County	I-85	Resurfacing interstate (MM 10.85 – MM 11.97)	\$651,000	Complete
113297	Mecklenburg County	Rt. 58	Reconstruct turn lanes at Herbert Dr.	\$2,129,000	FY 2021
104955	Mecklenburg County	Rt. 92	Replace bridge over Butchers Creek	\$3,020,000	FY 2022
113286	Mecklenburg County	Rt. 660 (Old Cox Rd)	Reconstruct road from Rt. 92 to Rt. 608 (Ridge Rd)	\$5,364,000	FY 2021
112927	Mecklenburg County	Rt. 722 (Burlington Dr)	Upgrade rail crossing system	\$285,000	FY 2024
113320	Mecklenburg County	Rt. 693 (Propst Rd)	Resurface roadway from Rt. 58 – Rt. 848 (0.75 miles)	\$150,000	FY 2019
108771	South Boston	Watkins Ave	Stormwater improvements from Easley St – Chalmers St	\$246,000	Underway
108774	South Boston	Edmunds St	Drainage improvements from Penick Ave – Washington Ave	\$493,000	FY 2019
112172	South Boston	Summit Dr	Replace bridge superstructure	\$580,000	Underway
113289	South Boston	Irish St	Reconstruction	\$713,000	N/A
113325	South Boston	Greenway Dr	Drainage improvements	\$246,000	N/A

*Data from VDOT's Six-Year Improvement Program Database, FY 19 Final, and only shows projects with programmed allocations.



PUBLIC TRANSPORTATION

Public transportation includes both fixed-route and demand-responsive, volunteer transportation, and private providers.

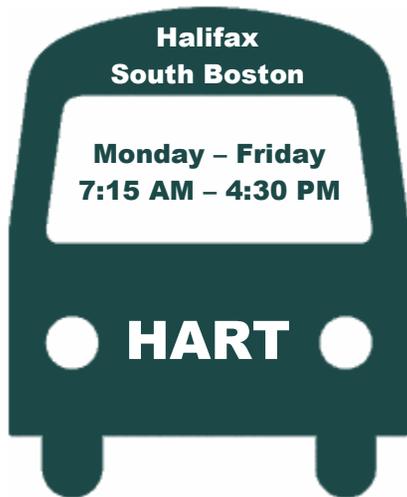
AVAILABLE SERVICE

BLACKSTONE AREA BUS SYSTEM (BABS)

The only current fixed-route service is the Brunswick Express provided by the Blackstone Area Bus System. This is a flexible (deviated) fixed-route servicing Blackstone in Nottoway County, north of the SPDC, the Southside Virginia Community College (SVCC), and the Town of Lawrenceville in Brunswick County. If provided with at least 24 hour notice, the BABS will deviate up to ¼ of a mile from their scheduled route to accommodate those with disabilities.



Picture from Blackstone Area Bus System



*3:40 PM is the last listed time for service in Brunswick County.

HALIFAX AREA REGIONAL TRANSIT (HART)

Halifax Area Regional Transit, serving the towns of South Boston and Halifax, is coordinated by the Lake Country Area Agency on Aging (LCAAA). This demand-responsive service provides transportation for seniors to nutrition sites, medical care, service agencies, and recreational activities throughout the region.

LAKE AREA BUS (LAB)

Lake Area Bus (LAB) in Mecklenburg County operates within the corporate limits of Brodnax, La Crosse, and South Hill and is also administered by LCAAA. This demand-responsive service provides transportation for seniors to nutrition sites, medical care, service agencies, and recreational activities throughout the region.

OTHER SERVICES

Several smaller organizations also provide transportation services: the Southside Community Services Board, Southside Training Employment and Placement Services, and LogistiCare.

The region is also served by two Greyhound Bus stops. The first is located in South Hill at the Slip N Food Mart, 1011 E. Atlantic Street. It is important to note that it is only a curbside stop, thus tickets need to be purchased either online or at a full-service terminal. The second location is a Pilot gas station in South Boston, at 2190 B Philpott Road.

FUTURE SERVICES/PLANS

There are plans to implement another fixed route transit service in the region, specifically to run between the City of Danville and the Town of South Boston. This will provide greater access to jobs, education, shopping, medical and health appointments, and other opportunities for those who currently lack reliable transportation options.

The Statewide Public Transportation and Transportation Demand Management Plan, a product of the Virginia Department of Rail and Public Transportation (DRPT), is produced to identify long term transit enhancements. Among the plan’s recommendations are the expansion of the existing rural transit service in the Southside Planning District and new “rural village/small urban transit service” to serve the towns of Chase City, Clarksville, and Boydton by 2040.



In 2013 DRPT produced the Coordinated Human Service Mobility (CHSM) Plan for the Southside Planning District. This plan assessed the transportation implications for the region by analyzing current transit services, identifying unmet transit needs and establishing strategies, priorities and potential projects for the region. The CHSM Plan identified the following strategies for the Southside Planning District:

- Strategy 1** Continue to support and maintain capital needs of Coordinated Human Service/Public Transportation providers.
- Strategy 2** Expand availability of demand-response service and specialized transportation services to provide additional trips for older adults, people with disabilities, veterans, and people with lower incomes.
- Strategy 3** Build coordination and connectivity among Public Transportation and Human Service Transportation providers.
- Strategy 4** Expand outreach and information on available transportation options in each area of the region, including establishment of a central point of access.
- Strategy 5** Implement new public transportation services or operate existing public transit services on a more frequent basis.
- Strategy 6** Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services.
- Strategy 7** Provide flexible transportation options and more specialized or one-to-one services through expanded use of volunteers.
- Strategy 8** Provide targeted shuttle services to access employment opportunities.
- Strategy 9** Expand access to taxi and other private transportation operators.
- Strategy 10** Bring new funding partners to public transit/human service transportation.

Source: DRPT, Southside (PDC 13) Coordinated Human Service Mobility Plan, September 2013.



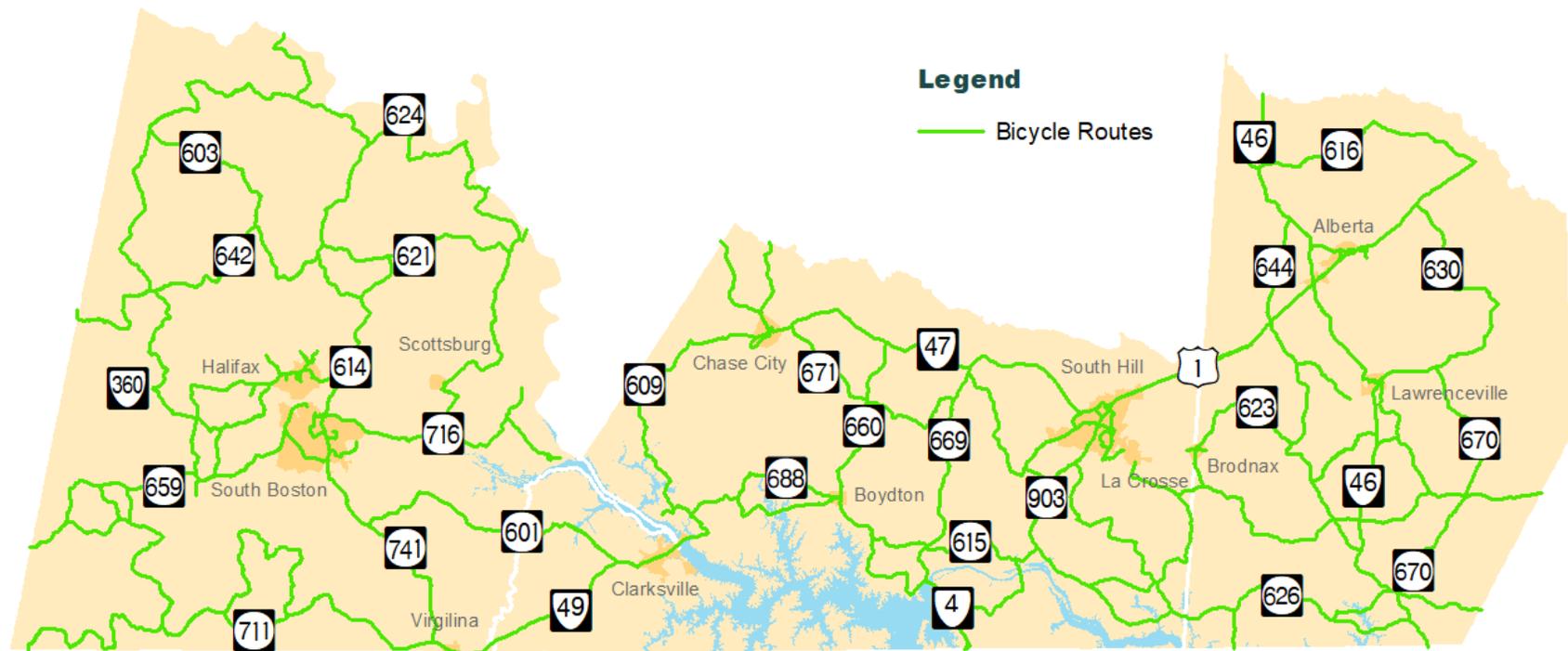
BICYCLE AND PEDESTRIAN FACILITIES



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

ROUTES AND TRAILS

The Southside Planning District currently has two regional plans that address bicycle and pedestrian facilities, the Halifax County Trails, Bicycle, and Pedestrian Plan (2004) and the Lake Country Bicycle, Pedestrian and Trails Plan (2007), which accounts for the counties of Brunswick and Mecklenburg. The plans identify existing facilities and opportunities for extensions of the network.



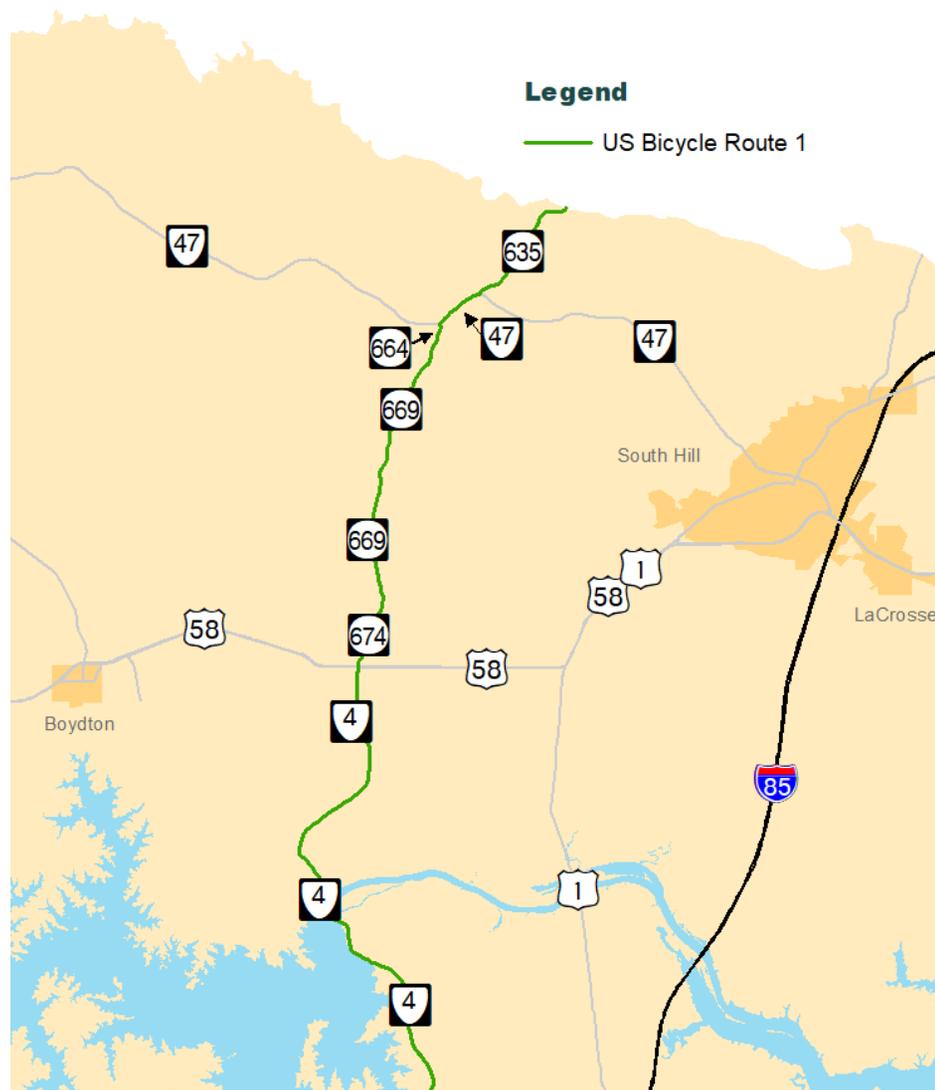
Map of identified bicycle routes within the Southside Planning District.



U.S. Bicycle Route 1 (USBR 1) was established in 1982 as an original U.S. Bicycle Route. When completed, this route will span approximately 1,525 miles, stretching from Maine to Florida. So far Virginia is one of only four states in which the American Association of State Highway and Transportation Officials (AASHTO) officially recognizes the Commonwealth's segment of USBR 1 as part of the U.S. Bicycle Route system. In Virginia, USBR 1 currently runs through 14 counties, 4 towns and 3 cities. Specific to the Southside Planning District, the route traverses roughly 27 miles through Mecklenburg County, running north-south between the towns of Boydton and South Hill.



Tobacco Heritage Trail





The **Tobacco Heritage Trail (THT)**, a planned network of mostly off-road multi-use trails utilizing former railroad right-of-way, is managed by Roanoke River Rails-to-Trails, Inc. (RRRT). Established in 2005, the RRRT has a vision to construct connecting recreation trails across the counties of Brunswick, Charlotte, Halifax, Lunenburg, and Mecklenburg. To-date, a little over 20 miles of off-road trail has been constructed, the longest segment running between the towns of La Crosse and Lawrenceville. There is a small section of on-road trail in the town of Brodnax, while a much longer on-road portion of the trail stretches from La Crosse to Chase City. Planning efforts are currently underway for future expansion of the trail in South Boston and Alberta, while an old train depot in Brodnax is scheduled to be restored and will provide additional trail facilities in that area. The towns of Clarksville and Boydton have both recently expressed an interest in seeing a segment of off-road trail constructed that would connect the two towns. The Town of Halifax, Town of South Boston, and Halifax County have identified the Nathanael Greene Spur Trail (off-road & on-road) connecting the towns from Greene’s Crossing Landing on the Dan River to King’s Bridge Landing/”Camp Halifax Court House” on the Banister River.

Legend

- Off-Road Trail - Complete
- Off-Road Trail - Future
- On-Road Route
- Nathanael Greene Spur Trail - Future



Map of existing and proposed trails within the Southside Planning District.



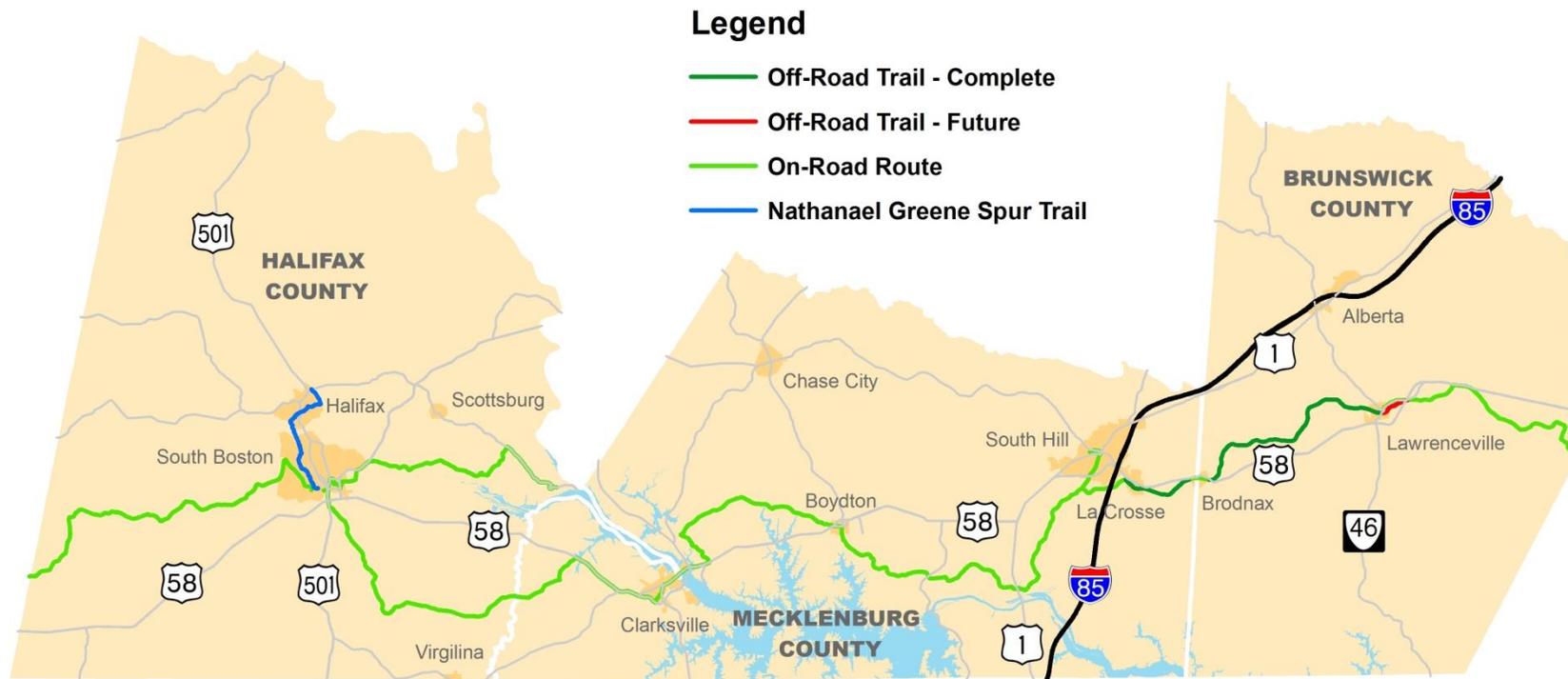
The **East Coast Greenway** is a planned multi-use greenway that traverses Mecklenburg and Brunswick County's roads and piggybacks on the THT's off-road segment from La Crosse to Lawrenceville. Unlike USBR 1, which runs through rural areas of Mecklenburg County, the East Coast Greenway looks to run through or near towns. Their mission is to take the trail to where people live, with the goal of improving the health, business climate and transportation infrastructure of the localities in which the trail passes through. Ultimately, the East Coast Greenway Alliance hopes to see the protection of over 3,000 miles of bicycle and walking trails, connecting Maine to Florida. While a large portion of the route is currently on-road, efforts continue to push for it to be completely off-road when completed.



Map of existing and proposed East Coast Greenway trails within Mecklenburg and Brunswick Counties.



The **Beaches to Bluegrass Trail** first originated as an idea in the 1979 Virginia Outdoors Plan and has been previously identified as the Trans-Virginia Trail and the Southside Virginia Trail. Most recently through a collaboration between the Virginia Department of Conservation and Recreation and VDOT, the Beaches to Bluegrass Trail was planned to run statewide along the southern portion of the state from the ocean front of Virginia Beach westward to the Cumberland Gap. Like the East Coast Greenway in that temporary routes are on-road, this project also hopes to create a connection between shared use paths and multi-use trails. The towns of Clarksville, Lawrenceville, South Boston and South Hill have been identified as anchors along the route, providing opportunities for trail users to find food, lodging, and other amenities.



Map of existing and proposed Beaches to Bluegrass trails within the Southside Planning District.

Additional trail opportunities within the region include: **Occoneechee State Park, Staunton River State Park, North Bend Park, Difficult Creek Nature Area Preserve, Liberty Hill Nature & History Trail, Staunton River State Park to Staunton River Battlefield State Park (Halifax-Charlotte County), and Clarkton Bridge to Patrick Henry-Red Hill Trail (Halifax-Charlotte County). Nathanael Greene Race to the Dan Military Heritage Trail (Kings Mountain-Cowpens, SC to Greene’s Crossing Landing (Dan River) to King’s Bridge Landing/”Camp Halifax Court House” (Banister River) to Guilford Court House, NC.**

RECOMMENDATIONS FROM EXISTING PLANS

All recommendations have been taken from the *Halifax County Trails, Bicycle and Pedestrian Plan* (2004) and the *Lake Country Bicycle, Pedestrian and Trails Plan* (2007) respectively.

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 and construction of trails and trailheads.
4. Develop bike route and/or trail 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 trail maps for website use.
7. Pursue inclusion of Halifax trails and biking facilities in guidebooks and Virginia Bicycling Guide.

OFF-ROAD TRAILS FACILITIES RECOMMENDATIONS

1. Trail segments should be usable by people with disabilities.
2. Off-road trails will be developed to comply with AASHTO standards, or with custom trail standards set forth for the Tobacco Heritage Trail if part of that system. Off-road trails not part of a state or federally funded project may be developed to comply with design guidelines set forth in the *Virginia Greenways and Trails Toolbox* at a minimum.
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.

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 a 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, 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.
3. All towns would benefit from individual bike plans identifying specific cycling and pedestrian needs on a more localized scale than is possible with a regional plan.

RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES IMPROVEMENTS

1. Pave road shoulders as roads are repaved; paved shoulders are safer and more pleasant to walk and ride upon.
2. When adequate pavement width exists re-stripe to designate area for bike travel.
3. Ensure signals are timed to allow adequate time for persons to cross roadways. Devote special attention to areas with children and senior citizens.
4. Marked crosswalks: installing distinctive road textures/paving in crosswalks and include highly visible striping.
5. Improve existing roadway shoulders during general maintenance, scheduled improvements and new construction to accommodate cyclists and pedestrians.
6. Provide bike racks and benches at schools, major population areas, employment centers, and shopping centers.
7. Actively preserve available rights-of-ways for future construction of recreational paths.
8. 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)
9. Reinforce natural pedestrian thoroughfares when constructing new walkways. Footpaths generally show the most direct route between two points.
10. Improve street lighting to enhance bicycle/pedestrian safety and security.
11. Incorporate facilities to safely accommodate pedestrians and bicycles on existing automobile bridges. Construct separate pedestrian/bicycle bridges and tunnels where no safe alternatives exist.
12. Utilize existing utility corridors for biking and walking. New utility easements should be written to allow pedestrian or public access.



AIRPORTS

There are three regional general aviation airports and two local airports within the District. Lake Country Regional Airport (W63) and Mecklenburg-Brunswick Regional Airport (AVC), located in Mecklenburg County, and William M. Tuck Airport (W78) in Halifax County, are all classified as general aviation airports by the Virginia Department of Aviation. Chase City Municipal Airport (CXE) in Mecklenburg County and Brunswick Airport (LVL) in Brunswick County are classified as local airports.

The District is also well positioned between two international airports. For those requiring a higher level of air accommodation, Richmond International Airport (RIC) is north of the region, while Raleigh-Durham International Airport (RDU) is located to the south.



PREFERRED BASED AIRCRAFT FORECASTS BY AIRPORT

The Virginia Air Transportation System Plan Update (2016) includes data on based aircraft circa 2012 with future projections for each facility. Of the five airports in the region, only Lake Country Regional Airport and Mecklenburg-Brunswick Regional Airport are forecast to show growth in this area.

Airport	VATSP Service Role	Actual	Forecast				
		2012	2017	2022	2027	2032	2037
Mecklenburg-Brunswick Regional	General Aviation – Regional	30	32	34	36	38	39
William M. Tuck	General Aviation – Regional	18	18	18	18	18	18
Lake Country Regional	General Aviation – Community	6	7	8	9	10	11
Chase City Municipal	Local Service	4	4	4	4	4	4
Brunswick	Local Service	3	3	3	3	3	3

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

AIRPORT IMPROVEMENTS

The Mecklenburg-Brunswick Regional Airport is working to better accommodate larger aircrafts. Recently completed upgrades include: repaving and strengthening of the 5,000 foot runway, replacement of the runway lighting system, improved taxiways and ramp, and the removal of encroachments to accommodate Class B-II aircraft.



RAIL

FREIGHT

Norfolk Southern Railway and Buckingham Branch Railroad remain active within the Southside Planning District. In Halifax County, Norfolk Southern (Class I) operates a line that runs parallel to the Crescent corridor located along US 29 west of the region. A spur of this line runs to the Clover Power Plant.

The Buckingham Branch is recognized as a shortline that traverses the western side of Mecklenburg County while connecting Burkeville, Virginia to Oxford, North Carolina.

PASSENGER

CSX owns the rail line adjacent to Interstate 85 and US 1 that is not currently in use. However, this rail segment is proposed to be utilized for the Southeast High Speed Rail project in the future. Stretching from Richmond, Virginia to Raleigh, North Carolina, this line would be dedicated to the movement of passengers while operating at speeds of up to 110 mph. This proposed line would pass through the towns of Alberta and La Crosse.



Norfolk Southern train at railroad crossing in the Town of Halifax on US Highway 501.

Regarding current passenger rail, Amtrak provides service to the east and west of the Southside Planning District. The closest stations are in Petersburg and Danville respectively.



Map of active and proposed rail facilities within the Southside Planning District.

FUNDING OPPORTUNITIES

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

SMART SCALE

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

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

TRANSPORTATION ALTERNATIVES PROGRAM

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

REVENUE SHARING PROGRAM

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

RECREATIONAL ACCESS PROGRAM

Overview	Funding is utilized for the construction, reconstruction, maintenance or improvement of roads and bikeways providing access to recreational areas or historic sites that are operated by the state, locality or authority.
Funding	Access roads to locally operated facilities may be awarded up to \$250,000 with an additional \$100,000 if matched dollar-for-dollar by the locality/authority. Bikeways providing access to local recreational or historic sites may be awarded up to \$60,000 with an additional \$15,000 if matched dollar-for-dollar by the locality/authority. Additional funding structures are also identified for state facilities.
Criteria	The overall scope and completeness of a proposed project is reviewed and considered by VDOT, Department of Conservation

	and Recreation, and the Virginia Department of Historic Resources as appropriate. The CTB will determine any allocation of funds.
Due Date	Rolling, with requests being considered on a first come, first served basis.
Website	www.virginiadot.org/business/local-assistance-access-programs.asp

ECONOMIC DEVELOPMENT ACCESS PROGRAM

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

STATE OF GOOD REPAIR

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

RECREATIONAL TRAILS PROGRAM

Overview	This program is designed to provide and maintain recreational trails. Sidewalks and publicly maintained roads are not considered trails under this program.
Funding	Funds originate from the Federal Highway Administration (FHWA) with the Virginia Department of Conservation and Recreation (DCR) serving as the administrative body. The Recreational Trails Program is an 80/20 matching reimbursement program. Trail funds are divided into the following categories and percentages: 30% for motorized recreational trail use, 30% non-motorized recreational trails, 40% trails with compatible recreational purposes and/or those that are multi-use.
Criteria	Projects should be consistent with the Virginia Outdoors Plan and will be reviewed, scored, and recommended by the Virginia

	Trails Program Advisory Committee.
Due Date	Information on the next grant cycle is scheduled to be announced in January of 2020.
Website	www.dcr.virginia.gov/recreational-planning/trailfund

BUILD TRANSPORTATION DISCRETIONARY GRANT

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

LAND USE REGULATIONS

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

APPENDIX A - INVENTORY OF URBAN DEVELOPMENT AREAS

Urban Development Area – Town of Halifax

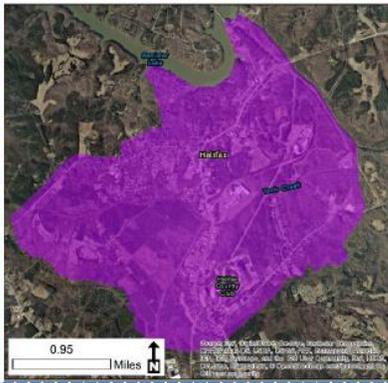
UDA Needs Profile

The town of Halifax designated its entire town boundaries as an Urban Development Area (UDA) in 2016. The town of Halifax is located in Halifax County in the southern part of the Commonwealth, along the Banister River.

Location Characteristics

PDC – Southside PDC
UDA Size – 4.52 square miles
Year Designated – 2016
Comprehensive Plan Detail - The proposed UDA boundary was established through consultation with Town, Southside PDC & VDOT staff and review of the Town's 2007 Comprehensive Plan. The consensus among these resources was that the existing urban fabric and street network in Halifax lend themselves well to concentrated, mixed-use development in appropriate locations, as specified in the UDA legislation.

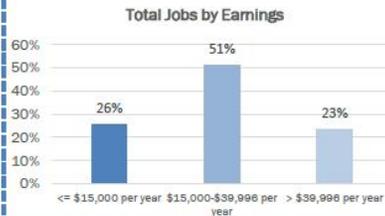
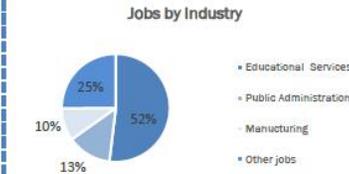
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 1,389 persons
Total Primary Jobs – 2,400 jobs



Jobs Within a 45 Minute Drive
 8,763
Working Age Population Within a 45 Minute Drive
 15,171
 (Source: EPA Smart Location Database (U.S. Census tract data))

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Area – Town of Halifax

Current Place Type – Small Town



Planned Place Type – Small Town



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

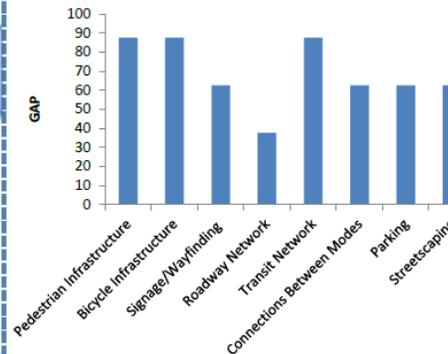
- High**
- ✓ Roadway Capacity
 - ✓ Bicycle Infrastructure
 - ✓ Pedestrian Infrastructure
 - ✓ Complete Streets
 - ✓ Safety Features
 - ✓ Intersection Design
 - ✓ Signage/Wayfinding
 - ✓ Traffic Calming Features
 - ✓ Improvements to the natural environment
- Moderate**
- ✓ On-street parking capacity
 - ✓ Off-street parking capacity
 - ✓ Street grid
 - ✓ Roadway operations

External UDA Needs

- High**
- ✓ Roadway Capacity
 - ✓ Bicycle Infrastructure
 - ✓ Pedestrian Infrastructure
 - ✓ Complete Streets
 - ✓ Safety Features
 - ✓ Intersection Design
 - ✓ Signage/Wayfinding
 - ✓ Traffic Calming Features
 - ✓ Improvements to the natural environment
- Moderate**
- ✓ On-street parking capacity
 - ✓ Off-street parking capacity
 - ✓ Street grid
 - ✓ Roadway operations

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked **transportation needs** within their UDAs (1 being the highest need, to 4 the lowest)

- Safety Features
- Circulation and access within the UDA
- Access to transportation networks beyond the UDA
- Friendly pedestrian and bicycle environment

Urban Development Areas – South Boston

UDA Needs Profile

The Town of South Boston designated one UDA in 2015, centered in their downtown area, north of the Dan River and west of US 501. The area is currently developed.

Location Characteristics

PDC – Southside Planning District Commission

UDA Size – 0.30 square miles

Year Designated – 2015

Comprehensive Plan Detail – The existing urban fabric and gridded street network in downtown South Boston are intrinsically Traditional Neighborhood Design, and lend themselves well to concentrated, mixed-use development. Several commercial and institutional services, including Southern Virginia Higher Education Center, the Prizery, and Town Hall, as well as a wealth of redevelopment opportunities exist within the UDA boundary. These attributes, combined with the Town’s preference for focused infill and redevelopment in the downtown, as designated in the Comprehensive Plan, made it a logical place to locate the UDA.

Geographic Location



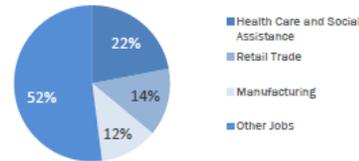
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

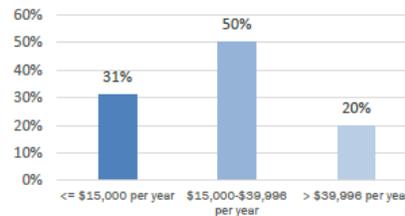
Total Population – 660 persons

Total Primary Jobs – 519 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive

6,639

Working Age Population Within a 45 Minute Drive

11,057

Source: EPA Smart Location Database (U.S. Census tract data)

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



*Population projections are representative of Halifax County, VA

Urban Development Areas – South Boston

Current Place Type - Small Town or Suburban Center



Planned Place Type - Small Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Safety Features

Moderate

- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Off-Street Parking

External UDA Needs

High

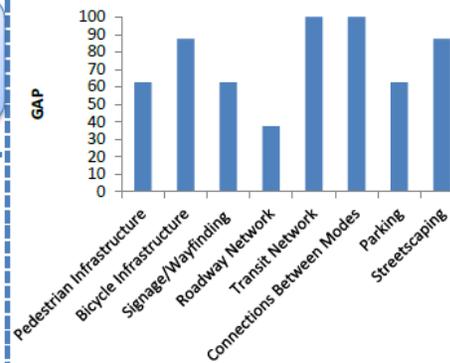
- ✓ Roadway Capacity
- ✓ Roadway Operations
- ✓ Street Grid

Moderate

- ✓ Improvements to the Natural Environment
- ✓ Traffic Calming Features
- ✓ Off-Street Parking Capacity

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users



Circulation and access within the UDA



Friendly pedestrian and bicycle environment

Urban Development Areas – South Hill Town

UDA Needs Profile: South Hill

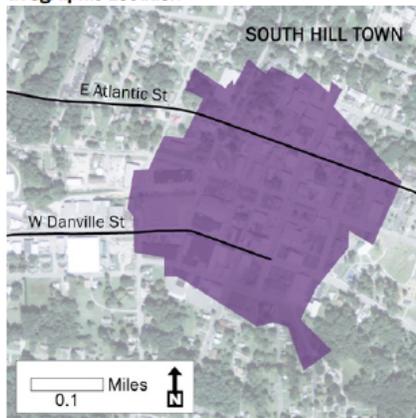
The South Hill Town UDA is close to downtown and major destinations, including the Community Memorial Health Center, and in close proximity to I-85 and Route 58

Location Characteristics

PDC – Southside Planning District Commission
UDA Size – 0.1 square miles
Year Designated – 2012

Comprehensive Plan Detail - To accommodate Mecklenburg County's projected 20-year growth, the Town of South Hill has one UDA within the town. The UDA is close to downtown and major destinations, including the Community Memorial Health Center and Interstate 85. The character of development in the UDA will be consistent with the principles of Traditional Neighborhood Design.

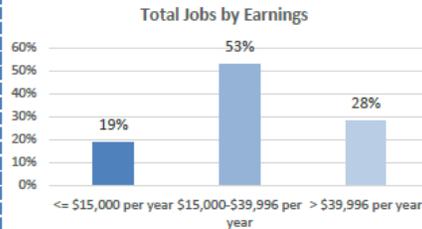
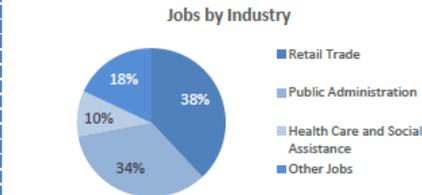
Geographic Location



Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

Total Population – 566 persons
Total Primary Jobs – 287 jobs



Jobs Within a 45 Minute Drive
5,451
Working Age Population Within a 45 Minute Drive
8,869
 Source: EPA Smart Location Database (U.S. Census tract data)

Jurisdiction Characteristics:

Population Growth (Source: Weldon Cooper Center)



Urban Development Areas – South Hill Town

Current Place Type - Undeveloped (Greenfield/Grayfield)

Planned Place Type - Small Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Street Grid, Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking Capacity
- ✓ Off-Street Parking Capacity
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

Moderate

- ✓ Intersection Design
- ✓ Traffic Calming

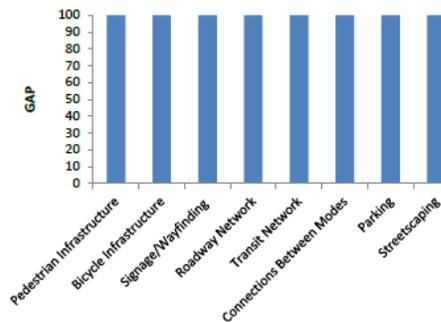
External UDA Needs

High

- ✓ Roadway Capacity/Infrastructure Improvements
- ✓ Roadway Operations
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Pedestrian Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ On-Street Parking Capacity
- ✓ Off-Street Parking Capacity
- ✓ Signage/Wayfinding
- ✓ Improvements to the Natural Environment

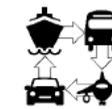
Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked **transportation needs** within their UDAs (1 being the highest need, to 4 the lowest)



Access to transportation networks beyond the UDA



Circulation and access within the UDA

APPENDIX B INVENTORY OF BRIDGES AND CULVERTS

*Data obtained from www.virginiaroads.org/datasets/bridges-and-culverts 3/27/2018

BRUNSWICK COUNTY - BRIDGES

Route	Road Name	Features	Built	Rating
623	Evans Creek Rd	Evans Creek	1965	Good
623	Diamond Grove Rd	Genito Creek	1963	Poor
46	Christanna Hwy	Nottoway River (Spillway)	1942	Poor
46	Christanna Hwy	I-85 (N)	1969	Fair
46	Christanna Hwy	N&S Railway (Abandoned)	1978	Fair
46	Christanna Hwy	I-85 (S)	1969	Good
46	Christanna Hwy	Waqua Creek	1988	Good
713	Ogburn Rd	Great Creek	1962	Poor
58	U.S. 58 (W)	Reedy Creek	1970	Good
46	Christanna Hwy	Meherrin River	2014	Good
46	Christanna Hwy	CSX Railway (Abandoned)	1957	Good
58	Gov. Harrison Pkwy	Meherrin River	1966	Poor
58	U.S. 58 (W)	Roses Creek	1974	Good
58	U.S. 58 (W)	N&S Railway (Abandoned)	1974	Fair
713	Ogburn Rd	U.S 58	1962	Fair
713	South Main St	N/S Railway (Abandoned)	1959	Good
58	U.S. 58 (W)	Great Creek	1974	Fair
636	Kress Rd	Waqua Creek	1965	Good
58	U.S. 58 (W)	U.S. 58 Business	1974	Fair
667	Lake Gaston Rd	Pea Hill Creek	1962	Good
58	U.S. 58 (W)	Tobacco Heritage Trail	1968	Poor
903	Hendricks Mill Rd	Poplar Creek	1963	Fair
662	Tillman Rd	Little Poplar Creek	1952	Fair
611	Alvis Rd	Poplar Creek	1954	Fair
662	Tillman Rd	Page Creek	1932	Good
I-85	I-85 (N)	CSX Railway (Abandoned)	1969	Good
I-85	I-85 (N)	Great Creek	1969	Good
I-85	I-85 (N)	Waqua Creek	1969	Good
I-85	I-85 (N)	Pitch Kettle Road	1969	Good
I-85	I-85 (N)	Scales at Alberta	1969	Good

Route	Road Name	Features	Built	Rating
I-85	I-85 (N)	Route 1	1969	Fair
I-85	I-85 (N)	N&S Railway (Abandoned)	1969	Good
I-85	I-85 (N)	Meherrin River	1969	Fair
686	Fort Hill Rd	Hayes Creek	1975	Fair
I-85	I-85 (N)	Sturgeon Creek	1969	Good
1	U.S. 1 (S)	Branch of Shining Creek	1930	Good
1	Boydton Plank Rd	Nottoway River	1947	Fair
1	U. S. 1 (S)	Shining Creek	1947	Good
1	Boydton Plank Rd	Meherrin River	1947	Fair
BUS 58	S.R 46	U.S. 58 Bypass	1962	Poor
BUS 58	Christanna Hwy	Great Creek	1988	Good
BUS 58	U.S. 58 Business	Roses Creek	1934	Fair
BUS 58	Hicks St	NS Railway (Abandoned)	1956	Fair
613	Gills Bridge Rd	Nottoway River	1936	Fair
630	Sturgeon Rd	Lloyds Creek	1971	Good
630	Sturgeon Rd	Sturgeon Creek	1975	Good
630	Waqua Creek Rd	Waqua Creek	1918	Poor
630	Sturgeon Rd	I-85 (N)	1969	Good
630	Sturgeon Rd	I-85 (S)	1969	Fair
I-85	I-85 (S)	CSX Railway (Abandoned)	1969	Fair
I-85	I-85 (S)	Scales at Alberta	1969	Fair
I-85	I-85 (S)	Route 1	1969	Fair
I-85	I-85 (S)	Sturgeon Creek	1969	Good
I-85	I-85 (S)	N&S Railway (Abandoned)	1969	Good
I-85	I-85 (S)	Pitch Kettle Road	1969	Good
1	U.S. 1 (N)	Shining Creek	1928	Poor
I-85	I-85 (S)	Nottoway River	1968	Fair
1	Boydton Plank Rd	Waqua Creek	1927	Good
I-85	I-85 (S)	Great Creek	1969	Fair
642	Poor House Rd	I-85 (S)	1969	Good
I-85	I-85 (S)	Meherrin River	1969	Fair
1	Boydton Plank Rd	Waqua Creek	1927	Good
I-85	I-85 (S)	Waqua Creek	1969	Fair
1	Boydton Plank Rd	CSX Transp. Right of Way	1950	Poor
626	Gasburg Rd	Pea Hill Creek	1962	Fair
1	Boydton Plank Rd	Sturgeon Creek	1929	Good

Route	Road Name	Features	Built	Rating
631	Windmill Rd	Sturgeon Creek	1998	Good
642	Poor House Rd	I-85 (N)	1969	Good
631	Quail Hollow Ln	Sturgeon Creek	1973	Fair
646	Prestwood Rd	I-85 (S)	1969	Good
750	L'ville Plank Rd	Unnamed Tributary	1925	Fair
665	Ankum Rd	Pea Hill Creek	1966	Good
615	Cedar Creek Road	Crooked Creek	1960	Fair
712	Old Stage Rd	Waqua Creek	2016	Good
681	Pleasant Grove Rd	Tobacco Heritage Trail	1984	Good
712	Old Stage Rd	I-85	1968	Fair
615	Cedar Creek Rd	Cedar Creek	1960	Fair
712	Old Stage Rd	Reedy Creek	1968	Poor
638	County Pond Rd	Reedy Creek	1956	Fair
712	Old Stage Rd	Wilson Creek	1971	Fair
672	Triplet Rd	Rattlesnake Creek	1950	Fair
646	Prestwood Rd	I-85 (N)	1969	Good
648	Great Creek Rd	Branch of Great Creek	1958	Good
628	Judd Rd	Red Oak Creek	1963	Fair
58	U.S. 58 (E)	58 Business	1961	Fair
628	Littlemont Rd	Sturgeon Creek	1989	Good
606	Old Bridge Rd	Lloyd Run	1945	Good
657	Tanner Town Rd	Evans Creek	1966	Fair
606	Masons Mill Rd	Sturgeon Creek	1990	Good
628	Red Oak Rd	Waqua Creek	1987	Good
606	Masons Mill Rd	Waqua Creek	1961	Fair
718	Hammack Rd	Pea Hill Creek	1962	Fair
642	Zero Rd	Waqua Creek	1972	Poor
653	Mt. Zion Rd	Great Creek	1959	Good
58	U.S. 58 (E)	NS Railway (Abandoned)	1962	Fair
657	Tanner Town Rd	Taylor Creek	1954	Fair
58	U.S. 58 (E)	Reedy Creek	1942	Good
637	Old Indian Rd	I-85	1969	Good
606	Belfield Rd	Reedy Creek	1980	Good
637	Old Indian Rd	Shinny Creek	1976	Fair
58	U.S. 58 (E)	Great Creek	1962	Fair
664	Weaver Rd	Pea Hill Creek	1969	Good
58	U.S. 58 (E)	Roses Creek	1962	Fair
659	Brodnax Rd	Little Genito Creek	1965	Good
58	U.S 58 (E)	N&S Railway (Abandoned)	1936	Fair
658	Hill Creek Rd	Genito Creek	2016	Good

Route	Road Name	Features	Built	Rating
58	Gov. Harrison Pkwy	Meherrin River	1929	Good
678	Rose Dr	U.S. 58	1962	Good
58	U.S. 58 (E)	Totaro Creek	1931	Fair
610	Baskerville Mill	Nottoway River	1977	Good
1	Boydton Plank Rd	Great Creek	1991	Good
678	Rose Dr	Roses Creek	1976	Good
606	Old Bridge Rd	Branch of Sturgeon Creek	1989	Good
670	Western Mill Rd	Meherrin River	1965	Good
634	Liberty Rd	Lloyd Run	1945	Fair
619	Shining Creek Rd	Shining Creek	1971	Good
1	U.S. 1 (N)	Nottoway River	1927	Good
609	Cut Bank Rd	Nottoway River	1933	Fair
1	U.S. 1 (N)	Branch of Shining Creek	1930	Fair
644	Brunswick Dr	I-85 (N)	1969	Good
1	Boydton Plank Rd	Meherrin River	1927	Good
644	Grandy Rd	N&S Railway (Abandoned)	1972	Good
715	Iron Bridge Road	Meherrin River	1884	Fair
644	Brunswick Drive	I-85 (S)	1969	Good
644	Robinson Ferry Rd	Meherrin River	1967	Fair
644	Grandy Road	Tobacco Heritage Trail	1974	Good
612	Harpers Bridge Rd	Hickory Run	1968	Good
612	Harpers Mill Rd	Nottoway River	1936	Fair

BRUNSWICK COUNTY - CULVERTS

Route	Road Name	Features	Built	Rating
623	Browns Creek Rd	Unnamed Tributary	1955	Fair
I-85	I-85 (N)	Shining Creek	1969	Fair
46	Christanna Hwy	Bedding Field Creek	1972	Good
I-85	I-85 (N)	Sturgeon Creek	1968	Good
46	Christanna Hwy	Rattlesnake Creek	1972	Good
1	U.S. 1 (S)	Roses Creek	1930	Good
46	Christanna Hwy	House Creek	1972	Good
765	Shady Place	Waqua Creek	2003	Good
58	U.S. 58 (WBL)	Meherrin River	1964	Good
I-85	I-85 (S)	Sturgeon Creek	1968	Good
647	Greens Chapel Rd	Meherrin River	1950	Fair
I-85	I-85 (S)	Stream	1968	Good
46	Christanna Hwy	Unnamed Tributary	1945	Good
I-85	I-85 (N & S)	Shining Creek	1969	Good

Route	Road Name	Features	Built	Rating
58	U.S. 58	Roses Creek	1960	Good
I-85	I-85 (S)	Stream	1968	Good
58	U.S. 58	Meherrin River	1964	Good
I-85	I-85 (S)	Shining Creek	1969	Fair
58	U.S. 58	Reedy Creek	1931	Good
I-85	I-85 (S)	Great Creek	1968	Good
667	Vineland Rd	Rattlesnake Creek	1962	Fair
I-85	I-85 (S)	Stream	1968	Good
58	U.S. 58 (W)	Totaro Creek	1964	Fair
I-85	I-85 (S)	Stream	1969	Good
667	Oak Grove Rd	Lizard Creek	1978	Good
622	Pine Ridge Rd	Nottoway River	1967	Good
662	Tillman Rd	Main Creek	1956	Good
631	Windmill Rd	Sturgeon Creek	1998	Good
662	Tillman Rd	Creek	1932	Good
672	Triplet Rd	White Oak Creek	2005	Good
662	Tillman Rd	Pole Creek	1932	Good
58	U.S. 58	Meherrin River	1964	Good
611	Dry Bread Rd	Allen Creek	1962	Good
58	U.S. 58 (E)	Meherrin River	1935	Good
I-85	I-85 (N)	Stream	1968	Good
743	Buckley Rd	Solomon Creek	1998	Good
I-85	I-85 (N)	Stream	1968	Good
58	U.S. 58	Reedy Creek	1931	Good
I-85	I-85 (N)	Great Creek	1968	Fair
58	U.S. 58	Roses Creek	1960	Good
I-85	I-85 (N & S)	Shining Creek	1969	Good
634	Liberty Rd	Solomon Creek	1953	Good
I-85	I-85 (N)	Stream	1968	Good
1	U.S. 1	Great Creek	1930	Good
I-85	I-85 (N)	Stream	1969	Good
642	Zero Rd	Opossum Quarter Creek	2003	Fair
606	Planters Rd	Wilson Creek	2012	Good
642	Poor House Rd	Rocky Run	1964	Good
675	Brandy Creek Rd	Brandy Creek	1956	Good
1	U.S. 1	Great Creek	1930	Good
1	U.S. 1 (N)	Roses Creek	1930	Good
675	Brandy Creek Rd	Lightfoot Creek	1956	Good
646	Prestwood Rd	Gunn Branch	2010	Good
712	Old Stage Rd	Sturgeon Creek	1988	Good
712	Old Stage Rd	Sturgeon Creek	1988	Good

Route	Road Name	Features	Built	Rating
608	Pocahontas Rd	Cooks Branch	1961	Good
646	Prestwood Rd	Roses Creek	1984	Good
607	Five Forks Rd	Tryall Creek	1961	Good
607	Five Forks Rd	Cooks Branch	2004	Good
670	Western Mill Rd	Quarrel Creek	1972	Good
670	Western Mill Rd	Rattlesnake Creek	1947	Fair
670	Western Mill Rd	Rattlesnake Creek	2003	Good
644	Robinson Ferry Rd	Meherrin River	1967	Good
644	Brunswick Dr	Great Creek	1981	Good
608	Smokey Ord. Rd	Cooks Branch	1975	Good

HALIFAX COUNTY – BRIDGES

Route	Road Name	Features	Built	Rating
58	South Boston Hwy	Wolf Creek	1954	Fair
615	Dudley Rd	Terrible Creek	1971	Fair
58	Philpott Road (W)	Brandon Creek	1957	Good
501	H. Matthews Hwy	Coleman Creek	1992	Good
58	Route 58 (W)	Dan River	1955	Fair
501	L. P. Bailey Hwy	Banister River	1958	Fair
670	Sandy Ridge Rd	Buffalo Creek	1973	Poor
501	Halifax Road (N)	Toots Creek	1948	Fair
58	Philpott Rd	Lawson Creek	1958	Fair
501	L.P. Bailey Hwy	Staunton River	1989	Good
58	Bill Tuck Hwy	Stream	1932	Good
501	Broad St	Dan River	1972	Good
58	Bill Tuck Hwy	Hycy River	1975	Good
614	Cowford Rd	Banister River	1958	Good
58	Philpott Rd	Winns Creek	1957	Good
96	Virgilina Rd	Bluewing Creek	1935	Good
639	Rock Barn Rd	Buffalo Creek	1962	Fair
96	Virgilina Rd	Mayo Creek	1939	Good
501	H. Matthews Hwy	Hycy River	1992	Good
712	Williamson Rd	Brandon Creek	2002	Good
344	MacDonald Rd	Stream	1932	Good
688	Goode's Rd	Toby Creek	2010	Good
501	H. Matthews Hwy	Hycy River	1975	Good
606	Rice School Rd	Big Mountain Branch	2000	Good
501	H. Matthews Hwy	Coleman Creek	1975	Good
640	Buffalo Rd	Buffalo Creek	1969	Poor

Route	Road Name	Features	Built	Rating
601	Buckshoal Rd	North Fork Creek	1999	Good
683	Oak Level Rd	Birch Creek	1969	Fair
601	Buckshoal Rd	Hycy River	1963	Fair
602	N Fork Church Rd	Big Blue Wing Creek	1985	Good
744	East Hycy Rd	Hycy River	1985	Good
	Vaughan St	Route 360	2006	Good
601	Buckshoal Rd	Hycy River	1970	Good
719	Allens Mill Rd	Difficult Creek	2011	Good
613	N Terrys Bridge Rd	Banister Creek	2016	Good
667	Leda Rd	Banister River	1962	Good
740	Wilson Rd	Little Bluewing Creek	2008	Good
667	Leda Rd	Bye Creek	1964	Fair
740	Christie Rd	Abandoned Railway	1971	Good
711	Denniston Rd	NS Railway	1956	Fair
642	Meadville Rd	Banister River	1959	Fair
678	Grubby Rd	Mike's Creek	1997	Good
642	Liberty Rd	W Fork Terrible Creek	1949	Good
732	Hitesburg Ch Rd	North Fork Creek	1960	Good
685	Lewis Ferrell Rd	Birch Creek	1964	Fair
58	Philpott Rd	Brandon Creek	2003	Good
617	Cove Rd	Hunting Creek	2000	Good
733	East Hitesburg Rd	North Fork Creek	1964	Poor
637	Cherry Creek Rd	S Fork Buffalo Creek	1973	Fair
58	Route 58 (E)	Dan River	2006	Good
621	Bradley Creek Rd	Bradley Creek	2001	Good
58	South Boston Rd	Wolf Creek	1933	Fair
658	Melon Rd	Dan River	1963	Fair
58	Bill Tuck Hwy	Grassy Creek	1929	Fair
621	Beaver Pond Rd	Terrible Creek	2002	Good
778	Green Valley Rd	Black Walnut Creek	2007	Good
360	Bethel Rd	Wynn Creek	1930	Fair
58	Philpott Rd	Lawson Creek	1933	Good
360	Rt. 360 Alternate	NS Railway	1931	Fair
58	Bill Tuck Hwy	Stream	1932	Good
360	Bethel Rd	Banister River	2011	Good
58	Philpott Rd (E)	Winn's creek	1933	Fair
684	Hummingbird Ln	Birch Creek	1935	Fair
58	Route 58 (E)	Hycy River	1955	Fair
684	Mt Zion Church Rd	Stream	1932	Fair
58	Bill Tuck Hwy (E)	Perrin's Creek	1929	Good

Route	Road Name	Features	Built	Rating
360	JD Hagood Hwy	Banister River	2000	Good
708	Cedar Grove Rd	Lawson Creek	1991	Good
360	J Randolph Blvd	NS Railway & Dan River	2005	Good
776	Wilborn Rd	North Fork Creek	1932	Good
360	Kings Hwy (E)	Staunton River	1969	Good
665	Nunnleys Brdg Rd	Sandy Creek	1971	Good
360	JD Hagood Hwy	Wolf Trap Creek	1938	Good
57	Chatham Rd	Sandy Creek	1932	Good
360	JD Hagood Hwy	NS Railway	1950	Fair
57	Chatham Rd	Big Polecat Creek	1939	Good
360	JD Hagood Hwy	Wood's Creek	1939	Good
626	Clarkton Rd	Catawba Creek	1957	Fair
360	JD Hagood Hwy	Difficult Creek	1987	Good
57	Chatham Rd	Little Polecat Creek	1938	Fair
662	Birch Elmo Rd	Birch Creek	1997	Good
716	Wolf Trap Rd	Gibson Creek	2013	Good
662	Birch-Elmo Rd	Tanyard Branch	1965	Good
716	Dryburg Rd	Difficult Creek	1952	Fair
609	Abbott Hill Rd	Difficult Creek	2002	Good
626	Clarkton Rd	NS Railroad	1957	Fair
602	N. Fork Church Rd	North Fork Creek	1932	Fair
714	Woodsdale Rd	Hycy River	1965	Good
619	Hardings Mill Rd	Hunting Creek	1965	Poor
716	Faulkland Rd	Clardie Creek	2010	Good
720	Green Level Rd	Difficult Creek	2002	Good
92	Jeb Stuart Hwy	Staunton River	1930	Poor
49	Clarksville Rd	Aarons Creek	2015	Good
738	Kingwoods Rd	Hycy River	1967	Good
610	Woodbourne Rd	Terrible Creek	1939	Fair
610	Crystal Hill Rd	Little Terrible Creek	1932	Fair
704	Old Cluster Spring	Stokes Creek	1965	Good
675	Ridgeway Rd	Sandy Creek	2015	Good
710	Bethel Hill Rd	Hycy River	1965	Good
654	Greens Folly Rd	NS Railway	1963	Good
659	River Rd	Birch Creek	1950	Good
702	McDaniel Rd	Elkhorn Creek	1975	Good
698	Henrys Mill Rd	Sandy Creek	1961	Good
49	Florence Avenue	Abandoned Railway	1960	Fair
632	Hog Wallow Rd	Childrey Creek	1963	Fair
659	River Rd	Miry Creek	1950	Good
741	Lowery Rd	Hycy River	1974	Good

Route	Road Name	Features	Built	Rating
360	JD Hagood Hwy	NS Railway	1969	Good
647	Tobacco Rd	Cow Creek	1958	Good
360	JD Hagood Hwy	Difficult Creek	1965	Good
360	Kings Hwy (W)	Staunton River	1969	Good
611	Hundley Rd	Double Branch Creek	1932	Fair
360	J Randolph Blvd	NS Rwy & Dan River	2006	Good
360	JD Hagood Hwy	Banister River	1962	Good
	Berry Hill Rd	Poplar Creek	2008	Good
600	Black Walnut Rd	Black Walnut Creek	1969	Poor
691	Stebbins Rd	Toby Creek	2016	Good
681	Union Church Rd	Miry Creek	2003	Good
721	Ashcake Creek Rd	Ashcake Creek	1974	Fair
672	Johnson Mill Rd	Sandy Creek	1972	Good
724	Drybridge Rd	NS Railway	1932	Good
663	Carlbrook Rd	Birch Creek	1932	Fair
753	Beulah Rd	Bye Creek	2006	Good
663	Carlbrook Rd	Branch Birch Creek	1932	Fair
628	Chestnut Rd	Bradley Creek	2013	Good
648	Mason Chapel Rd	Winns Creek	1998	Good

Route	Road Name	Features	Built	Rating
58	Philpott Rd	Stream	1957	Good
621	Newbill School Rd	East Prong Branch	1991	Good
58	Bill Tuck Hwy	Grassy Creek	1974	Good
621	Newbill School Rd	Difficult Creek	1991	Good
58	Philpott Rd	Stream	1956	Good
664	Johns Run Rd	Johns Run Creek	1999	Good
58	Philpott Rd	Stream	1957	Good
621	Newbill Church Rd	Smallmans Branch	2002	Fair
58	Bill Tuck Hwy	Stream	1956	Good
621	Beaver Pond Rd	Fisher's Branch	1991	Good
58	Bill Tuck Hwy	Stream	1932	Good
658	Turbeville Rd	Lawsons Creek	1967	Good
58	Bill Tuck Hwy	Stream	1932	Good
360	Bethel Rd	Stream	1932	Good
58	Philpott Rd	Stream	1957	Good
360	Bethel Rd	Stream	1932	Good
58	Bill Tuck Hwy	Stream	1932	Good
360	Bethel Rd	Stream	1932	Fair
58	Philpott Rd	Storys Creek	1958	Fair
658	Melon Rd	Stream	1963	Good
58	Bill Tuck Hwy	Stream	1932	Good
701	Mill Pond Rd	Lawsons Creek	1978	Good
501	L.P. Bailey Hwy	Snake Creek	1961	Good
360	JD Hagood Hwy	Rocky Branch	1977	Good
651	Cowford Rd	Toots creek	1984	Good
360	J Randolph Blvd.	Reedy Creek	1938	Fair
501	H Matthews Hwy	Childrey Creek	1961	Good
360	JD Hagood Hwy	Piney Creek	1965	Good
501	H Matthews Hwy	Stream	1932	Good
360	JD Hagood Hwy	Creek	1938	Good
501	H Matthews Hwy	Stream	1993	Good
662	Ashton Hall Rd	Toby Creek	1971	Good
501	L.P. Bailey Hwy	West Branch	1961	Good
797	Traynham Grove	Coleman Creek	2003	Good
501	L.P. Bailey Hwy	Bentley Creek	1961	Good
627	Armistead Rd	Armistead Creek	2010	Good
651	Cowford Rd	Stream	2005	Good
688	Kern's Mill Rd	Double Creek	1990	Good
614	Burton Rd	Winn Creek	1965	Good
667	Pumping Hill Rd	Brush Creek	2017	Good

HALIFAX COUNTY – CULVERTS

Route	Road Name	Features	Built	Rating
653	Ballpark Loop Rd	Stream	1932	Good
501	H Matthews Hwy	Stream	1932	Good
58	Philpott Rd	Stream	1932	Good
501S	H Matthews Hwy	Stream	1993	Good
501	H Matthews Hwy	Stream	1932	Good
744	East Hycy Rd	Stream	1960	Good
501	H Matthews Hwy	Stream	1932	Good
501	Halifax Rd	Toot's Creek	1981	Fair
58	Philpott Rd	Stream	1957	Good
613	Terry's Bridge Rd	Stream	2014	Good
58	Bill Tuck Hwy	Perrin's Creek	1974	Good
645	State Shed Rd	Childrey Creek	1965	Fair
58	Philpott Rd	Stream	1956	Good
645	Acorn Rd	Catawba creek	1954	Good
615	Winns Creek Rd	Winn's Creek	1989	Good
644	Stoney Ridge Rd	Armistead Rd	1973	Fair

Route	Road Name	Features	Built	Rating
501	H Matthews Hwy	Stream	1932	Good
809	German Creek Rd	Br. Lawson Creek	1995	Good
501	H Matthews Hwy	Stream	1932	Good
707	Paradise Rd	Coleman's Creek	1974	Good
	Ash Avenue	Reedy Creek	1966	Good
736	Bowen Rd	North Fork Creek	1977	Good
693	Pointer Rd	Stream	1972	Good
682	Old Grubby Rd	Mikes Creek	1976	Good
697	Coleman Drive	Winns Creek	1972	Fair
638	Bull Creek Rd	Bull Creek	1973	Good
58	Philpott Rd	Stream	1957	Good
679	Union Grove Rd	Ballous Creek	1989	Good
58	Philpott Rd	Stream	1956	Good
58	Bill Tuck Hwy	Stream	1932	Good
58	Bill Tuck Hwy	Stream	1932	Good
58	Philpott Rd	Stream	1932	Good
58	Philpott Rd	Stream	1957	Good
58	Bill Tuck Hwy	Stream	1956	Good
58	Bill Tuck Hwy	Stream	1932	Good
646	Rabat Rd	Birch Creek	1968	Good
820	Jeremy Creek Rd	Jeremy Creek	1976	Good
890	Phillip's Trail	Stream	1987	Fair
58	Philpott Rd	Stream	1932	Good
58	Philpott Rd	Stream	1956	Good
58	Philpott Rd	Stream	1957	Good
58	Philpott Rd	Story's Creek	1958	Fair
58	Bill Tuck Hwy	Stream	1932	Good
705	Link-Puryear Rd	Stokes Creek	2015	Good
605	Mill Rd	Piney Creek	1979	Poor
635	Loop Rd	Stream	1990	Good
716	Falkland Rd	Peter Creek	2000	Good
720	Green Level Rd	Stream	1991	Good
746	Mtn Laurel Rd	Walnut Branch	1932	Fair
780	Lloyd's Mill Rd	Ralph's Branch	1994	Good
704	Old Cluster Springs	Stokes Creek	1965	Good
624	Coles Ferry Rd	Buckskin Creek	1968	Good
92	Clover Rd	Stream	1932	Good
780	Lloyds Mill Rd	Reedy Creek	1996	Good
49	Hwy Forty-Nine	Wolf Pit Creek	1963	Good
751	Storys Creek Rd	Storys Creek	1991	Good
625	Ellis Creek Rd	Ellis Creek	1995	Good

Route	Road Name	Features	Built	Rating
360	J Randolph Blvd.	Reedy Creek	1938	Fair
786	Runaway Rd	Stream	1964	Poor
360	JD Hagood Hwy	Wolf Trap Creek	1962	Fair
360	JD Hagood Hwy	Rocky Branch	1977	Good
360	JD Hagood Hwy	Woods Creek	1962	Fair
360	JD Hagood Hwy	Piney Creek	1965	Good
647	Tobacco Rd	Childrey Creek	1968	Good
360	JD Hagood Hwy	Creek	1938	Good
721	Piney Creek Rd	Piney Creek	1996	Good
730	Ramble Rd	Stream	1932	Good
888	Easley Hill Trail	Stream	2014	Good
734	Red Bank Rd	North Fork Creek	1998	Good
730	Ramble Rd	Stream	2008	Good
	Sutphin Rd	Poplar Creek	1976	Good

MECKLENBURG COUNTY – BRIDGES

Route	Road Name	Features	Built	Rating
58	U.S. 58 (W)	Rudds Creek	2001	Good
702	Jeffress Rd	Sandy Creek	1954	Fair
58	U.S. 58 (W)	Sandy Creek	2003	Good
58	U.S. 58 (W)	Roanoke River	2005	Good
58	U.S. 58 (W)	Distillery Branch	2005	Good
58	U.S. 58 Bypass (W)	Buckingham Branch RR	2005	Good
58	U.S. 58 (W)	Allens Creek	2000	Good
58	U.S. 58 (W)	Miles Creek	2003	Good
712	Paschall Rd	I-85	1963	Good
712	Paschall Rd	Smith Creek	1957	Fair
58	U.S. 58 (W)	Aarons Creek	1971	Fair
58	U.S. 58 (W)	Number Three Branch	1971	Fair
58	U.S. 58 (W)	CSX Railway	1969	Good
58	U.S. 58 (W)	N&S Railway	1978	Fair
670	Hutcheson Rd	Laytons Creek	1965	Fair
58	U.S.58 Bypass (W)	U.S. 58 Business (E)	2005	Good
58	US 58 Flyover (W)	58 BP & 15 (58B)	2005	Good
58	U.S.58 Bypass (W)	Route 15	2005	Good
58	U.S. 58 (W)	Long Branch	2000	Good
58	U.S. 58 (W)	Big Buffalo Creek	1971	Fair
58	U.S. 58 (W)	Little Buffalo Creek	1971	Fair
58	U.S. 58 (W)	I-85	1965	Good

Route	Road Name	Features	Built	Rating
58	U.S. 58 (W)	Butchers Creek	2001	Good
58	U.S. 58 (W)	Cox Creek	2000	Good
672	Red Gate Rd	Cox Creek	1974	Good
699	Bluestone Creek Rd	Bluestone Creek	1945	Fair
672	Bowers Rd	Long Branch	1957	Fair
615	Redlawn Rd	Allens Creek	1956	Good
663	Cedar Grove Rd	Miles Creek	1987	Good
663	Cedar Grove Rd	Branch of Miles Creek	1966	Fair
386	Prison Rd	Tobacco Heritage Trail	1978	Good
709	Eureka Rd	Miles Creek	1970	Good
I-85	I-85 (N)	U.S. Route 1	1965	Good
I-85	I-85 (N)	Smith Creek	1963	Good
I-85	I-85 (N)	Reed Rd	1964	Good
I-85	I-85 (N)	Roanoke River	1964	Good
630	Belfield Rd	I-85	1964	Good
630	Belfield Rd	Flat Creek	1964	Poor
761	Oak Rd	I-85	1969	Good
632	Newcomb Brdg Rd	S Meherrin River	1989	Good
15	Hwy Fifteen	NS Railway	1999	Good
15	Hwy Fifteen	Bluestone Creek	1952	Fair
15	Route 15 (58) (49)	Roanoke River	1952	Fair
15	Route 15, 49, 58BY	Blue Creek	1930	Fair
662	Wightman Rd	Buckhorn Creek	1973	Fair
15	Hwy Fifteen	NS Railway	1950	Poor
15	Hwy Fifteen	Grassy Creek	1953	Fair
4	Buggs Island Rd	Robbins Creek	1952	Fair
4	Buggs Island Rd	Allens Creek	1952	Poor
677	Wilkerson Rd	Butchers Crk	1963	Fair
4	Route 4	Roanoke River	1954	Good
681	Honeytree Rd	Meherrin River	1969	Good
677	Mt. Pleasant Rd	Allen Creek	2015	Good
677	Wilkerson Rd	Butchers Creek	1966	Good
661	Meadows Rd	Kits Creek	1965	Fair
I-85	I-85 (S)	U.S. Route 1	1965	Good
I-85	I-85 (S)	Roanoke River	1964	Fair
I-85	I-85 (S)	Reed Rd	1964	Good
I-85	I-85 (S)	Smith Creek	1963	Fair
610	Rocky Branch Drive	Rocky Branch	1959	Fair
778	Taylor Rd	Taylor Creek	1989	Good
600	Draper Rd	Allens Creek	2003	Good
675	Hayes Mill Rd	Allens Creek	1964	Poor

Route	Road Name	Features	Built	Rating
695	Philbeck Crossroad	Woodpecker Creek	1950	Poor
696	Brankley Rd	Br Woodpecker Crk	1963	Fair
695	Hanford Rd	Bluestone Creek	1970	Good
58	U.S. 58 (E)	Roanoke River	2005	Good
58	U.S. 58 (E)	Distillery Branch	2005	Good
58	U.S. 58 (E)	Long Branch	2000	Good
58	U.S. 58 (E)	Allens Creek	2000	Good
621	Dixie Bridge Rd	I-85	1969	Good
58	U.S. 58 (E)	Miles Creek	2003	Good
58	U.S. 58 (E)	Butchers Creek	2001	Good
58	U.S. 58 (E)	Cox Creek	2000	Good
696	New Hope Rd	Bluestone Creek	2003	Good
58	U.S. 58 (E)	Sandy Creek	2005	Good
58	U.S.58 Bypass (E)	Route 15	2005	Good
58	U.S. 58 (E)	Rudds Creek	2001	Good
58	U.S. 58 Bypass (E)	Buck Branch RR	2005	Good
58	U.S. 58 (E)	CSX Railway	1957	Good
58	U.S. 58 (E)	Number Three Br	1953	Good
58	U.S. 58 (E)	Big Buffalo Creek	1953	Poor
58	U.S. 58 (E)	Little Buffalo Creek	1930	Good
58	U.S. 58 (E)	Aarons Creek	1953	Poor
58	U.S. 58 (E)	I-85	1965	Good
15	15, 49, 58 Bypass	Blue Creek	1930	Fair
1	U.S. 1	Miles Creek	1927	Good
619	Nellie Jones Rd	Great Creek	1954	Poor
1	U.S. 1	Roanoke River	1998	Good
623	Wray Rd	CSX Railway	1982	Good
688	Skipwith Rd	Butchers Creek	1953	Fair
729	Winston Rd	Beech Creek	1962	Good
669	Baskerville Rd	Cox Creek	1972	Good
657	Miles Creek Rd	Miles Creek	1973	Fair
92	Hwy Ninety-Two	Branch	1930	Good
92	Hwy Ninety-Two	Butchers Creek	1923	Poor
92	Hwy Ninety-Two	Creek	1930	Fair
49	Hwy Forty-Nine	S Meherrin River	1929	Fair
92	Hwy Ninety-Two	Jolly Hollow Creek	1925	Poor
49	West 2nd Street	N&S Railway	1963	Fair
678	Antlers Rd	Allens Creek	1959	Fair
49	Hwy Forty-Nine	Little Bluestone Crk	1959	Good
49	Hwy Forty-Nine	Goodells creek	1952	Good
609	Trottinridge Rd	Goodells Creek	1972	Fair

Route	Road Name	Features	Built	Rating
903	Hwy Nine-O-Three	CSX Railway	1968	Fair
903	Hwy Nine-O-Three	I-85	1963	Fair
609	Trottinridge Rd	Little Bluestone Crk	1954	Good
642	Rocky Branch Rd	I-85	1965	Fair
618	Maregno Rd	CSX Railway	1980	Good
639	Forksville Rd	Taylor Creek	1940	Fair
637	Craig Mill Rd	Meherrin River	1974	Fair
708	Iron Mill Rd	Cox Creek	1994	Good
671	Stony Cross Rd	Layton Creek	1962	Fair
723	Shiney Rock Rd	Beaver Pond Creek	1960	Good
784	Iron Gate Rd	U.S. 58	2005	Good
523	Goodes Ferry Rd	U.S. 58 (Bypass)	1999	Good
631	Trinity Church Rd	Flat Creek	1974	Good
660	Old Cox Rd	Allens Creek	1957	Fair
601	Love Town Rd	Aarons Creek	2007	Good
660	Country Club Drive	Allens Creek	1966	Fair
660	Old Cox Rd	Buckhorn Creek	1965	Poor
634	Traffic Rd	S Meherrin River	1965	Good
BUS 58	U.S 58 Business	Colemans Creek	1928	Poor
735	Averett Church Rd	Beech Creek	1965	Good
664	Union Level Rd	Miles Creek	1987	Good
710	Lucindas Dirt Rd	Br Cotton Creek	1950	Fair
636	Bridge Rd	Meherrin River	1970	Fair
138	Route 138	Meherrin River	1991	Good
640	E. Organsville Rd	Peckerwood Branch	1970	Fair
622	Lone Oak Rd	Let Alone Creek	1965	Fair
640	W. Organsville Rd	Bluestone Creek	1953	Fair
727	Henrico Rd	Beech Creek	1961	Good

MECKLENBURG COUNTY – CULVERTS

Route	Road Name	Features	Built	Rating
58	U.S. 58 Bypass	Creek	2005	Good
58	U.S. 58 Bypass	Dockery Creek	1999	Good
58	U.S. 58	Pole Branch	1995	Good
58	U.S. 58	Reedy Branch	1999	Good
BUS 58	RT 49 & 58 Bus.	Blue Creek	1974	Good
58	U.S. 58	Stream	2000	Good
58	U.S. 58 Bypass	Rocky Branch	1999	Good
58	U.S. 58	Branch of Evans Creek	1940	Good

Route	Road Name	Features	Built	Rating
702	Morgan Farm Rd	Branch of Sandy Creek	1975	Good
698	Middle School Rd	Br of Goodells Creek	1954	Good
698	Middle School Rd	Goodells Creek	1954	Good
712	Paschall Rd	Stream	1954	Good
58	U.S. 58	Jolly Hollow Branch	1978	Fair
58	U.S. 58	Stream	1953	Fair
58	U.S. 58	Tates Branch	1946	Good
58	U.S. 58	Branch of Miles Creek	1930	Good
58	U.S. 58	Whetstone Branch	1978	Good
58	U.S. 58	Stream	1952	Good
58	U.S. 58	Pole Branch	1950	Good
58	U.S. 58	Branch of Miles Creek	1950	Good
649	Clover Rd	Branch of Smith Creek	2001	Good
764	Piney Creek Rd	Piney Creek	1997	Fair
615	Red Lawn Rd	Miles creek	1963	Good
615	Red Lawn Rd	Cox Creek	1954	Good
386	Prison Rd	Coleman Creek	1978	Good
611	Newell Rd	Miles Creek	1954	Good
629	Reed Rd	Parham Creek	1973	Good
I-85	I-85 (N)	Stream	1965	Good
I-85	I-85 & U.S.-1	Branch of Taylor Crk	1965	Fair
I-85	I-85 (N)	Parham Creek	1965	Good
I-85	I-85 (N)	Flat Creek	1965	Good
I-85	I-85 (N)	Parham Creek	1965	Good
I-85	I-85 (N)	Carstairs Branch	1965	Good
630	Smith Cross Rd	Dockery Creek	1958	Good
620	Hall Rd	Holly Grove Creek	2006	Fair
I-85	I-85 (N)	Stream	1968	Good
I-85	I-85 (N)	Taylor Creek	1965	Good
I-85	I-85 (N)	Stream	1965	Fair
732	Buffalo Springs Rd	Buffalo Creek	1975	Fair
662	Wightman Rd	Kits Creek	1961	Good
15	Route 15	Stream	1952	Good
4	Buggs Island Rd	Kettle Creek	1952	Fair
I-85	I-85 (S)	Flat Creek	1965	Good
I-85	I-85 (S)	Stream	1968	Good
I-85	I-85 (S)	Stream	1965	Good
I-85	I-85 (S)	Parham Creek	1965	Good
I-85	I-85 (S)	Stream	1965	Fair
I-85	I-85 (S)	Carstairs Branch	1965	Good
I-85	I - 85 & U.S.-1	Branch of Taylor Crk	1965	Fair

Route	Road Name	Features	Built	Rating
I-85S	I-85 (S)	Taylor Creek	1965	Fair
I-85S	I-85 (S)	Parham Creek	1965	Good
BUS 58	RT 49 & 58 Bus.	Blue Creek	1974	Good
SC-600E	Airport Rd	Bluestone Creek	1976	Good
SC-600E	Cemetery Rd	Butchers Creek	1956	Fair
SC-650E	Dockery Rd	Dockery Creek	1958	Good
SC-616E	Jerusalem Rd	Cotton Creek	2005	Good
FR-111N	Hilton Mill Rd	Stream	1965	Good
US-58E	U.S. 58	Stream	2000	Good
SC-695N	Philbeck Crossroad	Yerby Run	1999	Good
US-58E	U.S. 58 Bypass	Rocky Branch	1999	Good
SC-696E	Brankley Rd	Peckerwood Creek	1999	Good
US-58E	U.S. 58	Pole Branch	1995	Good
US-58E	U.S. 58 Bypass	Creek	2005	Good
US-58E	U.S. 58 Bypass	Dockery Creek	1999	Good
US-58E	U.S. 58	Reedy Branch	1999	Good
US-58E	U.S. 58	Jolly Hollow Branch	1978	Fair
US-58E	U.S. 58	Stream	1952	Good
US-58E	U.S. 58	Branch of Miles Creek	1930	Good
US-58E	U.S. 58	Pole Branch	1950	Good
US-58E	U.S. 58	Whetstone Branch	1978	Good
US-58E	U. S. 58	Stream	1953	Fair
US-58E	U.S. 58	Tates Branch	1946	Good
US-58E	U.S. 58	Branch of Miles Creek	1950	Good
US-58E	U.S. 58	Branch of Evans Creek	1940	Good
SC-645E	Gordon Lake Rd	Branch of Miles Creek	1979	Fair
SC-789N	Bowens Rd	Branch of Aarons Creek	1995	Fair
SC-810N	Boyd Rd	Branch of Hagood Crk	1965	Good
US-1N	U.S. 1	Branch of Smith Creek	1928	Good
US-1N	U.S. 1	Branch of Smith Creek	1928	Good
US-1N	U.S. 1	Branch of Smith Creek	1928	Fair
US-1N	U.S. 1	Branch of Miles Creek	1940	Good
US-1N	U.S. 1	Br of Roanoke River	1940	Good
US-1N	U.S. 1	Trib of Meherrin River	1932	Fair
SC-688N	Skipwith Rd	Stream	1978	Fair
SC-668E	Dry Creek Rd	Cox Creek	1983	Fair
VA-92N	Hwy Ninety-Two	Br of Bluestone Crk	1950	Good
VA-92N	Hwy Ninety-Two	Whetstone Branch	1978	Good
VA-92N	Hwy Ninety-Two	Dodson Branch	1985	Good
VA-49N	Hwy Forty-Nine	Craddock Branch	1968	Good
VA-49N	Hwy Forty-Nine	Little Bluestone Crk	1957	Fair

Route	Road Name	Features	Built	Rating
92	Hwy Ninety-Two	Church Creek	1957	Fair
49	Hwy Forty-Nine	Stream	1957	Good
49	Hwy Forty-Nine	Little Bluestone Crk	1957	Good
617	Old St. Tammany	Trib of Parham Crk	1964	Good
682	Fort Mitchell Rd	Stream	1955	Fair
903	Hwy Nine-O-Three	Flat Creek	1963	Good
678	Antlers Rd	Kettles Creek	1957	Fair
618	Ridout Rd	Long Creek	1998	Good
678	Mays Chapel Rd	Br of Roanoke River	1976	Fair
903	Hwy Nine-O-Three	Holly Grove Creek	1963	Good
671	Callahan Rd	Long Branch	1962	Good
671	Stoney Cross Rd	Br of Layton Crk	1962	Good
626	Airport Rd	Little Genito Creek	1986	Good
723	Shiney Rock Rd	Essex Branch	1969	Fair
660	Old Cox Rd	Br of Allens Crk	2000	Good
631	Boxwood Rd	Branch of Flat Creek	1990	Fair
I-85	Ramp 15A	Branch of Taylor Crk	1964	Fair
735	Hite Rd	Br of Buffalo Crk	1966	Fair
627	Gaulding Rd	Great Creek	1965	Good
1204	Carter Lane	Coleman Creek	2002	Good
647	Tolbert Rd	Holly Grove Crk	1968	Fair
735	White House Rd	Br of Buffalo Crk	1966	Fair
735	White House Rd	Br of Buffalo Crk	1954	Good
647	Tolbert Rd	Holly Grove Creek	1968	Good
655	Skyline Rd	Miles Creek	1996	Good
640	E. Organsville Rd	Persimmon Tree Br	1979	Good
727	Henrico Rd	Beaver Pond Creek	2005	Good
47	Hwy Forty-Seven	Butchers Creek	1993	Good
47	Hwy Forty-Seven	Unnamed Tributary	1971	Good
655	Chalk Level Rd	Stream	1960	Fair

BRUNSWICK COUNTY

Route	From	To	2017 AADT	2045 AADT	Mi.
US 1	Mecklenburg CL	Route 657	2200	2816	0.57
US 1	Route 657	Route 644	1600	2048	4.32
US 1	Route 644	Route 46	1800	2304	3.23
US 1	Route 46	I-85 S of Alberta	3000	3420	1.25
US 1	I-85 S of Alberta	SCL Alberta	2900	3712	0.46
US 1	SCL Alberta	NCL Alberta	1700	2176	1.55
US 1	NCL Alberta	Route 630 S	1600	2048	4.07
US 1	Route 630 S	Dinwiddie CL	1000	1280	5.39
US 1 Exit 031A	US 1	I-85 North	650	742	0.29
US 1 Exit 031B	US 1	I-85 South	290	371	0.26
VA 46	North Carolina SL	Route 665	1300	1482	6.59
VA 46	Route 665	Route 611	1700	1938	2.71
VA 46	Route 611	Route 715	2400	2736	4.26
VA 46	Route 715	Bus US 58 S	2700	3078	2.87
Bus US 58, VA 46	Bus US 58 S	CL Lawrenceville	6300	7182	0.20
Bus US 58, VA 46	CL Lawrenceville	N US 58 Bus	6300	7182	0.80
VA 46	Bus US 58 N	NCL Lawrenceville	3200	3648	0.64
VA 46	NCL Lawrenceville	US 1	3000	3420	6.36
VA 46	US 1	I-85	2400	3072	0.39
VA 46	I-85	Route 616 S	2100	2688	7.43
VA 46	Route 616 S	Nottoway CL	1800	2304	4.71
VA 46 Exit 025A	Route 46	I-85 South	430	550	0.25
US 58	WCL Brodnax	Brunswick CL	11000	12540	0.46
US 58	Mecklenburg CL	ECL Brodnax	10000	11400	0.72
US 58	ECL Brodnax	Route 694	9000	10260	9.60
US 58	Route 694	Bus US 58 E	8600	9804	2.97
US 58	Bus US 58 E	Route 712	9500	10830	3.04
US 58	Route 712	Greensville CL	9400	10716	6.92
Bus US 58, VA 46	US 58 S of L'ville	SCL Lawrenceville	6300	7182	0.20
Bus US 58, VA 46	SCL Lawrenceville	Route 46	6300	7182	0.80
Bus US 58	Route 46	ECL Lawrenceville	5500	6270	0.35
Bus US 58	ECL Lawrenceville	US 58	5500	6270	1.25
I-85 NB	Mecklenburg CL	Route 644	11000	12540	4.71
I-85 NB	Route 644	Route 46	11000	12540	3.01
I-85 NB	Route 46	US 1	10000	12540	1.19
I-85 NB	US 1	Route 630	11000	12540	6.39
I-85 NB	Route 630	Route 712	11000	12540	4.71
I-85 NB	Route 712	Dinwiddie CL	11000	12540	0.76

Route	From	To	2017 AADT	2045 AADT	Mi.
I-85 NB Exit 024A	I-85 N	Route 644	180	230	0.19
I-85 NB Exit 027A	I-85 N	Route 46	480	547	0.18
I-85 NB Exit 028A	I-85 N	US 1	280	319	0.15
I-85 NB Exit 032R	I-85 N to Rest Area	Parking Lot	670	858	0.11
I-85 NB Exit 032R	Parking Lot	I-85 N Rest Area	670	858	0.12
I-85 NB Exit 034A	I-85 N	Route 630	340	435	0.21
I-85 NB Exit 039A	I-85 N	Route 712	660	845	0.18
I-85 SB	Mecklenburg CL	Route 644	11000	12540	5.21
I-85 SB	Route 644	Route 46	11000	12540	2.54
I-85 SB	Route 46	US 1	11000	12540	1.66
I-85 SB	US 1	Route 630	11000	12540	6.26
I-85 SB	Route 630	Route 712	11000	12540	4.86
I-85 SB	Route 712	Brunswick CL	12000	13680	0.24
I-85 SB Exit 024A	I-85 S	Route 644	260	296	0.16
I-85 SB Exit 028A	I-85 S	US 1	680	870	0.13
I-85 SB Exit 032R	I-85 S - Rest Area	Rest Area Parking	620	707	0.11
I-85 SB Exit 032R	Parking Lot	I-85 S - Rest Area	620	707	0.12
I-85 SB Exit 034A	I-85 S	Route 630	200	256	0.21
I-85 SB Exit 039A	I-85 S	Route 712	1400	1792	0.18
VA 136	WCL Alberta	US 1 Alberta	470	602	1.17
VA 137	Lunenburg CL	Route 46	700	798	3.56

HALIFAX COUNTY

Route	From	To	2017 AADT	2045 AADT	Mi.
VA 34	N Main St	US 360	1800	2052	0.54
VA 40	Pittsylvania CL	Route 638	900	1152	4.16
VA 40	Route 638	US 501	980	1254	5.96
US 501, VA 40	US 501	Campbell CL	5100	6528	0.97
VA 49, VA 96	North Carolina SL	Route 96	1500	1710	0.13
VA 49	Route 96	ECL Virgilina	920	1178	0.47
VA 49	ECL Virgilina	Mecklenburg CL	920	1178	2.05
VA 57	Pittsylvania CL	Route 844	800	1024	3.53
VA 57	Route 844	Route 845	1000	1140	1.64
VA 57	Route 845	Route 676	1600	2048	3.62
VA 57	Route 676	Route 360	2000	2560	4.06
US 58, US 360	Pittsylvania CL	Route 119	7500	8550	3.48
US 58, US 360	Route 119	Route 658	8100	10368	6.58

Route	From	To	2017	2045	Mi.	Route	From	To	2017	2045	Mi.
			AA DT	AA DT					AA DT	AA DT	
US 58, US 360	Route 658	US 501	8900	11392	9.25	US 360	ECL South Boston	Route 716	7600	9728	1.43
US 58, US 360	US 501	ECL South Boston	11000	12540	0.18	US 360	Route 716	Route 360	7100	9088	5.28
US 58, US 360	ECL South Boston	US 360	11000	12540	0.52	US 360	Route 360	Route 607	7600	9728	2.40
US 58	US 360	Route 601	6500	8320	5.00	US 360	Route 607	Route 92 S - Clover	6100	7808	2.79
US 58	Route 601	Mecklenburg CL	5300	6784	5.57	US 360	Route 92 S - Clover	Charlotte CL	5200	6656	2.73
VA 92	Charlotte CL	NCL Clover	210	269	4.19	VA 360	Pittsylvania CL	Route 683	1200	1536	5.11
VA 92	NCL Clover	Rt 746; Rt 1001	210	269	0.47	VA 360	Route 683	Route 681	1900	2166	5.65
VA 92	Rt 746; Rt 1001	SCL Clover	210	269	0.33	VA 360	Route 681	Route 654	5100	5814	2.57
VA 92	SCL Clover	US 360 S of Clover	210	269	0.80	VA 360	Route 654	WCL Halifax	2100	2394	0.30
VA 96	501 S of Clstr Sprgs	WCL Virgilina	1500	1920	7.11	VA 360	WCL Halifax	US 501 South	2100	2394	1.72
VA 96	WCL Virgilina	Route 49 N	1500	1920	0.59	US 501, VA 360	US 501 S	US 501 N	8800	10032	0.78
VA 49, VA 96	Route 49 N	North Carolina SL	1500	1710	0.13	VA 360	US 501 N	ECL Halifax	3600	4104	0.26
VA 119	North Carolina SL	US 58	760	973	3.08	VA 360	ECL Halifax	US 360	2800	3584	6.19
VA 129	US 501 Main St	US 501 Broad St	3200	3648	0.09	US 501	North Carolina SL	Route 96	3400	3876	2.46
VA 129	US 501 Broad St	Route 34	4800	5472	0.38	US 501	Route 96	Route 658	4600	5244	3.84
VA 129	Route 34	Edmunds St	6000	6840	0.16	US 501	Route 658	SCL South Boston	5600	6384	4.64
VA 129	Edmunds St	College St	6600	7524	0.19	US 501	SCL South Boston	US 501	17000	19380	0.53
VA 129	College St	Hamilton Blvd	6100	6954	0.63	US 501	US 501	Route 304	8900	10146	0.09
VA 129	Hamilton Blvd	NCL South Boston	11000	12540	0.88	US 501	Route 304	Route 129	7800	8892	0.22
VA 129	NCL South Boston	US 501 Centerville	15000	17100	0.85	US 501	Route 129	Third St	5800	6612	0.26
VA 304	US 501 Main St	US 501 Broad St	2700	3078	0.08	US 501	Third St	Edmunds St	5700	6498	0.18
VA 304	US 501 Broad St	Marshall St	3000	3840	0.38	US 501	Edmunds St	US 501	5700	6498	0.41
VA 304	Marshall St	US 360	2600	2964	0.25	US 501	US 501	Hamilton Blvd	16000	20480	0.51
VA 344	Route 360	NCL Scottsburg	1100	1254	1.58	US 501	Hamilton Blvd	Old NCL S Boston	15000	17100	0.69
VA 344	NCL Scottsburg	Route 720	1100	1254	0.75	US 501	Old NCL S Boston	Route 129 N	16000	18240	0.79
VA 344	Route 720	ECL Scottsburg	830	1062	0.42	US 501	Route 129 N	NCL South Boston	19000	21660	0.38
VA 344	ECL Scottsburg	Staunton Riv St Pk	830	1062	7.35	US 501	NCL South Boston	SCL Halifax	11000	12540	0.36
VA 344	Staunton Riv St Pk	End of Route	170	218	2.18	US 501	SCL Halifax	Route 360 S	11000	12540	1.56
VA 349	Route 360	US 501	610	695	0.12	US 501, VA 360	Route 360 S	Route 360 N	8800	10032	0.78
US 58, US 360	Pittsylvania CL	Route 119	7500	8550	3.48	US 501	Route 360 N	ECL Halifax	4900	5586	0.67
US 58, US 360	Route 119	Route 658	8100	10368	6.58	US 501	ECL Halifax	Route 642	4500	5130	6.56
US 58, US 360	Route 658	US 501	8900	11392	9.25	US 501	Route 642	Route 603	3500	4480	5.85
US 58, US 360	US 501	CL South Boston	11000	12540	0.18	US 501	Route 603	Route 645	3000	3840	2.57
US 58, US 360	CL South Boston	US 58 E	11000	12540	0.52	US 501	Route 645	Route 40	3200	4096	4.90
US 360	US 58 E	SCL South Boston	11000	14080	0.45	US 501, VA 40	Route 40	Campbell CL	5100	6528	0.97
US 360	SCL South Boston	Route 304	11000	14080	0.16	US 501 Par	US 501	Route 304	6900	7866	0.07
US 360	Route 304	Route 34	11000	12540	0.52	US 501 Par	Route 304	Route 129	7600	8664	0.18
US 360	Route 34	Hamilton Blvd	12000	13680	0.44	US 501 Par	Route 129	Third St	6900	7866	0.26
US 360	Hamilton Blvd	ECL South Boston	11000	14080	0.09	US 501 Par	Third St	US 501	10000	12800	0.57

MECKLENBURG COUNTY

MECKLENBURG COUNTY						2017	2045				2017	2045
Route	From	To	AADT	AADT	Mi.	Route	From	To	AADT	AADT	Mi.	
US 1	North Carolina SL	Route 712	1100	1254	1.99	VA 47	186-5 Marshall St	Rt 49, Rt 92	5600	6384	0.05	
US 1	Route 712	US 58 Big Fork	2300	2944	6.98	VA 49, VA 47	Rt 49, Rt 92	E Fifth St	6600	7524	0.24	
US 58, US 1	US 58 Big Fork	1, BUS 58 W ramp	11000	14080	3.23	VA 49, VA 47	E Fifth St	49, WCL Chase City	7300	8322	1.02	
US 58, US 1	1, BUS 58 W ramp	Route 780	6900	8832	0.20	VA 47	49, WCL Chase City	Charlotte CL	1800	2052	5.54	
US 1, Bus US 58	Bus US 58; Rt 780	SCL South Hill	5300	6784	0.16	VA 49	Halifax CL	US 58 W Clarksville	1300	1482	8.64	
US 1, Bus US 58	SCL South Hill	Locust St	5300	6784	1.89	US 58, VA 49	US 58 E - Clarksville	Bus US 58	8200	10496	1.26	
US 1, Bus US 58	Locust St	Plank Rd	7700	9856	0.28	Bus US 58, VA 49	US 58; Route 815	WCL Clarksville	4000	4560	0.55	
US 1, Bus US 58	Plank Rd	Goodes Ferry Blvd	8000	10240	0.09	Bus US 58, VA 49	WCL Clarksville	US 15, US 58	4000	5120	0.97	
US 1, Bus US 58	Goodes Ferry Blvd	Mecklenburg Ave	7400	9472	0.23	US 15, Bus 58, 49	US 15 W	NCL Clarksville	6600	7524	0.88	
US 1, Bus US 58	Danville St	US 58 BUS; SR 47	8300	10624	0.16	US 15, Bus 58, 49	NCL Clarksville	US 58 E - Clarksville	6600	7524	0.84	
US 1	US 58 BUS; SR 47	Windsor St	8100	10368	0.08	US 15, VA 49	US 58 E - Clarksville	US 15	5000	6400	1.60	
US 1	Windsor St	E Ferrell St	9900	12672	0.58	VA 49	US 15	Route 609	2300	2944	2.06	
US 1	E Ferrell St	NCL South Hill	7400	9472	2.26	VA 49	Route 609	Route 696	1900	2166	5.90	
US 1	NCL South Hill	Brunswick CL	2300	2944	3.54	VA 49	Route 696	WCL Chase City	1800	2052	3.92	
US 1 Exit 018A	Exit N18A & S18A	I-85 S	2100	2688	0.11	VA 49	WCL Chase City	Route 92	1800	2052	0.23	
US 1 Exit 018B	Exit N18B & S18B	I-85 N	1200	1536	0.18	VA 49, VA 92	Route 92	Endly St	4800	5472	0.56	
US 1 Par, 1, Bus 58	US 1, US 58	1, Bus 58; Rt 780	2300	2944	0.36	VA 49, VA 92	Endly St	N Main St	5600	6384	0.19	
VA 4	North Carolina SL	S End of Kerr Dam	600	768	4.53	VA 49, VA 47	E Second St	E Fifth St	6600	7524	0.24	
VA 4	S End of Kerr Dam	N End of Kerr Dam	940	1203	0.53	VA 49, VA 47	E Fifth St	Route 47	7300	8322	1.02	
VA 4	N End of Kerr Dam	Route 707	940	1203	1.46	VA 49	Route 47	Lunenburg CL	1100	1254	3.95	
VA 4	Route 707	US 58	1100	1408	4.50	US 58	Halifax CL	Route 735	5000	5700	2.96	
US 15	North Carolina SL	Route 722	3000	3840	4.76	US 58	Route 735	49 W - Clarksville	6000	7680	2.99	
US 15	Route 722	SCL Clarksville	2800	3192	0.59	US 58, VA 49	49 W - Clarksville	Bus US 58	8200	10496	1.26	
US 15	SCL Clarksville	US 58	2800	3192	0.73	US 58	Bus US 58	US 15; Bus US 15	5300	6784	1.46	
US 15, Bus 58, 49	US 58; College St	NCL Clarksville	6600	7524	0.88	US 58	US 15; Bus US 15	US 15, Bus 58, 49	6300	7182	2.42	
US 15, Bus 58, 49	NCL Clarksville	US 58 E - Clarksville	6600	7524	0.84	US 58	US 15, Bus 58, 49	WCL Boydton	5600	7168	8.40	
US 15, VA 49	US 58 E - Clarksville	Route 49	5000	6400	1.60	US 58	WCL Boydton	NCL Boydton	5600	7168	0.60	
US 15	Route 49	Charlotte CL	1700	2176	6.83	US 58	NCL Boydton	Route 92	5600	7168	0.20	
VA 47	Mecklenburg Ave	Thomas St	6800	8704	0.63	US 58	Rt 92	Rt 386	6600	8448	0.92	
VA 47	Thomas St	Opie Rd	5600	6384	0.23	US 58	Route 386	Route 4	7000	8960	4.87	
VA 47	Opie Rd	WCL South Hill	6600	8448	0.39	US 58	Route 4	US 1	7700	9856	4.23	
VA 47	WCL South Hill	Route 664	3700	4218	7.70	US 58, US 1	US 1 Big Fork	US 1 near S Hill	11000	14080	3.23	
VA 47	Route 664	Route 660	3000	3420	5.28	US 58, US 1	US 1 near S Hill	Route 780	6900	8832	0.20	
VA 47	Route 660	Route 600	3200	3648	1.46	US 58	Route 780	Route 903	6900	8832	1.61	
VA 47	Route 600	ECL Chase City	4100	4674	5.20	US 58	Route 903	SCL S Hill; Maple Ln	7400	9472	0.98	
VA 47	ECL Chase City	Drew St	4100	4674	0.48	US 58	SCL S Hill; Maple Ln	Bus 58; Country Ln	6000	6840	0.69	
VA 47	Drew St	186-5 Marshall St	5600	6384	0.21	US 58	Bus 58; Country Ln	ECL S Hill; I-85	21000	26880	0.24	
						US 58	ECL S Hill; I-85	WCL La Crosse	26000	33280	1.27	
						US 58	WCL La Crosse	ECL La Crosse	26000	33280	0.52	

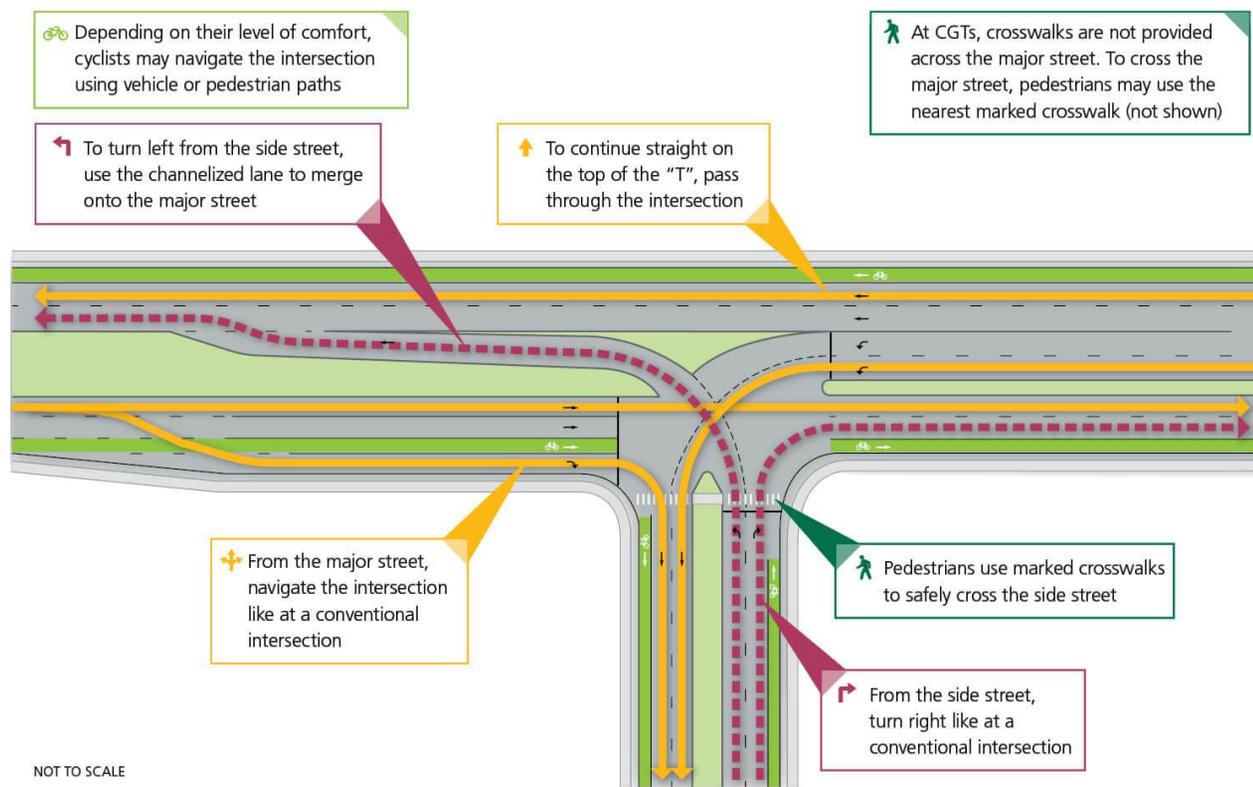
			2017	2045					2017	2045	
Route	From	To	AADT	AADT	Mi.	Route	From	To	AADT	AADT	Mi.
US 58	ECL La Crosse	Route 644	26000	33280	0.61	I-85 SB	US 58	US 1	11000	12540	2.72
US 58	Route 644	WCL Brodnax	11000	12540	1.98	I-85 SB	US 1	NCL South Hill	11000	12540	0.29
US 58	WCL Brodnax	Brunswick CL	11000	12540	0.46	I-85 SB	NCL South Hill	Brunswick CL	11000	12540	3.74
58 EB Exit 374A	58 E, E Atlantic St	I-85 S	2200	2816	0.36	I-85 SB Exit 004A	I-85 S	Route 903	1700	1938	0.18
58 EB Exit 374B	US 58 East	I-85 N	1100	1408	0.24	I-85 SB Exit 012A	I-85 S	58 E, E Atlantic St	1100	1408	0.29
58 WB Exit 374A	58 W, E Atlantic St	I-85 S	2300	2622	0.03	I-85 SB Exit 012B	I-85 S	I-85 to Rt 58 Bus	1800	2304	0.17
58 WB Exit 374A	Gap to RT 85 SB	I-85 S	1900	2166	0.15	I-85 SB Exit 015A	I-85 S	Mecklenburg Ave	1600	2048	0.31
58 WB Exit 374B	US 58	I-85 N	1600	1824	0.29	VA 92	US 58 Bus	NCL Boydton	940	1203	0.32
Bus US 58	58 W of Boydton	Route 92	1100	1408	0.48	VA 92	NCL Boydton	SCL Chase City	940	1203	9.25
Bus US 58	Route 92	NCL Boydton	1300	1664	0.55	VA 92	SCL Chase City	"B" St	3000	3420	0.44
Bus US 58	NCL Boydton	US 58 E of Boydton	1300	1664	0.05	VA 92	"B" St	Sycamore St	3200	3648	0.23
US 1 Par, 1, Bus 58	US 1 S	US 1 N	2300	2944	0.36	VA 92	Sycamore St	E Second St	3900	4446	0.21
US 1, Bus US 58	US 1 N	SCL South Hill	5300	6784	0.16	VA 49, VA 92	Route 49 S	Endly St	5600	6384	0.19
US 1, Bus US 58	Locust St	Plank Rd	7700	9856	0.28	VA 49, VA 92	Endly St	Route 49 N	4800	5472	0.56
US 1, Bus US 58	SCL South Hill	Locust St	5300	6784	1.89	VA 92	Route 49 N	WCL Chase City	2900	3306	0.22
US 1, Bus US 58	Plank Rd	Goodes Ferry Blvd	8000	10240	0.09	VA 92	WCL Chase City	Rt 609; Rt 684	2900	3306	3.42
US 1, Bus US 58	Goodes Ferry Blvd	Mecklenburg Ave	7400	9472	0.23	VA 92	Rt 609; Rt 684	Route 600	2900	3306	0.21
US 1, Bus US 58	Danville St	US 1; Route 47	8300	10624	0.16	VA 92	Route 600	Charlotte CL	2900	3306	1.52
Bus US 58	US 1; Route 47	Windsor St	10000	11400	0.48	VA 138	US 1	NCL South Hill	3800	4864	0.38
Bus US 58	Windsor St	US 58 E Atlantic St	13000	16640	0.66	VA 138	NCL South Hill	Lunenburg CL	3200	4096	2.89
Bus US 58, VA 49	US 58; Route 815	WCL Clarksville	4000	4560	0.55	58-780, 1, Bus 58	US 1 N, US 58	US 1, Bus US 58	3200	4096	0.17
Bus US 58, VA 49	WCL Clarksville	US 15 W	4000	5120	0.97	58-780, 1, Bus 58	US 1; US 58	US 1 Danville St	3200	4096	0.17
US 15, Bus 58, 49	US 15 W	NCL Clarksville	6600	7524	0.88						
US 15, Bus 58, 49	NCL Clarksville	58 E of Clarksville	6600	7524	0.84						
I-85 NB	North Carolina SL	Route 903	12000	13680	4.23						
I-85 NB	Route 903	SCL South Hill	13000	14820	8.14						
I-85 NB	SCL South Hill	US 58	13000	14820	0.25						
I-85 NB	US 58	US 1	12000	13680	2.53						
I-85 NB	US 1	NCL South Hill	11000	12540	0.53						
I-85 NB	NCL South Hill	Brunswick CL	11000	12540	3.84						
I-85 NB Exit 000R	I-85 to Welcome C	Welcome Park Lot	1100	1254	0.08						
I-85 NB Exit 000R	Welcome Park Lot	I-85 from Welcome	1100	1254	0.09						
I-85 NB Exit 004A	I-85 N	Route 903	1200	1536	0.18						
I-85 NB Exit 012A	I-85 N	US 58 E	2500	3200	0.24						
I-85 NB Exit 012B	I-85 N	US 58 W	1300	1664	0.24						
I-85 NB Exit 015A	I-85 N	US 1	1800	2304	0.28						
I-85 SB	North Carolina SL	Route 903	12000	13680	4.59						
I-85 SB	Route 903	SCL South Hill	13000	14820	7.78						
I-85 SB	SCL South Hill	US 58	13000	14820	0.40						

APPENDIX D – INNOVATIVE INTERSECTIONS AND INTERCHANGES

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

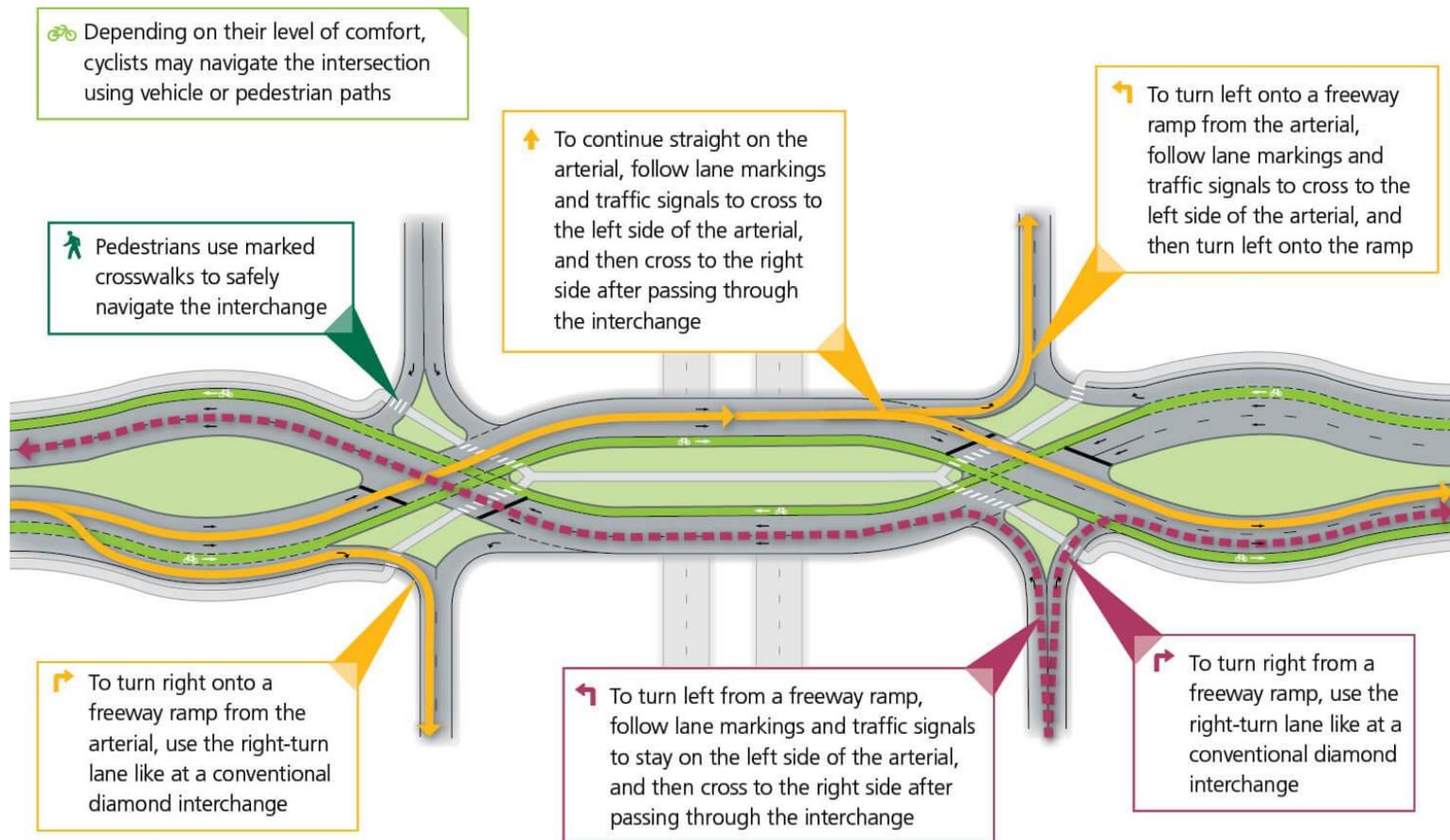
CONTINUOUS GREEN-T (CGT)

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



DIVERGING DIAMOND INTERCHANGE (DDI)

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

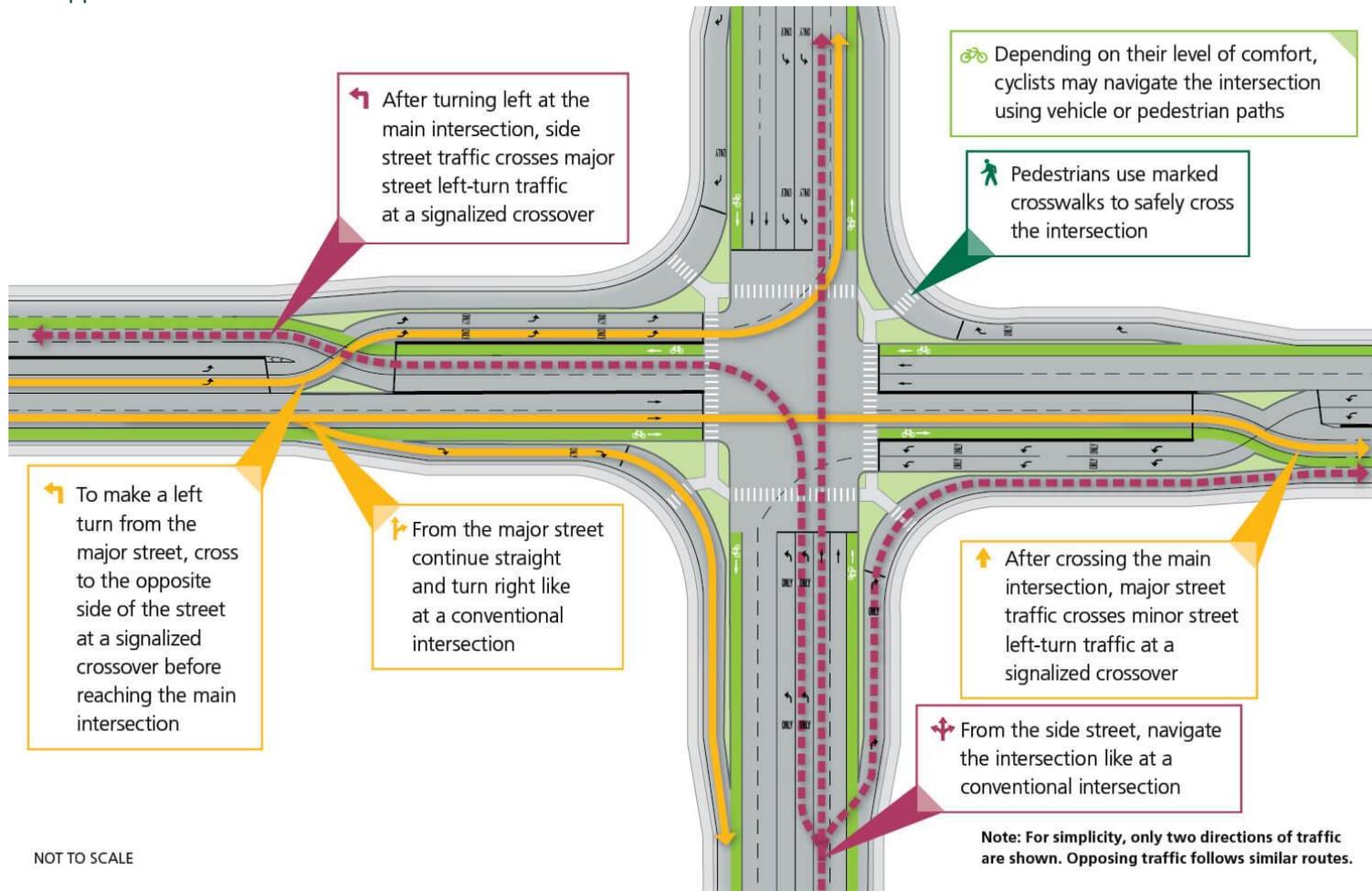


NOT TO SCALE

Note: For simplicity, only two directions of traffic are shown. Opposing traffic follows similar routes.

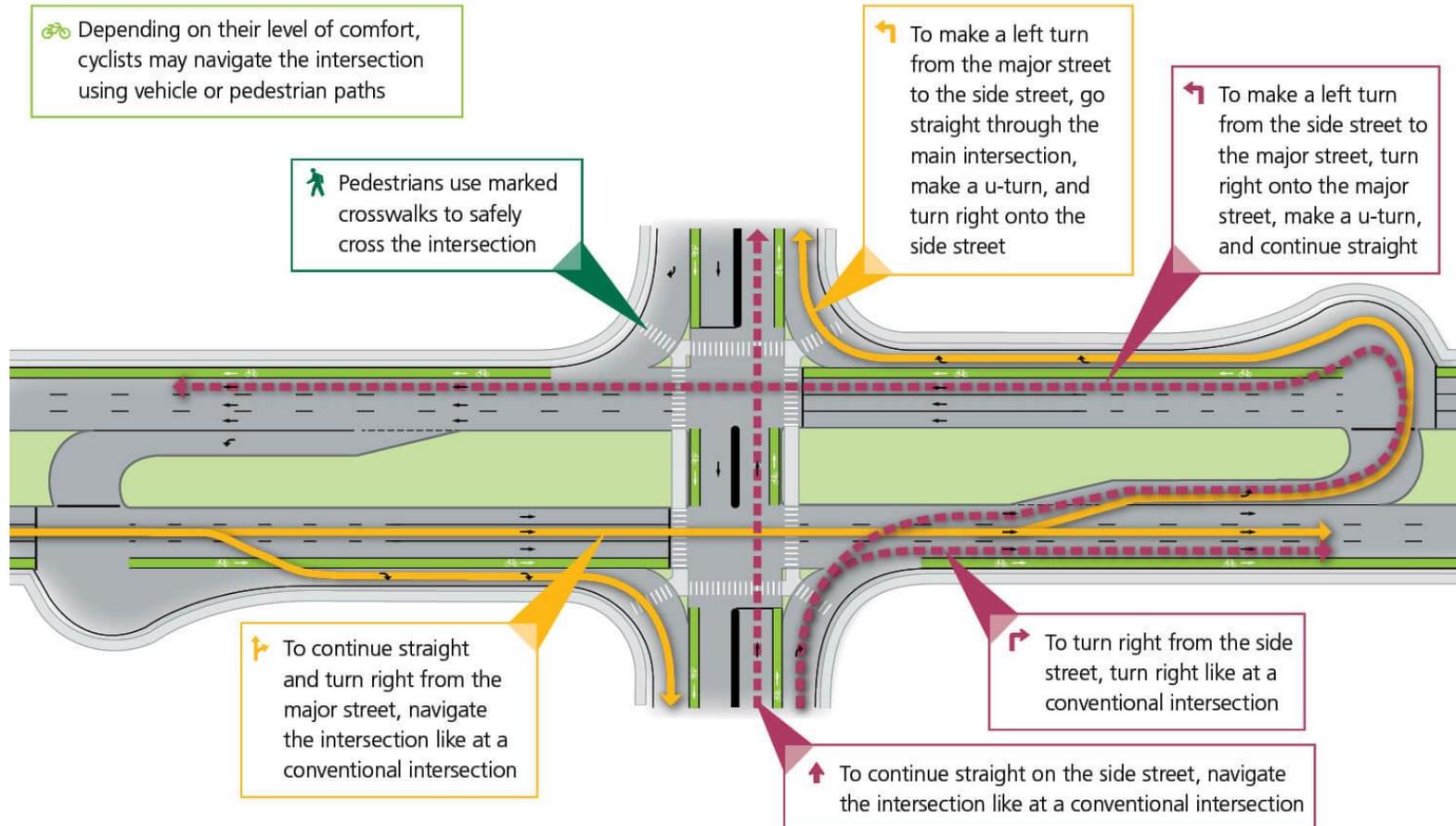
DISPLACED LEFT TURN (DLT)

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



MEDIAN U-TURN (MUT)

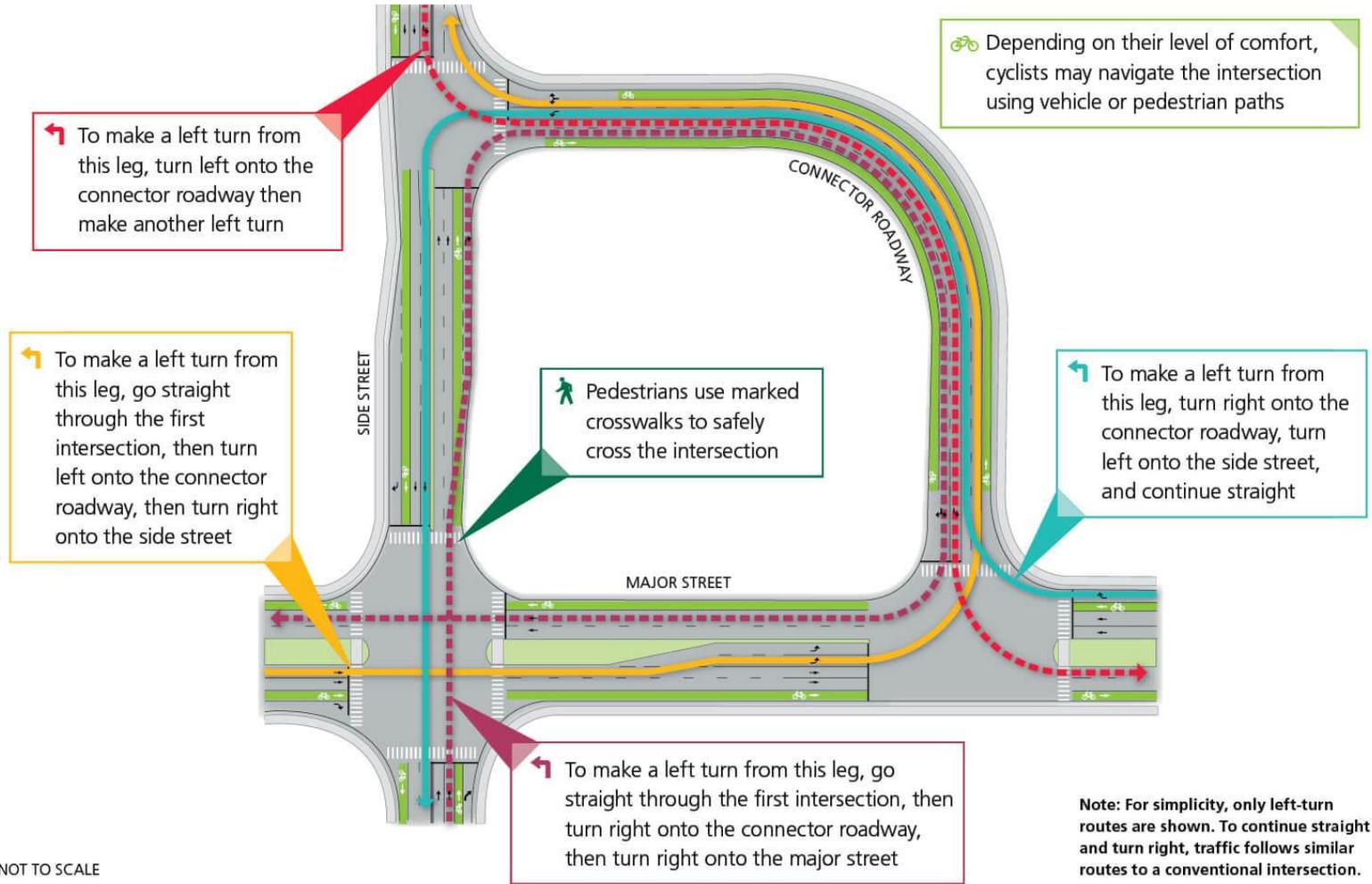
In this intersection design, vehicles wishing to make left-turns travel to designated medians and complete a U-turn movement. The Median U-Turn can be constructed on one or both intersecting roadways and the U-Turn movement may or may not be signaled. Its benefits include: improved safety as it decreases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



Note: For simplicity, only two directions of traffic are shown. Opposing traffic follows similar routes.

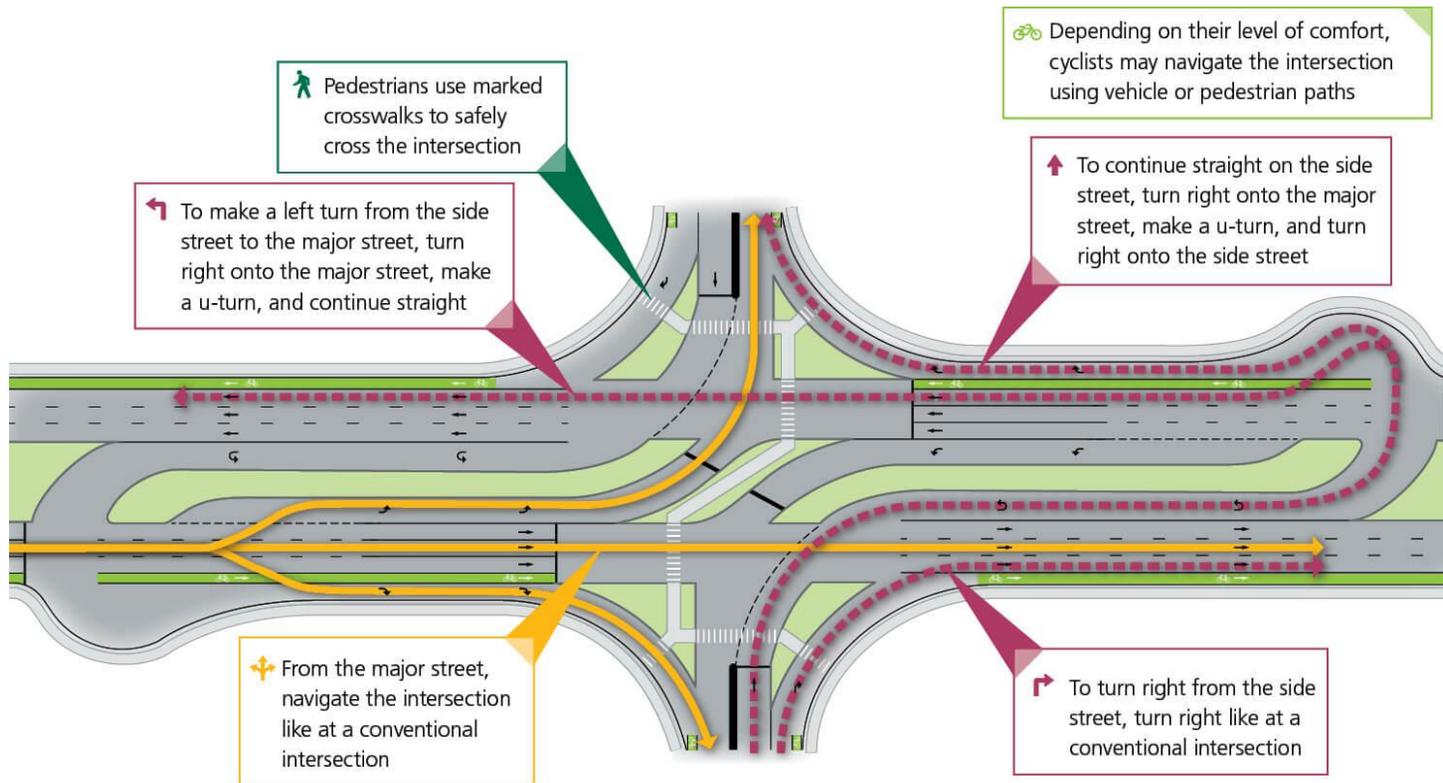
QUADRANT ROADWAY (QR)

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



RESTRICTED CROSSING U-TURN (RCUT)

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

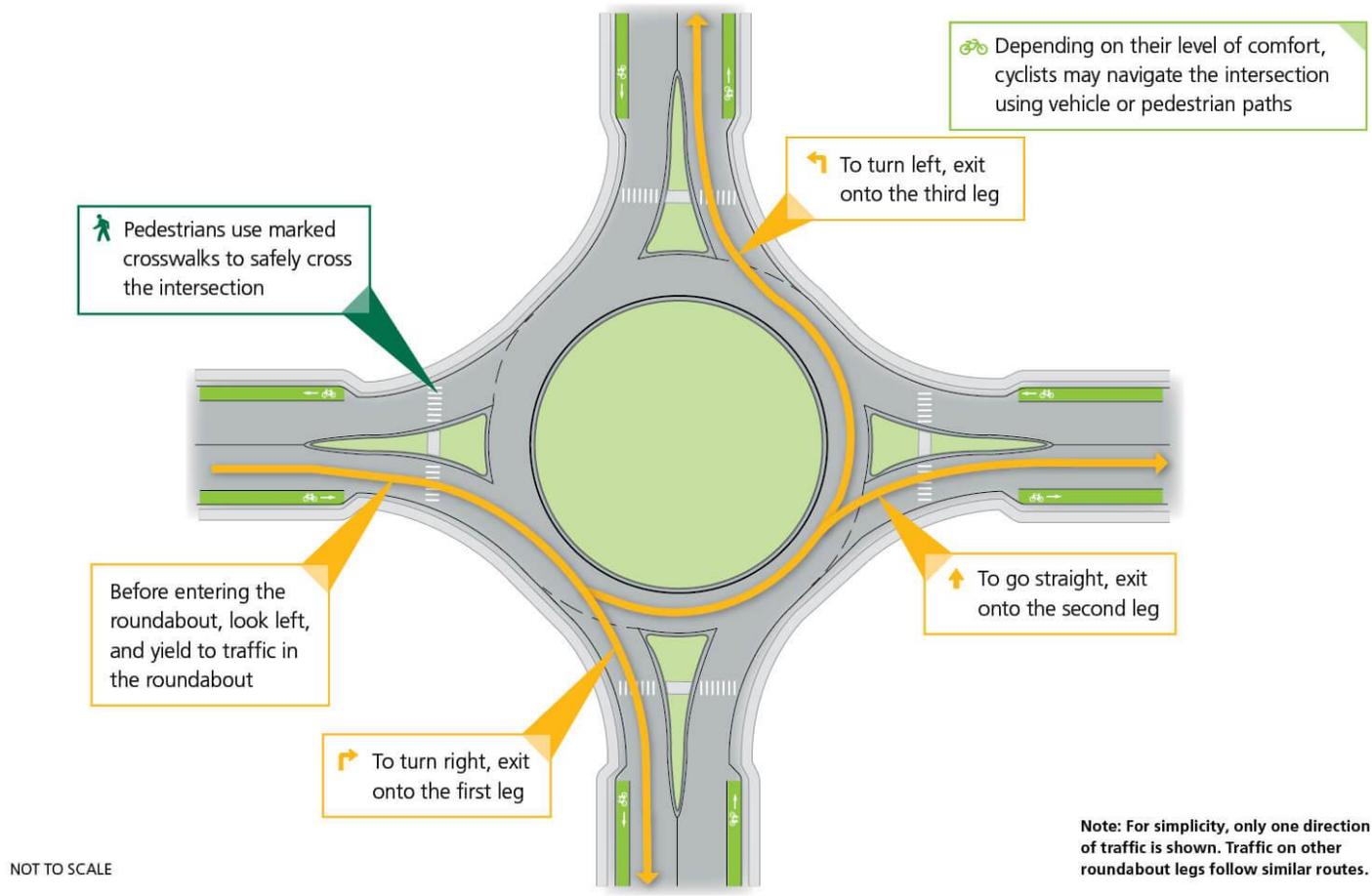


NOT TO SCALE

Note: For simplicity, only two directions of traffic are shown. Opposing traffic follows similar routes.

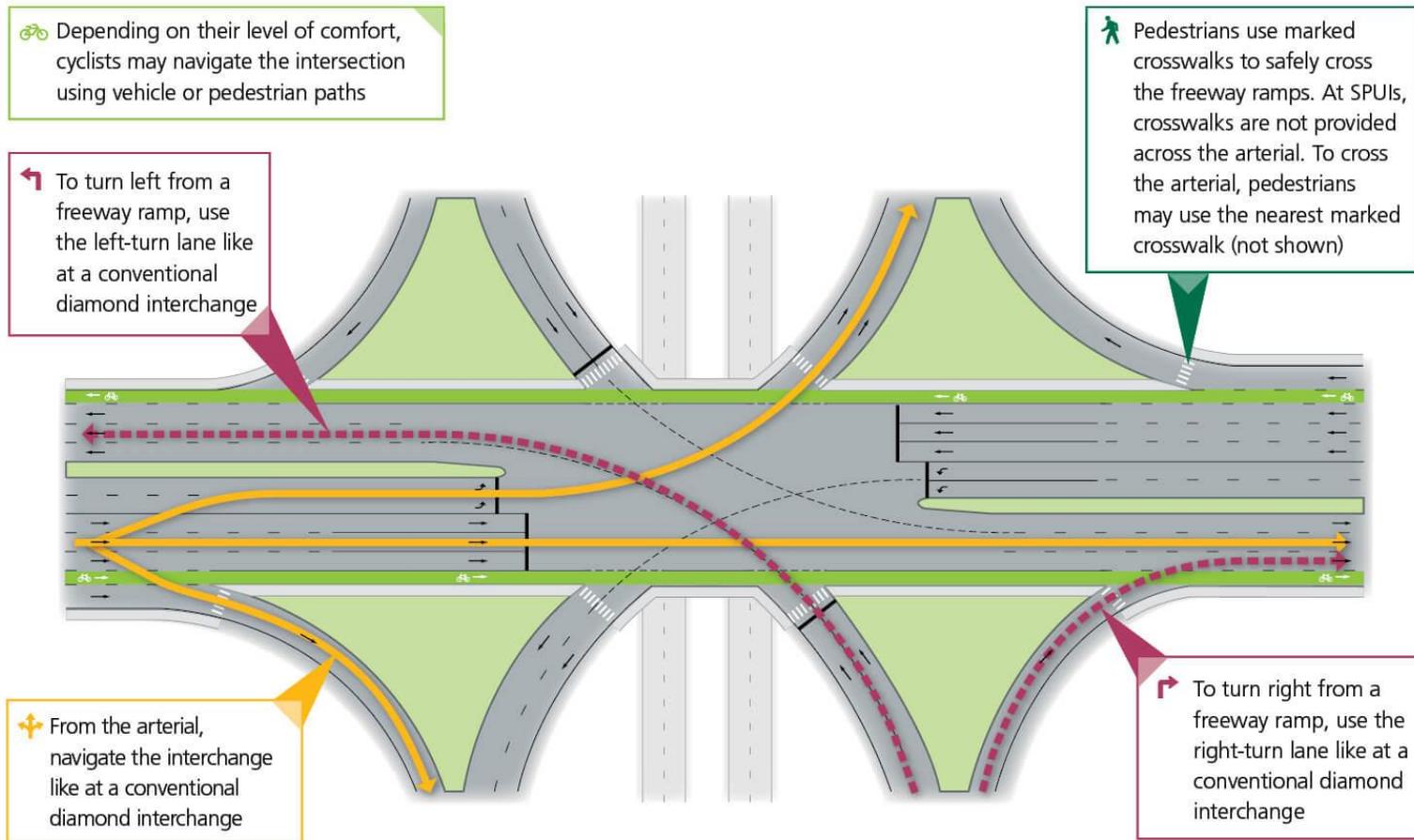
ROUNDBABOUT

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



SINGLE-POINT URBAN INTERCHANGE (SPUI)

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



NOT TO SCALE

Note: For simplicity, only two directions of traffic are shown. Opposing traffic follows similar routes.

APPENDIX E – WEIGHT SCHEMA FOR PRIORITIZATION MATRIX

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

WEIGHT SCHEMA – SMART SCALE CATEGORY D

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

APPENDIX F – ATTRIBUTE DATA IN PRIORITIZATION MATRIX

BRUNSWICK COUNTY

Route	From	To	# Lanes	Length	2014 LOS	2014 V/C	2017 AADT	2045 AADT	Flow Rate	Fatal + Injury Crashes 2015-2017	# Heavy Trucks	Economic Factors	Environmental Factors	HOV/Bike/Ped/Other	Score	Ranking
903	660	NC St. Line	2	3.3	1	0.05	1400	1596	81	1	42	2		Yes	4.42	19
46/58	58	L'ville SCL	2	0.5	3	0.10	6300	7182	435	0	126	2		Yes	4.73	16
58/634	634	Greenville CL	4	0.5	1	0.12	9400	10716	221	4	1786	1			5.55	8
611	Meck. CL	Greenville CL	2	22.8	1	0.05	1200	1368	47	1	108	1	2	Yes	3.34	39
606/641	606	58	2	0.5	1	0.18	1400	1596	209	0	140	2			4.31	27
1/46	46	758	3	0.5	2	0.19	3000	3420	248	8	600	2		Yes	6.80	3
903/626	Meck. CL	626	2	0.5	1	0.05	1400	1596	81	0	42	2		Yes	4.42	19
58/Brun. Sq.	L'ville WCL	46	4	0.5	1	0.10	9000	10260	214	4	1710	2			6.39	5
58	644	699	4	3.5	1	0.19	9000	10260	214	4	1710	2	1		6.45	4
58 BUS	58	L'ville SCL	2	0.2	3	0.26	6300	7182	435	0	126	2	1	Yes	4.86	14
58 BUS	L'ville SCL	1018	2	0.3	3	0.26	6300	7182	435	0	126	2	1	Yes	4.86	14
58 BUS	1018	46	2	0.6	3	0.26	6300	7182	435	2	126	2		Yes	5.23	12
58 BUS	46	L'ville ECL	2	0.3	3	0.19	5500	6270	324	3	110	2	2	Yes	5.32	11
58 BUS	L'ville ECL	642	2	0.3	3	0.19	5500	6270	324	3	110	2		Yes	5.47	10
58 BUS	642	606	2	0.8	3	0.19	5500	6270	324	1	110	2		Yes	4.87	13
665	626	46	2	3.4	2	0.09	820	935	104	0	33	2	1	Yes	4.51	18
626	903	626	2	2.7	2	0.07	500	570	87	0	10	2		Yes	4.51	17
644	626	611	2	3.2	1	0.04	980	1117	69	1	59	1			3.14	44
1010	1009	58 BUS	2	0.2	1	0.06	530	604	77	0	0	2		Yes	4.42	19
642	58 BUS	743	2	2.9	2	0.07	680	775	81	0	14	2	1		4.06	31
743	642	634	2	1.4	1	0.04	910	1037	61	1	55	1	1		3.07	46
606	640	641	2	1.5	1	0.04	820	935	68	0	90	1	1		3.07	46
606	641	58 BUS	2	2.2	1	0.06	1300	1482	99	0	39	2	2		3.90	33
641	642	606	2	2.3	1	0.06	580	661	69	0	58	2	1		3.94	32
659	624	Brodnax SCL	2	1.5	2	0.12	1400	1792	141	0	42	1	1	Yes	3.66	36
606	58 BUS	58	2	2.9	1	0.02	430	490	31	1	13	2	2	Yes	4.15	30
712	58	630	2	2.1	2	0.13	1900	2166	163	2	152	1	1		3.62	37
712	630	634	2	2.1	2	0.11	1400	1596	141	1	112	1	1		3.26	42

Route	From	To	# Lanes	Length	2014 LOS	2014 V/C	2017 AADT	2045 AADT	Flow Rate	Fatal + Injury Crashes 2015-2017	# Heavy Trucks	Economic Factors	Environmental Factors	HOV/Bike/Ped/Other	Score	Ranking
670	606	58	2	0.8	1	0.02	1100	1254	39	0	0	1			3.07	45
606	606	756	2	2.5	1	0.01	300	342	22	0	9	2		Yes	4.26	28
630	712	631	2	6.8	1	0.01	390	445	19	1	20	1	2	Yes	3.24	43
630	631	I-85 S ramp	2	0.2	1	0.03	880	1003	52	0	44	2		Yes	4.36	25
630	I-85 S ramp	I-85 N ramp	2	0.2	1	0.04	1100	1254	68	0	55	2		Yes	4.39	23
630	I-85 N ramp	1	2	0.5	1	0.04	1100	1254	68	0	55	2		Yes	4.39	23
629	630	1	2	0.9	1	0.02	480	547	35	0	24	1		Yes	3.45	38
616	644	46	2	2.5	1	0.01	240	307	18	0	19	1	1	Yes	3.31	40
628	136	606	2	0.1	1	0.02	550	704	38	0	61	2	1	Yes	4.25	29
606	1404	628	2	0.3	1	0.01	90	103	11	0	10	2	1		3.78	35
606	Alberta WCL	754	2	1.2	1	0.01	270	346	19	0	30	1	1		2.93	48
606	616	643	2	2.7	1	0.01	130	166	17	0	14	1	2		2.86	50
616	606	612	2	6.2	1	0.01	360	461	19	0	29	1	1	Yes	3.31	40
612	629	616	2	1.6	1	0.01	120	154	13	0	6	1	1		2.90	49
612	616	Dinwiddie CL	2	0.4	1	0.01	260	333	19	0	13	1	2		2.86	50
58	Edgerton Ln	756	4	2.1	1	0.10	9400	10716	221	4	1786	1			5.51	9
58/644	644	699	4	0.5	1	0.19	9000	10260	394	14	1710	1	1	Yes	8.08	1
58/659	Meck. CL	Brodnax ECL	4	0.5	1	0.11	10000	11400	224	0	1900	2		Yes	6.16	6
58/641	670	756	4	0.5	1	0.10	9500	10830	221	6	1805	2			6.99	2
1/Bus. Park	758	Alberta SCL	4	0.5	1	0.04	1700	2176	95	0	170	2		Yes	4.42	19
46/626	626	665	2	0.5	1	0.06	1300	1482	92	4	286	1		Yes	4.32	26
611/670	670	676	2	0.5	2	0.06	690	787	74	2	14	1		Yes	3.90	34
58/Fire Dept	Meck. CL	Brodnax ECL	4	0.5	1	0.11	10000	11400	224	0	1900	2			5.79	7

HALIFAX COUNTY

Route	From	To	# Lanes	Length	2014 LOS	2014 V/C	2017 AADT	2045 AADT	Flow Rate	Fatal + Injury Crashes 2015-2017	# Heavy Trucks	Economic Factors	Environmental Factors	HOV/Bike/Ped/Other	Score	Ranking
360/654	57	Halifax WCL	4	0.5	3	0.21	5267	6794	356	2	263	2		Yes	4.84	21
58/360	South Boston ECL	360	4	0.5	1	0.15	12739	14586	296	8	1784	2			6.29	3
501	615	642	2	25.8	4	0.80	4667	6020	345	1	561	1	1	Yes	4.53	28
501	40	Campbell CL	2	1.3	3	0.17	4872	6285	264	1	682	1	1	Yes	4.21	31
40	647	501	2	9.9	3	0.08	841	1085	86	1	59	1	1	Yes	3.55	39
602	744	741	2	2.4	1	0.01	79	90	9	0	4	1	2		2.83	64
602	741	734	2	4.3	1	0.03	382	493	33	0	19	1	1	Yes	3.34	49
602	734	Meck. CL	2	3.5	1	0.03	337	435	33	1	17	1	2		2.90	63
610	501	626	2	5.9	2	0.04	415	535	52	0	9	1	2	Yes	3.36	48
610	614	360	2	3.0	1	0.06	700	802	70	1	14	1			3.11	56
614	651	360	2	2.3	2	0.14	1820	2084	172	3	55	1	2	Yes	3.49	40
621	609	603	2	4.1	1	0.02	211	242	21	0	2	1	1	Yes	3.31	51
642	501	603	2	5.7	1	0.05	674	772	54	0	27	1	1	Yes	3.41	45
647	603	649	2	7.7	1	0.02	235	303	26	0	2	1	1		2.97	62
658	773	708	2	3.2	1	0.06	573	739	79	0	11	1		Yes	3.48	41
658	501	744	2	4.4	2	0.08	692	893	91	2	20	1			3.19	54
658	744	741	2	0.2	1	0.02	234	302	29	0	8	1			3.04	58
659	Pittsylvania CL	688	2	2.1	1	0.03	304	392	36	0	3	1			3.07	57
659	688	691	2	4.5	1	0.03	336	433	36	0	3	1	1	Yes	3.38	46
662	659	658	2	3.0	2	0.01	110	142	18	0	3	1	1	Yes	3.36	47
667	57	753	2	3.3	1	0.03	271	310	21	1	11	1	1	Yes	3.31	51
667	647	650	2	4.6	1	0.02	213	244	26	0	12	1	1	Yes	3.34	49
682	678	659	2	4.0	1	0.06	925	1193	75	1	10	1	1		3.03	59
699	700	751	2	7.3	2	0.03	565	729	54	1	17	1	1	Yes	3.46	42
700	NC State Line	699	2	0.5	1	0.07	652	841	80	4	33	1		Yes	3.78	35
711	655	710	2	5.1	1	0.02	295	381	30	0	6	1		Yes	3.41	43
711	710	501	2	3.7	1	0.03	235	303	31	1	5	1		Yes	3.41	43
716	344	803	2	5.2	1	0.02	164	188	22	0	10	1	2	Yes	3.27	53
716	803	360	2	4.0	1	0.04	512	586	44	0	31	1	1		3.00	61
729	716	360	2	3.3	2	0.06	1746	2252	108	1	17	1			3.19	54
732	602	58	2	4.5	2	0.05	463	597	64	1	23	1	2		3.02	60
T-734	49	Virgilina NCL	2	0.8	1	0.03	584	669	58	0	23	2		Yes	4.36	30
744	658 N	501	2	4.1	2	0.14	1921	2478	186	0	19	1	1	Yes	3.56	38
501/360	349	360 ALT W	4	0.5	5	0.30	11356	14649	509	0	454	2		Yes	5.19	15

Route	From	To	# Lanes	Length	2014 LOS	2014 V/C	2017 AADT	2045 AADT	Flow Rate	Fatal + Injury Crashes 2015-2017	# Heavy Trucks	Economic Factors	Environmental Factors	HOV/Bike/Ped/Other	Score	Ranking
501	360	Halifax NECL	4	1.0	5	0.27	9476	12224	455	2	1137	2		Yes	5.86	5
501	Halifax SCL	349	4	1.9	5	0.30	11356	14649	509	1	454	2	1	Yes	5.12	16
501/58	58-360	Dan R. Bridge	4	0.5	1	0.24	19312	24912	471	40	580	2			7.41	1
501/129	129	S. Boston NCL	4	0.5	2	0.48	20083	22995	780	20	1004	2			6.74	2
501/654	654	Halifax SCL	4	0.5	1	0.28	12339	14128	465	10	448	2		Yes	5.54	8
501	Broad St	304	2	0.2	4	0.39	7914	10209	583	15	238	2	1	Yes	5.83	6
501	304	129	2	0.2	4	0.39	8765	11307	592	5	263	2		Yes	5.30	11
501	129	3 rd St	2	0.3	4	0.71	8123	10479	532	0	244	2	1		4.68	25
501	3 rd St	Edmunds St	2	0.2	4	0.74	10050	12965	559	0	302	2	1		4.72	24
501	Edmunds St	Webster St	2	0.4	4	0.74	10050	12965	559	3	302	2			4.79	22
501	Webster St	Broad St	2	0.2	4	0.67	10050	12965	559	10	302	2			5.36	10
501	Main St	Seymour Dr	2	0.2	2	0.45	9259	11944	681	5	186	2		Yes	5.22	14
501/Hamilton	Hamilton Blvd	Old NCL SoBo	4	0.5	1	0.38	16925	19379	584	8	508	2		Yes	5.61	7
501/Webster	Edmunds St	Webster St	2	0.5	4	0.67	10050	12965	578	4	302	2			5.06	17
Hamilton Blvd	N Main St	360	4	1.6	1	0.50	8029	10357	411	2	401	2	1	Yes	4.97	19
58/751	119	751	4	0.5	1	0.10	8100	10368	205	0	1134	1		Yes	4.66	26
654/659	Halifax ECL	River Rd	2	0.5	3	0.20	7000	8960	344	10	140	2		Yes	5.27	12
501/360	651	501 N	2	0.5	5	0.27	8800	10032	455	2	264	2		Yes	4.99	18
501/Church St	501 S	651	2	0.5	5	0.27	8800	10032	455	0	264	1		Yes	4.11	32
Wilborn/Broad	Edmunds St	Wilborn Ave	2	0.5	1	0.28	5700	6498	464	2	171	1		Yes	3.71	36
Wilborn/Main	129	3 rd St	2	0.5	4	0.71	6900	7866	532	2	207	2			4.76	23
Broad/Edmunds	3 rd St	Edmunds St	2	0.5	2	0.28	5700	6498	470	6	171	1		Yes	4.07	34
Broad/Webster	Edmunds St	Wilborn Ave	2	0.5	1	0.28	5700	6498	464	0	171	1		Yes	3.71	36
96/49	Virgilina WCL	49	2	0.5	2	0.06	1500	1920	106	0	225	2		Yes	4.62	27
501/Main/Broad	Dan River Bridge	Broad St	4	0.5	2	0.51	17000	19380	742	4	340	2		Yes	5.25	13
Beechmont/etc.	501 Halifax Rd	Main St	2	1.4	2	0.09	1500	1710	77	0	30	2	1	Yes	4.37	29
501/Sunshine Dr	Halifax SCL	349	2	0.5	5	0.30	11000	12540	509	2	550	2		Yes	5.37	9
654 Sinai Rd	South Boston ECL	659	2	0.5	3	0.20	7000	8960	344	16	140	2		Yes	5.87	4
Sinai/Westside	South Boston WCL	659	2	0.5	3	0.20	7000	8960	344	7	140	1		Yes	4.09	33
Greens Folly Rd	River Rd	501	2	0.7	3	0.20	7000	8960	344	7	140	2		Yes	4.97	20

MECKLENBURG COUNTY

Route	From	To	# Lanes	Length	2014 LOS	2014 V/C	2017 AADT	2045 AADT	Flow Rate	Fatal + Injury Crashes 2015-2017	# Heavy Trucks	Economic Factors	Environmental Factors	HOV/Bike/Ped/Other	Score	Ranking
903	I-85 W ramp	South Hill SCL	2	12.9	2	0.05	1400	1792	91	0	37	1	3	Yes	3.36	70
609	49	92	2	12.8	2	0.05	470	536	61	1	13	1	2	Yes	3.39	65
660	92	47	2	7.4	1	0.03	1300	1664	39	0	26	1	1	Yes	3.38	68
58/92	92	386	4	0.5	1	0.08	6600	8448	171	2	896	2	1	Yes	4.86	24
58/674	4	1	4	0.5	1	0.08	7700	9856	177	4	1036	3		Yes	5.74	9
58/780	780	903	4	0.5	1	0.10	6900	8832	194	0	1242	2			4.50	34
58 BUS/15			2	0.5	3	0.20	6600	7524	346	4	64	2	1	Yes	5.56	13
15/722	North Carolina SL	722	4	0.5	2	0.16	3000	3840	212	2	203	2			4.54	31
4	678	708	2	7.0	1	0.07	1100	1408	78	0	44	2		Yes	4.28	42
707	4	615	2	6.6	1	0.01	290	371	15	0	2	1	1	Yes	3.28	73
15	722	804	2	1.6	2	0.16	2800	3192	212	1	203	2	2		4.09	47
58 BUS	15/49/364	702	4	1.4	1	0.09	5600	7168	187	1	742	2	2	Yes	4.52	32
92	58	679	2	6.4	2	0.10	940	1203	121	1	9	2	1	Yes	4.47	36
92	679	Chase City SCL	2	5.1	2	0.10	940	1203	127	1	9	2	2		4.03	48
669	673	664	2	9.2	1	0.01	430	550	29	0	35	1	1	Yes	3.34	71
674	58	669	2	1.9	1	0.04	300	342	46	1	9	1		Yes	3.45	64
602	Halifax CL	789	2	1.0	1	0.02	180	205	27	0	5	1	2		2.90	85
602	789	735	2	2.3	1	0.02	190	217	22	0	5	1	1		2.93	82
723	725	728	2	1.8	2	0.05	520	666	59	1	15	2	1		3.96	51
723	728	15	2	3.9	1	0.06	810	1037	75	0	23	2	1		3.94	54
T-750	T-1115	58 E	2	0.8	1	0.02	820	1050	40	1	8	2			3.95	52
T-1108	T-750	T-1122	2	0.2	1	0.03	370	422	36	0	4	1	1		3.00	80
T-1107	T-1117	58	2	0.2	1	0.01	260	333	11	0	3	2			3.85	56
T-1105	T-1109	T-1104	2	0.3	1	0.03	450	576	41	0	4	1	1	Yes	3.38	68
T-1105	T-1104	58	2	0.1	1	0.08	970	1242	101	0	9	2		Yes	4.42	37
T-1104	T-1105	58	2	0.3	1	0.03	260	296	40	0	3	2			3.95	52
688	689	686	2	1.6	1	0.08	970	1106	98	2	9	1			3.47	62
707	Boydton SCL	T-1205	2	0.4	2	0.04	1000	1280	74	0	10	1	1	Yes	3.46	63
600	671	Chase City ECL	2	2.7	1	0.02	290	371	21	1	3	1	1		2.93	82
717	North Carolina SL	826	2	0.9	1	0.01	180	230	10	0	7	1			2.97	81
715	4	712	2	0.5	1	0.01	200	256	16	0	2	1		Yes	3.38	66
714	North Carolina SL	712	2	0.6	1	0.02	160	205	20	0	0	1			3.01	79
712	715	1	2	4.6	1	0.01	190	243	17	0	4	1	1		2.93	82
615	4	669	2	3.6	1	0.02	130	166	22	0	18	1	2	Yes	3.24	74

Route	From	To	# Lanes	Length	2014 LOS	2014 V/C	2017 AADT	2045 AADT	Flow Rate	Fatal + Injury Crashes 2015-2017	# Heavy Trucks	Economic Factors	Environmental Factors	HOV/Bike/Ped/Other	Score	Ranking
615	669	1	2	4.1	1	0.01	180	205	21	0	25	1		Yes	3.38	66
637	South Hill NCL	Lunenburg CL	2	4.5	2	0.05	910	1165	62	1	17	1	1		3.09	76
T-618	La Crosse SCL	T-1507	2	0.3	3	0.15	3400	4352	250	3	66	2		Yes	5.27	15
619	903	618	2	1.4	1	0.03	760	973	45	0	7	2		Yes	4.32	40
618	903	617	2	3.8	1	0.02	270	308	28	0	5	1	1	Yes	3.34	71
903	Brunswick CL	626	2	1.0	2	0.05	1900	2432	92	1	72	2	1	Yes	4.37	38
903	626	614	2	4.4	2	0.09	2800	3584	151	0	108	2	2	Yes	4.37	39
626	903	624	2	8.8	2	0.05	1200	1536	83	0	22	2	1		4.00	50
626	624	58	2	3.1	1	0.03	920	1178	49	1	18	2	1		3.88	55
92/688	688		2	0.5	2	0.10	940	1203	121	0	9	2			4.17	45
49/47/Dodd	Dodd St		2	0.5	3	0.25	7300	8322	427	2	280	1		Yes	4.23	43
49/92/47	49		2	0.5	2	0.44	6600	7524	396	6	212	2		Yes	6.38	8
47/49/Fourth St	Fourth St		2	0.5	2	0.39	6600	7524	351	2	252	2		Yes	5.11	18
901	W Sycamore St	W Second St	2	0.2	1	0.06	810	1037	68	5	23	2			5.21	16
901	W Second St	Third St	2	0.1	1	0.06	800	1024	68	10	23	2			6.41	7
901	Third St	Fifth St	2	0.2	1	0.06	800	1024	68	0	23	2			4.01	49
W Sycamore St	901	92	2	0.2	1	0.05	1500	1920	84	0	14	1		Yes	3.51	60
92	Chase City SCL	B St	2	0.6	2	0.12	3000	3420	199	0	116	2			4.20	44
92	W Sycamore St	E Second St	2	0.2	2	0.28	3900	4446	256	10	152	2			6.74	5
1/2520	E Ferrell St		2	0.5	3	0.27	9900	12672	467	0	380	2		Yes	4.83	25
1/Main St	Main St		2	0.5	3	0.25	8300	10624	418	4	320	2		Yes	5.70	10
58 BY/Maple	Maple Ln		4	0.5	1	0.08	7400	9472	215	4	1332	2	2	Yes	5.60	12
I-85/58	E Atlantic St		2	0.5	2	0.29	13000	16640	591	2	360	2		Yes	5.08	20
58 BUS/Maple	Maple Ln		4	0.5	2	0.29	13000	16640	591	12	360	2			7.10	2
1	Plank Rd E	Goodes Ferry	2	0.1	3	0.27	8000	10240	494	10	231	2			6.86	4
1	Goodes Ferry Rd	S Hill Ave	2	0.2	3	0.24	7400	9472	444	0	213	2		Yes	4.80	28
1	S Hill Ave	Meck. Ave	2	0.1	3	0.24	7400	9472	444	0	213	2		Yes	4.80	28
1	Main St	Atlantic St	2	0.1	2	0.46	8300	10624	414	0	320	2		Yes	4.88	21
1	Atlantic St	Franklin St	3	0.1	2	0.43	8100	10368	394	10	312	2		Yes	7.28	1
1	Franklin St	Windsor St	3	0.1	2	0.43	8100	10368	394	0	312	2		Yes	4.88	21
1	Windsor St	Chaptico Rd	2	0.2	3	0.27	9900	12672	467	0	380	2		Yes	4.83	25
1	Chaptico Rd	E Ferrell St	2	0.3	3	0.27	9900	12672	467	0	380	2		Yes	4.83	25
58	I-85 N	South Hill ECL	4	1.1	1	0.19	26000	33280	382	5	4680	2			7.02	3
Opie Rd	Atlantic St	Plank Rd	2	0.3	2	0.09	2300	2622	161	0	66	2			4.14	46
58 BUS/Hammer	Hammer St		4	0.5	2	0.29	13000	16640	591	8	360	2		Yes	6.58	6

Route	From	To	# Lanes	Length	2014 LOS	2014 V/C	2017 AADT	2045 AADT	Flow Rate	Fatal + Injury Crashes 2015-2017	# Heavy Trucks	Economic Factors	Environmental Factors	HOV/Bike/Ped/Other	Score	Ranking
669	58	673	2	0.4	1	0.03	620	794	89	0	60	1			3.14	75
673	669	663	2	0.3	1	0.01	290	371	23	0	53	1			3.04	77
663	673	664	2	3.8	1	0.01	240	274	24	0	48	1			3.04	77
664	663	655	2	2.5	1	0.02	520	666	67	0	30	1		Yes	3.48	61
58/734	735	49	4	0.5	1	0.06	6000	7680	137	0	840	1		Yes	3.76	57
58/49	49	878/722	4	0.5	1	0.11	8200	10496	243	2	1148	1		Yes	4.30	41
58/1	1 S	664	4	0.5	1	0.15	11000	14080	335	2	440	2			4.51	33
58/664	1 S	664	4	0.5	1	0.15	11000	14080	335	4	440	2			5.11	17
707/Finch	Boydton SCL	T-1205	2	0.5	2	0.04	1000	1280	74	0	10	1		Yes	3.54	59
92/58 BUS	92	Boydton NCL	2	0.5	2	0.06	1300	1664	102	0	26	2		Yes	4.48	35
N Main/47	E 5 th St	47/Chase WCL	2	0.5	3	0.25	7300	8322	427	4	292	2		Yes	5.70	10
W Pine/Main	High St	58	2	0.5	2	0.11	3400	4352	193	4	136	2			5.10	19
W Pine St	T-621	T-1503	2	0.3	1	0.02	480	614	35	7	14	2			5.45	14
58/Virginia Ave	E 58 BUS	E 58	4	0.5	1	0.06	4765	6099	126	0	667	1		Yes	3.76	57
58/626	626	Brodnax WCL	4	0.5	1	0.13	11000	12540	260	4	2090	1			4.87	23
Virginia/Woodland	750	15 W	4	0.5	1	0.05	4000	5120	102	2	40	2		Yes	4.69	30

APPENDIX G – GLOSSARY OF ACRONYMS/KEY TERMS

AADT (Average Annual Daily Traffic) – The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

AASHTO (American Association of State Highway and Transportation Officials)

BABS (Blackstone Area Bus System) – A bus service providing service to the towns of Alberta and Lawrenceville.

CoSS (Corridor of Statewide Significance) – Those facilities and services which comprise the multimodal network connecting major centers of activity and accommodate inner-city travel between these centers as well as interstate traffic.

CTB (Commonwealth Transportation Board) – The governor appointed 17-member board that oversees transportation projects and initiatives for the Commonwealth of Virginia.

HART (Halifax Area Regional Transit) – A demand-responsive bus service operating in the towns of Halifax and South Boston.

LAB (Lake Area Bus) – A demand-responsive bus service operating in Brodnax, La Crosse and South Hill.

LOS (Level of Service) – A measure of the operating conditions of a roadway from a qualitative standpoint. The highest level allows for free-flowing traffic while lower levels progressively begin to restrict driver movement until heavy congestion and travel delays become common.

NHS (National Highway System) – Roadways of importance to the nation’s economy, defense, and mobility.

PSI (Potential for Safety Improvement) – A score that is calculated by taking the number of crashes within a subject area and subtracting the predicted number for that type of intersection or road segment based upon traffic volume.

RLRTP (Regional Long-Range Transportation Plan) – A goal driven plan that evaluates the transportation network and includes recommendations to address current and future needs on a regional scale.

SPDC (Southside Planning District Commission) – One of twenty-one planning district commissions across Virginia that are intended to promote and foster intergovernmental cooperation and help address issues on a regional level. The SPDC is located in South Hill and provides assistance to the counties of Brunswick, Halifax and Mecklenburg, as well as the towns located within those counties.

STRAHNET (Strategic Highway Network) – Roadways identified as being important for their access, continuity, and emergency capabilities as it relates to the United States strategic defense policy.

SYIP (Six-Year Improvement Program) – A program that is updated on annual basis that establishes planned spending for the next six years on transportation projects.

THT (Tobacco Heritage Trail) – A planned network of mostly off-road multimodal trails utilizing former railroad right-of-way and managed by Roanoke River Rails-to-Trails, Inc.

TREDS (Traffic Records Electronic Data Systems) – A centralized data system that includes all crash data and other related information in Virginia.

UDA (Urban Development Area) – An area designated by a locality that is appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and to the extent feasible, to be used for redevelopment or infill development.

USBR 1 (U.S. Bicycle Route 1) – A cross-country bicycle route running from Maine to Florida.

V/C (Volume to Capacity Ratio) – A measure in which traffic volume is divided by a roadways capacity.

VDOT (Virginia Department of Transportation) – The department of state government that is responsible for building, maintaining and operating the Commonwealth’s roads, bridges and tunnels, as well providing funding for airports, seaports, rail and public transportation.

VTRANS (Virginia’s Statewide Multimodal Transportation Plan) – The Commonwealth’s multimodal transportation plan that is updated every four years which establishes transportation goals, identifies transportation investment priorities, and provides direction on implementation strategies and programs.