Town of Farmville 2035 Transportation Plan

Final Report

August 2008

The contents of this report reflect the view of the author(s) who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration and/or the Commonwealth of Virginia Transportation Board. This report does not constitute a standard, specification or regulation. FHWA acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental studies of alternatives may be necessary.

EXECUTIVE SUMMARY

The Town of Farmville Transportation Plan was developed as a joint effort between the Virginia Department of Transportation (VDOT) and the Town of Farmville. The purpose of this study was to evaluate the existing transportation system and future demand in the Town of Farmville and to recommend a set of transportation improvements that could best meet existing and future transportation infrastructure needs.

Improved transportation systems are vital to Virginia's and to the local area's economic growth and development. Providing effective, safe, and efficient movement of people and goods is a basic goal of VDOT's transportation program. This guiding principle, together with consideration of environmental issues and local mobility needs, was the basis for the development of this transportation plan.

VDOT will use this plan when evaluating requests from the local governments for specific transportation projects and/or implementing projects that VDOT initiates. This list of recommendations will also be used in the statewide transportation planning process so that the magnitude of transportation needs statewide can be more accurately quantified.

Farmville is located along the northern edge of Prince Edward County, in the central portion of the county. The town is located in the Piedmont region of Virginia, to the east of the Blue Ridge Mountains. The town covers an area of approximately 7.2 square miles.

Farmville is the home of Longwood College, which was founded in 1839. The town has also historically served as a hub for the surrounding agricultural community. Today, the local economy is sustained chiefly by the college, as well as several manufacturing companies. The town also serves at the seat of government for Prince Edward County. From a historical standpoint, the town was one of the last stops of General Robert E. Lee's retreating Confederate army before its final defeat by Union forces at Appomattox in 1865.

The study area for the Town of Farmville 2035 Transportation Plan coincided with the boundary line of the corporate limits. Within this boundary line (commonly called a cordon line); a specific set of roadways was selected and designated as the urban thoroughfares. The analyses and recommendations were limited to these urban thoroughfares and any new facilities recommended in this study.

The development of the transportation plan followed a process that included data collection, review, and analysis. The data collected included information such as traffic counts, police accident reports, roadway geometric inventory data, bridge structural inspection reports, at-grade railroad crossing geometric data, tourism surveys, and goods movement surveys. Review and analysis of this data was combined with a review and analysis of previous transportation and land-use plans and other studies. Furthermore, meetings were held with local staff throughout the study process to gather additional input.

Summary of Approach and Analysis Methods

The Plan was developed as a part of a structured approach with five basic components:

- Data collection
- Forecasting of future traffic demands
- Development of recommendations to meet existing and future
- Coordination with Farmville citizens and government officials
- Environmental overview and Plan documentation

Recommendations for the Farmville 2035 Transportation Plan are based on a comprehensive review of the capacity, safety, and geometry of the existing roadway system. They are based on other issues that

affect the area's transportation system (such as parking, other modes of transportation, and goods movement).

The recommendations are divided in to three phases. Phase One recommendations apply to existing deficiencies and the most immediate transportation needs of the area. Phase Two recommendations apply to transportation improvements needed by the interim year 2020, and Phase Three recommendations are long-term projects needed by 2035.

A summary of the Town of Farmville recommendations is as follows:

Phase One: Base Year (2010)

The following segments have been identified for short-term improvements as part of the Town of Farmville 2035 Transportation Study:

- **Main Street (Route 15 Business) and Belmont Circle and Peery Drive**

  Based on the accident history at this intersection, it is recommended that right turns on red be prohibited for both the Belmont Circle and Peery Drive approaches. The cost for this improvement would be limited to the installation of signage.

- **Main Street and Putney Street and Redford Street**

  Similar to the intersection above, the recommendation to improve safety at this intersection is to prohibit right turns on red on both the Redford Street and Putney Street approaches.

- **Third Street (Route 460 Business) and North Street**

  This intersection has experienced a steady increase in accidents in recent years, with the vast majority of the accidents being angle collisions. Right turns on red are currently not allowed. The recommendation at this location is to increase driver awareness by installing warning signage.

- **Third Street (Route 460 Business) and Oak Street**

  This intersection has experienced a steady increase in the number of accidents, with most of the accidents being angle collisions. The recommendation at this location is to increase driver awareness by installing warning signage. The Town of Farmville also continually monitors the safety of intersections and will implement other needed changes as appropriate.

- **Synchronization of traffic lights within study area**

  Synchronization is a process to allow the signals to work together and optimize traffic volumes processed with available green times. (Town of Farmville Downtown Study, 2006)

- **Main Street and 2nd Street**

  Stripe a 50' northbound Main Street Left-turn at Second Street and a 100' southbound Main Street left-turn at Second Street (implementation must be in conjunction with recommendation No.1). (Town of Farmville Downtown Study, 2006)

- **Main Street and 4th Street**

  Re-stripe northbound Main Street configuration at Fourth Street as a shared through-left and an exclusive right-turn. (Town of Farmville Downtown Study, 2006)

- **Virginia Street and 4th Street**

  Re-stripe southbound Virginia Street at Fourth Street to align the through movements, relocate Virginia Street stop signs closer to the intersection and install a flashing light on each stop sign. (Town of Farmville Downtown Study, 2006)

- **Main Street and 3rd Street**

  Install right-turn through truck restrictions at Main and Third Street intersection. (Town of Farmville Downtown Study, 2006)

- **3rd Street and South Street**

  Install pedestrian ramp at Third and South Street. (Town of Farmville Downtown Study, 2006)

Phase Two: Interim Year (2020)

The following segments have been identified for interim year improvements as part of the Town of Farmville 2035 Transportation Study:

- **Main Street (Route 15 Business) at Milnwood Road**

  Based on the accident history at this intersection, the recommendation is to add left turn lanes for both the northbound and southbound traffic on Main Street. Safety would also be enhanced by prohibiting right turns on red on the eastbound and westbound approaches as well as closing or relocating the bank driveway that is closest to the intersection in the southwest quadrant (there are other driveways to this bank).

- **Oak Street at High Street and Griffin Boulevard**

  The recommendation to improve vehicular and pedestrian safety at this location is to reconstruct the intersection to better align Oak Street with Griffin Boulevard and to close the current one-way connection of Appomattox Street at the intersection (Appomattox Street access to High Street would be via Buffalo Street).

- **Main Street (Route 15 Business) from Griffin Blvd to SCL Farmville**

  The recommendation is to modify and consolidate entrance ways to improve safety and access along corridor.

Phase Three: Study Year (2035) Recommendations

The following intersections were identified for long-term improvement as part of the Town of Farmville 2035 Transportation Study:

- **East Side River Crossing**

  To satisfy the need for additional north-south roadway capacity across the Appomattox River, a new bridge that would extend over the Appomattox River, the railroad tracks, and the floodplain is recommended east of existing Main Street. Connecting Main Street at Griffin Boulevard with Main Street at Osborn Road, this two-lane East Side River Crossing would use portions of Virginia Street, Vernon Street, and Parkview Drive.

- **East U.S. Route 460 Interchange**

  Construct a fully functional interchange, utilizing the four (4) phase concept provided in the East U.S. Route 460 Interchange Study completed in 2005.

  >Phase 1 – provide access to westbound Route 460 Bypass from Route 460 Business;

  >Phase 2 – provide access from eastbound Route 460 Bypass to Route 460 Business;

  >Phase 3 – “punch through” Route 460 Business to provide access to Route 630 and subsequently a safer route to Bush River Manor;

  >Phase 4 – provide a new bridge and 4-lane Route 460 Business into Farmville.

LOCAL PROJECTS

There is one local project: to widen Milnwood Road to four lanes from Main Street to Third Street.

OTHER MODES AND GOODS MOVEMENT RECOMMENDATIONS

The *Farmville 2035 Transportation Plan* includes an assessment of the availability of modes of transportation other than private automobiles. The Plan also considers the quality of the local transportation system for the movement of goods for commercial purposes.
Regarding other modes of travel, the plan makes the following recommendations:

- The Town of Farmville should continue to pursue bicycle and pedestrian opportunities through the development of a Bicycle and Pedestrian Plan that provides specific information regarding bicycle and pedestrian needs and determines appropriate accommodations. Pedestrian and bicycle accommodations should be expanded to connect residential areas and with recreational, schools and other major activity centers in the area, including signage, pavement markings, lighting, and pedestrian signal heads on traffic signal lights

- Support any plans that may be formalized to establish rail passenger service in the region such as the TransDominon Express.

- Regarding goods movement, several of the proposed roadway recommendations will improve truck access for shippers by reducing congestion and making turning movements easier.

Accident Data Analysis

The following data details the high accident intersection from years 2003 – 2005. This data compared to the original 2020 Plan assisted in determining Recommendations for this Plan. Intersections are listed by highest to lowest incident counts.

South Main Street and Milnwood Road (Highest Accident Rate Intersection)

South Main Street and Peery Drive

South Main Street and Reed Street

South Main Street and Clark Street

Capacity and Level of Service (LOS) Data Analysis

Utilizing current traffic counts, future traffic volumes were generated as well as determining future capacity. In general, traffic volumes on most thoroughfares have remained consistent over the past years as has Levels of Service (LOS). As a part of this analysis, traffic forecast utilized a standard 2% Growth Rate for all routes. With the addition of major retail centers throughout the incorporated limits of the Town as well as surrounding jurisdictions, the 2% growth rate should capture the expected traffic volumes to be generated. One significant development that may occur in the near future is an 8000 seat Civic Center. Depending upon the selected location for this development, additional analysis will have to be performed to determine if additional recommendations are needed.

Public Involvement

Public involvement efforts during the development of this plan included press releases, an internet web site for public review, council presentations and public informational meetings. Comments were solicited via public informational meetings that gave citizens an opportunity to speak with VDOT representatives regarding the plan and to submit written comments. Additionally, the plan can be reviewed at the VDOT District, Residency and Town offices.

Table of Contents

EXECUTIVE SUMMARY i

CHAPTER ONE INTRODUCTION 1-1

Purpose and Scope of the Study 1-1

Study Area and Thoroughfare System 1-1

Demographic Overview 1-3

Population 1-3

Employment 1-3

Summary of Approach and Analysis Methods 1-4

CHAPTER TWO EXISTING TRANSPORTATION NETWORK 2-1

Roadways 2-1

Thoroughfare System 2-1

Roadway Geometry 2-4

Roadway Structures 2-4

Existing Traffic Volumes and Travel Demand 2-5

Roadway Operations 2-6

Roadway Safety 2-11

Parking 2-11

Bicycle / Pedestrian 2-12

Intercity Rail, Intercity Bus, and Air Travel 2-13

Transit, Paratransit and Taxi 2-13

Goods Movement 2-13

Tourism and Recreation 2-13

Current VDOT Year 2020 Plan 2-14

Virginia Transportation Development Plan Projects 2-16

Local Comprehensive Plan 2-16

Other Plans 2-16

CHAPTER THREE FUTURE CONDITIONS 3-1

Forecast Methodology and Assumptions 3-1

Year 2010, 2020 and 2035 3-1

CHAPTER FOUR TRANSPORTATION RECOMMENDATIONS 4-1

Development of the Recommendations 4-1

Costing Methodology 4-1

Phased Recommendations 4-2

Other Recommendations 4-4

Parking 4-4

Bicycle / Pedestrian 4-4

Intercity Rail, Intercity Bus, and Air Travel 4-11

Transit, Paratransit and Taxi 4-11

Goods Movement 4-11

Tourism and Recreation 4-11

Environmental Issues 4-11

Local Projects 4-12

Transportation Plan Adoption 4-12

APPENDIX A – DATA COLLECTION AND ANALYSIS A-1

A.1 Bridge Sufficiency Data A-2

A.2 Existing and Forecast Growth Count Data A-2

Forecast Growth Methodology A-2

Historic Traffic Counts A-2

A.3 Capacity Analysis Methodology A-3

Roadway Inventory A-3

Capacity Analysis A-4

Bicycle LOS Analysis A-7

A.4 Safety Analysis A-15

A.5 Environmental Overview Methodology A-26

A.6 Costing Methodology A-30

APPENDIX B – LOCAL COORDINATION B-1

List of Tables

Table 1-1 Functional Classification System Definitions 1-3

Table 2-1 Thoroughfare System 2-1

Table 2-2 Roadway Structures 2-4

Table 2-3 Tube Count Locations 2-5

Table 2-4 LOS Descriptions 2-6

Table 2-5 Existing Conditions Roadway Segment Analysis 2-8

Table 2-6 Accident Data Summary (2003-2005) 2-11

Table 2-7 2020 Transportation Plan Recommendations 2-14

Table 3-1 Annual Growth Rates & 2010, 2020 & 2035 Projected ADT / LOS 3-3

Table 4-1 Recommended Improvements 4-13

Table 4-2 Environmental Overview 4-16

Table A.1-1 Bridge Sufficiency Data A-2

Table A.3-1 Existing Roadway Capacity Data A-9

Table A.3-2 Bicycle Assessment Review A-12

Table A.4-1 2003-2005 Accident Summary A-16

List of Figures

Figure 1-1 Study Area 1-2

Figure 2-1 Functional Classifications 2-3

Figure 2-2 Base Year Volumes / LOS 2-10

Figure 3-1 2010 Projected ADT & LOS 3-6

Figure 3-2 2020 Projected ADT & LOS 3-7

Figure 3-3 2035 Projected ADT & LOS 3-8

Figure 4-1 Sidewalk Inventory 4-9

Figure 4-2 Bicycle and Pedestrian Plan 4-10

Figure 4-3 Recommendations Map 4-15

Figure A-1 Graph of All Accident Types A-25

CHAPTER ONE
INTRODUCTION

Purpose and Scope of the Study

The Farmville 2035 Transportation Plan was developed as a joint effort between the Virginia Department of Transportation (VDOT) and the Town of Farmville. The purpose of this study was to evaluate the existing transportation system and future demand in Farmville and to recommend a set of transportation improvements that could best meet existing and future transportation infrastructure needs.

Improved transportation systems are vital to Virginia's and to the local area's economic growth and development. Providing effective, safe, and efficient movement of people and goods is a basic goal of VDOT's transportation program. This guiding principle, together with consideration of environmental issues and local mobility needs, was the basis for the development of this transportation plan.

VDOT will use this plan when evaluating requests from the local governments for specific transportation projects and/or implementing projects that VDOT initiates. This list of recommendations will also be used in the statewide transportation planning process so that the magnitude of transportation needs statewide can be more accurately quantified.

Study Area and Thoroughfare System

Farmville is located in the Piedmont region of Virginia at the north-central edge of Prince Edward County. It is separated from the southern border of Cumberland County by the Appomattox River. The Town serves as the seat of Prince Edward County. Farmville is located at the junction of U.S. Route 460 (east-west) and U.S. Route 15 (north-south), and covers an area of approximately 7.2 square miles.

Farmville is home to Longwood University, which was founded in 1839. The Town has also historically served as a hub for the surrounding agricultural community. Today, the college and several manufacturing businesses form the core of the local economy.

The study area for the 2035 Transportation Plan coincided with the boundary line of the corporate limits. Within this boundary line (commonly called a cordon line); a set of specific roadways was selected and designated as the urban thoroughfares. The analyses and recommendations were limited to these urban thoroughfares and any new facilities recommended in this study. **Figure 1-1** illustrates the designated thoroughfare system and plan boundary area.

Thoroughfares are defined as facilities that operate as arterials or collector routes. The distinction between functional classifications (arterial, collector, local street) is based on whether the facility primarily serves "through-traffic" or provides direct access to adjacent land. General descriptions of classifications are provided in **Table 1-1**. Thoroughfare roadways in cities and towns with populations over 5,000 have an "urban" designation and those in cities and towns with populations less than 5,000 are designated "rural".

Roadways not classified by this system, but deemed important by local governments, may be in the 2035 Transportation Plan as "non-thoroughfare" roadways. Typically, these are planned roadways or improvements that will be built with funds (public or private) other than VDOT funds.

Figure 1-1 Study Area

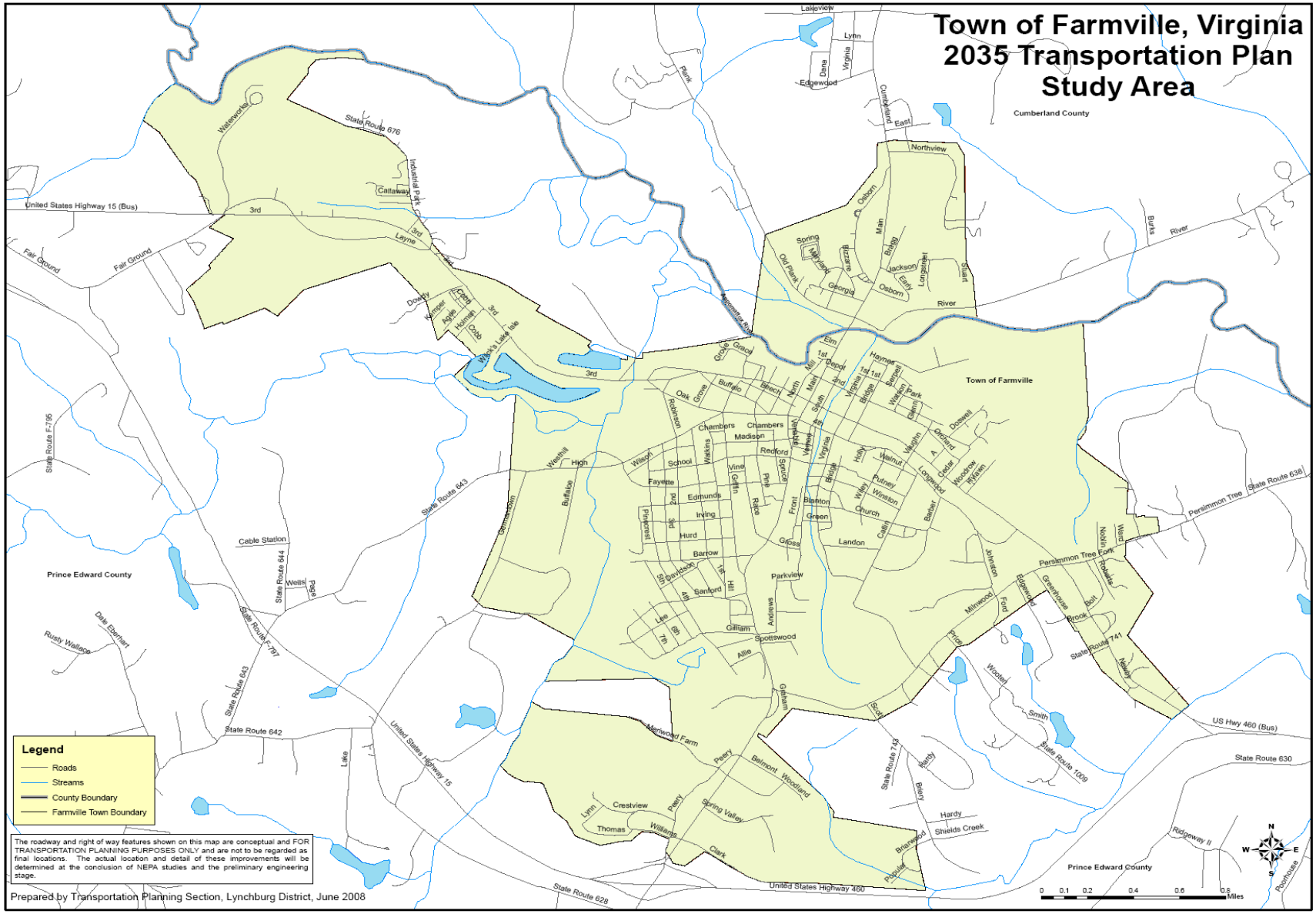


Table 1-1 Functional Classification System Definitions

RURAL
Principal Arterial – These highways provide an integrated network of roads that connect principal metropolitan areas and serve virtually all urban areas with a population greater than 25,000. They serve long distance travel demands such as statewide and interstate travel.
Minor Arterial – These highways link cities and large towns and provide an integrated network for intrastate and intercounty service. They supplement the principal arterial system so that all geographic areas are within a reasonable distance of an arterial highway. They are intended as routes that have minimum interference to through movement.
Major Collector – These highways provide service to any county seat, large towns, or other major traffic generators not served by the arterial system. They provide links to the higher classified routes and serve as important intracounty travel corridors.
Minor Collector – These highways collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to small communities and link important local traffic generators with the rural areas.
Local – These roads provide access to adjacent land and serve travel of short distances as compared to the higher systems.
URBAN
Principal Arterial – These highways are the most significant roads in the urban area that serve the major centers of activity, constitute the highest traffic volume corridors, serve the longest trip desires, carry the major portion of through traffic in the urban area, and provide continuity between rural arterials. These include interstate highways.
Minor Arterial – These highways interconnect and supplement the principal arterial system with a greater emphasis on land access and a lower level of traffic mobility. They provide intracommunity service as well as connecting rural collectors to the urban highway system.
Urban Collector – These highways provide land access service and traffic circulation within residential, commercial, and industrial areas. They collect local traffic and distribute it to the arterial system.
Local – These streets provide direct access to adjacent land and provide access to the higher systems. Service to through traffic is discouraged.

Demographic Overview

Population

In the U.S. Census conducted in 2000, the population of Farmville was recorded as 6,845. This represents moderate growth from the town's 1990 population of 6,046. It is important to note, however, that this growth reflects an annexation of land that the Town acquired in the 1990s, so the 2000 census figure reflects "acquired" as well as "natural" population growth.

Based upon a review of the interim year population estimates since 2000 as well as input from local officials, the town's population is expected to grow slowly through the 20-year horizon of this study, with a projected growth of approximately 0.6 percent per year. The lasted confirmed counts for 2006 indicate a population of 6,898 which relates to a flat growth over the last six years, however, it is reasonable to assume that a .6 to 1 percent per year rate is feasible based upon the current business and housing developments.

Employment

The South Central Region (Labor Workforce Interest Area), which includes Prince Edward County, supports a civilian labor force of over 57,000 workers (2004). The Farmville planning area has a diversified economy with employment well distributed among the industry groups. Overall, most employment sectors have shown steady growth since the first report, despite the unemployment rate being at least two points above the state average. For future projections, the only notable declines may exist in the Production Occupations and the Farming, Fishing and Forestry Occupations.

The primary industries in Farmville relate to Education Occupations, Sales Occupations and Transportation / Material Moving Occupations. In addition to Longwood University, the Farmville area is home to Green Front Furniture, Wal-Mart, ARA Services, Inc., and Southside Community Hospital. Forty

of the top 50 Largest Employers for Prince Edward County are located within the Town limits of Farmville. Representatives for each company expect the number of jobs with each of these local employers to remain steady for the foreseeable future.

Summary of Approach and Analysis Methods

The development of the transportation plan followed a process that included data collection, review, and analysis. The data collected included information such as traffic counts, police accident reports, roadway geometric inventory data, bridge structural inspection reports, at-grade railroad crossing geometric data, tourism surveys, and goods movement surveys. Review and analysis of this data was combined with a review and analysis of previous transportation and land-use plans and other studies. Furthermore, meetings were held with local staff throughout the study process to gather additional input.

For public involvement activities, press releases and an Internet web site were prepared to publicize the study and to gather public comments on proposed recommendations. In addition, one public meeting was conducted to encourage further public input into the plan's development.

Traffic data collected for the study included vehicle counts on key thoroughfare segments, as well as turning movement counts at major intersections in the Town. This data was compared to the historic traffic volumes collected at similar locations within the study area. Traffic growth rates were then determined based upon linear analysis of the historic data while considering future population and economic growth. These traffic growth rates were then applied to determine future year (2035) traffic volumes.

Capacity analysis was performed for existing conditions and future year conditions using standard practices adapted from the HCS+ version of the *Highway Capacity Manual* (HCM). This analysis included intersections where all thoroughfare road segments counts were taken in the study area.

Accident analysis was conducted by reviewing and classifying traffic accident reports from a three-year period. This analysis identified accident trends and safety issues that may lead to recommended improvements.

Roadway geometric data such as travel lane width, shoulder width, and the presence of curb and gutter were compared to current roadway design standards to identify potential geometric improvements.

Bridge structure analysis was based upon review of the VDOT database of bridge structures for the Town of Farmville. The analysis included a review of the "sufficiency" ratings for each structure that considers the specific conditions for individual components of the structures such as the deck, substructure and superstructure. Bridge sufficiency is measured on a scale from 0 to 100. A bridge that has a rating of 100 would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge. Numerically, bridges with sufficiency ratings below 50 are eligible for replacement or rehabilitation using federal funds while those with ratings between 50 - 80 are eligible for funds to cover rehabilitation only.

Tourism and goods movement analysis was based on contacts with tourism and freight-shipping officials in the Town. A standard set of questions regarding both general and site-specific issues was provided to the Town and responses were collected via email and telephone interviews.

Environmental analysis was performed for study locations that had proposed roadway widening or new facilities on a new location (right of way). In these instances, environmental overviews were conducted to provide a cursory identification of potential impacts to wetlands, forested areas, agricultural reserves, trout streams, endangered species, hazardous material storage facilities, and historic and archaeological resources.

(This space left blank intentionally).

CHAPTER TWO
EXISTING TRANSPORTATION NETWORK

Roadways

The most prevalent form of transportation in the Farmville is the use of the private automobile operated on a network of roadways maintained by the Town and VDOT. VDOT provides state funding for maintenance and construction of facilities on the thoroughfare highway system within the corporate limits. These funds are allocated to the Town by VDOT's Local Assistance Division. The thoroughfare highway system includes major roadways that connect Farmville to other cities, towns, and localities in the region. These roads are classified as “collector” or “arterial” roadways and typically serve through-traffic more than local traffic.

Thoroughfare System

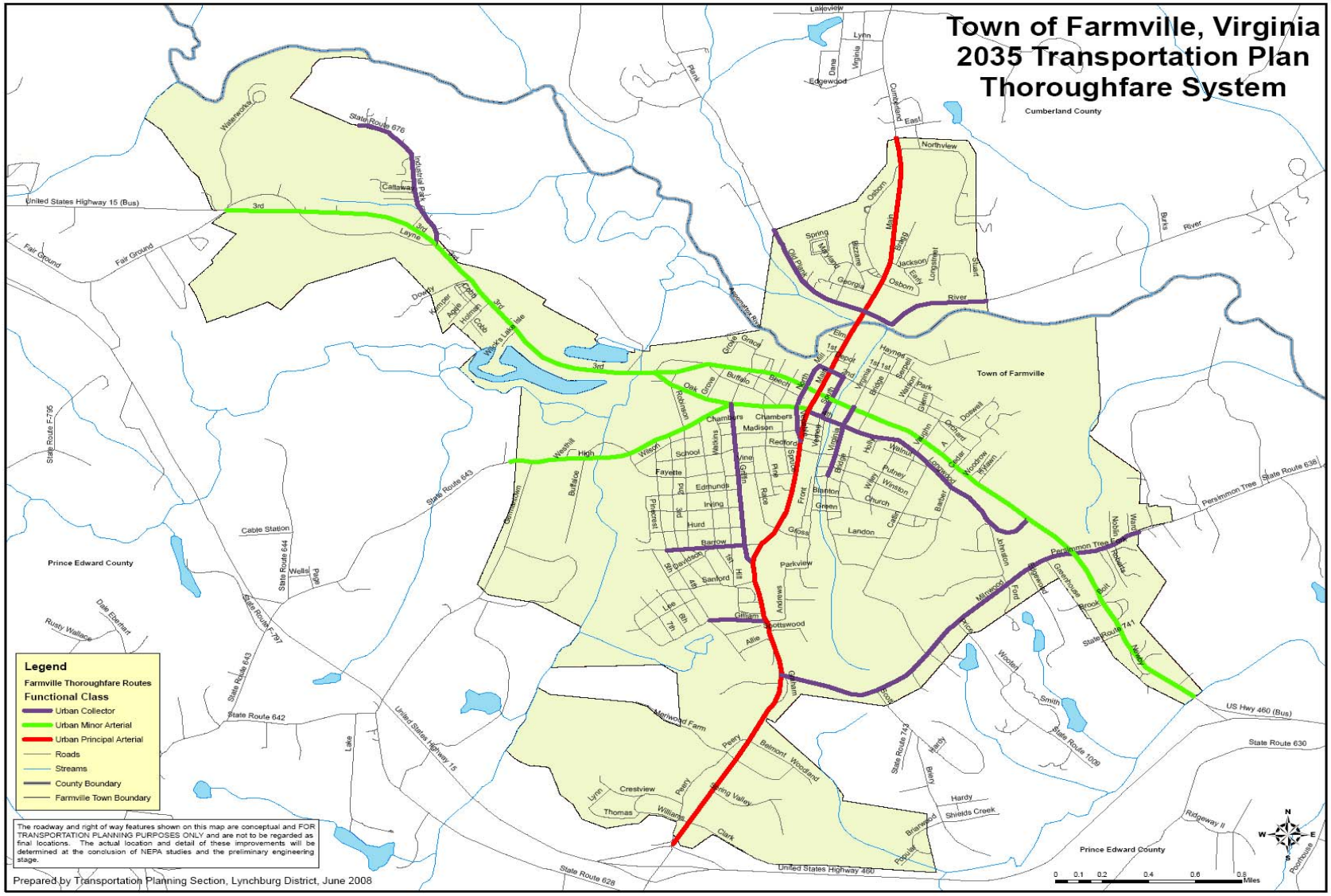
The thoroughfare highway system in Farmville is depicted in **Figure 2-1**. Roadway segments included in the thoroughfare highway system are listed in **Table 2-1** and described below.

Table 2-1
Thoroughfare System

Route #	Route Name	From	To	Length (Miles)	Travel Lanes	Functional Classification
15	S. Main Street	SCL Farmville	William Street	.1	4	Urban Principal Arterial
15	S. Main Street	William Street	Belmont Circle North	.5	4	Urban Principal Arterial
15	S. Main Street	Belmont Circle North	Milnwood Road.	.4	4	Urban Principal Arterial
15	S. Main Street	Milnwood Road	Gilliam Drive	.3	4	Urban Principal Arterial
15	S. Main Street	Gilliam Drive	Griffin Boulevard	.3	4	Urban Principal Arterial
15	S. Main Street	Griffin Boulevard	Gross Street	.2	4	Urban Principal Arterial
15	S. Main Street	Gross Street	Franklin Street	.3	4	Urban Principal Arterial
15	S. Main Street	Franklin Street	Putney Street	.1	4	Urban Principal Arterial
15	S. Main Street	Putney Street	Robeson Street	.1	2	Urban Principal Arterial
15	S. Main Street	Robeson Street	4th Street	.1	2	Urban Principal Arterial
15	S. Main Street	4th Street	High Street	.1	4	Urban Principal Arterial
15	High Street	Main Street	Venable Street	.1	2	Urban Minor Arterial
15	High Street	Venable Street	Randolph Street	.1	2	Urban Minor Arterial
15	High Street	Randolph Street	Oak Street	.2	2	Urban Minor Arterial
15	Oak Street	High Street	3rd Street	.3	2	Urban Minor Arterial
45	N. Main Street	High Street	3rd Street	.1	2	Urban Principal Arterial
45	N. Main Street	3rd Street	Depot Street	.2	2	Urban Principal Arterial
45	N. Main Street	Depot Street	Appomattox River Br.(S)	.2	2	Urban Principal Arterial
45	N. Main Street	Appomattox River Br.(S)	Appomattox River Br.(N)	.1	2	Urban Principal Arterial
45	N. Main Street	Appomattox River Br.(N)	River Road	0.0	2	Urban Principal Arterial
45	N. Main Street	River Road	Osborn Road (S)	.2	2	Urban Principal Arterial
45	N. Main Street	Osborn Road (S)	NCL Farmville	.7	2	Urban Principal Arterial
460	W. 3rd Street	WCL Farmville	Industrial Park Road	.9	3	Urban Minor Arterial
460	W. 3rd Street	Industrial Park Road	Oak Street	1.2	4	Urban Minor Arterial
460	W. 3rd Street	Oak Street	North Street	.6	4	Urban Minor Arterial
460	W. 3rd Street	North Street	Main Street	.1	4	Urban Minor Arterial
460	E. 3rd Street	Main Street	Virginia Street	.2	4	Urban Minor Arterial
460	E. 3rd Street	Virginia Street	A Street	.5	4	Urban Minor Arterial
460	E. 3rd Street	A Street	Milnwood Road	.8	4	Urban Minor Arterial
460	E. 3rd Street	Milnwood Road	ECL Farmville	.9	4	Urban Minor Arterial
901	E. 2nd Street	South Street	North Street	.1	2	Urban Collector

Route #	Route Name	From	To	Length (Miles)	Travel Lanes	Functional Classification
902	4th Street	Virginia Street	Main Street	.2	2	Urban Collector
903	Barrow Street	4th Avenue	Griffin Boulevard	.3	2	Urban Collector
904	Gilliam Drive	4th Avenue	Main Street	.2	2	Urban Collector
905	Griffin Boulevard	Main Street	Barrow Street	.1	2	Urban Collector
905	Griffin Boulevard	Barrow Street	High Street	.7	2	Urban Collector
906	High Street	Oak Street	1st Avenue	.2	2	Urban Minor Arterial
906	High Street	1st Avenue	3rd Avenue	.1	2	Urban Minor Arterial
906	High Street	3rd Avenue	4th Avenue	.1	2	Urban Minor Arterial
906	High Street	4th Avenue	WCL Farmville	.6	2	Urban Minor Arterial
907	Longwood Ave.	Virginia Street	Cedar Street	.5	2	Urban Collector
907	Longwood Ave.	Cedar Street	3rd Street	.5	2	Urban Collector
908	Madison Street	Venable Street	Main Street	.1	2	Urban Collector
909	Persimmon Tree Fork Road	3rd Street	ECL Farmville	.3	2	Urban Collector
910	North Street	2nd Street	3rd Street	.1	2	Urban Collector
910	North Street	3rd Street	High Street	.1	2	Urban Collector
911	Old Plank Road	Main Street	NCL Farmville	.6	2	Urban Collector
912	River Road	Main Street	ECL Farmville	.5	2	Urban Collector
913	South Street	2nd Street	3rd Street	.1	2	Urban Collector
913	South Street	3rd Street	4th Street	.1	2	Urban Collector
914	Venable Street	High Street	Main Street	.2	1	Urban Collector
915	S. Virginia Street	Church Street	Longwood Ave.	.3	2	Urban Collector
915	N. Virginia Street	Longwood Avenue	3rd Street	.1	2	Urban Collector
915	N. Virginia Street	3rd Street	Haynes	.3	2	Urban Collector
916	Industrial Park Road	Route 460 Business	Route 753	.3	2	Urban Collector
916	Industrial Park Road	Route 753	NCL Farmville	.5	2	Urban Collector

Figure 2-1
Functional Classified Roads



Thoroughfare System Roadways

Farmville is located at the junction of U.S. Route 460 (east-west), U.S. Route 15 (north-south), and Virginia Primary Route 45 (north). In the town, Route 15 Business and Route 45 are designated as Main Street, and Route 15/460 Business and Route 460 Business are designated as Third Street. Oak Street and Griffin Boulevard are also designated as Route 15 Business. The Route 460 Bypass runs to the south of the town, and the Route 15 Bypass runs to the west of the town.

Other functionally classified roadways in the town include portions of Old Plank Road (Route 600), River Road (Route 600), High Street (Route 643), Milnwood Road (Route 638), and Persimmon Tree Road (Route 638). Longwood Avenue, Griffin Boulevard, Barrow Street, Gilliam Drive, Venable Street, North Street, Fourth Street, and Second Street also contain some stretches of functionally classified thoroughfare roadway.

Roadway Geometry

The thoroughfare highway system in Farmville varies widely throughout the Town. Roadways include 2-lane rural, 4-lane commercial corridors with a center-turn lane, 4-lane undivided highways, and downtown arterial streets with on-street parking. Over the course of the Town's growth and development, many streets that were once rural in character (with low traffic volumes and narrow pavement widths) have evolved into suburban and urban streets that now carry a higher volume of both local and through traffic. Geometric issues such as pavement width, shoulder width, horizontal and vertical alignment, and the lack of adequate turn-bays present safety and capacity problems when accompanied by larger traffic volumes, will cause the Level of Service to drop. The following sections identify locations in the Farmville where specific geometric conditions may cause difficulties for vehicle circulation.

* Main Street & Milnwood
* Main Street & 2nd
* Main Street & 3rd
* Main Street & High/4th Streets

Roadway Structures

There are eight VDOT-maintained structures on the Farmville thoroughfare system – seven bridges and one box culvert. In the town, there are seven railway crossings; four are railway bridges over rivers, two are railway bridges over roadways, and one is an at-grade crossing. The detailed database is as follows:

Table 2-2

Route Name	VA Structure #	Federal Structure #	Crossing	Type	Year Built	Sufficiency Rating	Last Inspected
High St	8000	22433	Little Buffalo Creek	Culvert	1968	96.6	10/19/2006
4th Street	8002	22435	Stream	Culvert	1932/2007	69.8	10/17/2007
Main St.	1800	22437	Appomattox River	Bridge	1960	77.6	11/06/2007
3rd Street	1801	22436	Buffalo Creek	Bridge	1923/1974/2008	42.6	10/17/2007

Existing Traffic Volumes and Travel Demand

Farmville traffic data was collected utilizing traffic counts taken in 2005. **Table 2-3** lists the locations where tube counts were conducted. Traffic counts were conducted using pneumatic counters for 26 separate roadway segments. These devices were operated for a minimum of 24 hours during weekdays only.

Table 2-3 Machine Counts – 48 continuous hours (weekday)
Route 15 (Main Street) – Farmville SCL
Atlantic Street – Orange Street to Stone Street
Route 15 Business (Main Street) – Gilliam Dr to Sanford Street
Route 15 Business (Main Street) – Robeson Street to High Street
Route 45 (Main Street) – Oak Street to Route 460 Business (3rd Street)
Route 45 (Main Street) – First Street to Plank Road/River Road
Route 15 Business (Oak Street) – Grove Street to Robeson Street
Route 15 Business (Oak Street) – Venable Street to Randolph Street
Griffin Boulevard – Main Street to Irving Street
Route 460/15 (3rd Street) – Railroad Tracks
Route 460/15 (3rd Street) – west of Oak Street
Route 460 Business (3rd Street) – Buffalo Street to Grove Street
Route 460 Business (3rd Street) – A Street to Cedar Ave
Milnwood Road – Route 15 Business to Route 460 Business (3rd Street)
Persimmon Tree Road – Noblin Dr to Ward Street
Sanford Street – First Ave EXT to Main Street
Barrow Street – First Ave to Hill Street
High Street – Buffalo Creek
High Street – First Ave to Watkins Street
Longwood Ave – Cedar Street to Barber Street
North Street – High Street to 3rd Street
North Street – 3rd Street to 2nd Street
Fourth Street – South Street to Virginia Street
Industrial Park Road – Route 460 Business (3rd Street) to NCL
Old Plank Road – west of Monroe Street
River Road – Route 45 (Main Street) and Railroad Overpass

For the roadway segments where base year traffic counts were not collected, a trend line analysis of the historic count data was used to predict base year traffic volumes for the roadway segment.

Roadway Operations

The year 2005 Average Daily Traffic (ADT) counts and the Statewide Planning System (SPS) historic traffic volume data were used to develop the existing conditions analysis for the thoroughfare system. Existing roadway operations were analyzed in Farmville at the studied intersections and along the thoroughfare road segments. An existing year capacity analysis was performed for each roadway segment according to current year traffic volumes and roadway design characteristics. HCM+ methodology was used to determine current level of service (LOS) operations on each roadway segment.

Table 2-4 describes the various LOS categories.

Table 2-4 LOS Descriptions

LOS	Description	Congestion Level
A	Free traffic flow with low volumes and high speeds. Speeds controlled by driver desires, speed limits, and roadway physical conditions.	Low
B	Stable traffic flow, with operating speeds remaining near free flow. Drivers still have reasonable freedom to maneuver.	Low
C	Stable flow, but higher volumes more closely control speeds and maneuverability.	Moderate
D	Approach unstable flow with tolerable operating speeds maintained, but considerably affected by changes in operating conditions.	Moderate
E	Unstable flow with low speed and momentary stoppages.	Severe
F	Forced flow with low speed. Stop-and-go with stoppages for long periods is possible.	Severe

Source: HCM, United States Department of Transportation, 1994.

For the road segment analysis, a “planning" level approach was used rather than the more detailed approach known as “operations” level. Note that for some types of functional classifications, such as the 2-lane collector roads, a higher traffic volume may result in a worse LOS rating than a similar traffic volume along a roadway classified as an arterial. This is due to the different types of operational characteristics of each functional classification. See **Appendix A.3 - Capacity Analysis Methodology** for further discussion of capacity analysis techniques. The results of the existing roadway segment analysis are listed in **Table 2-5**. **Figure 2-2** depicts traffic count locations with their associated and LOS.

LOS D and worse ratings are typically used to identify capacity deficiencies. Specific roadway segments found to have unacceptable LOS or that require additional explanation of the analysis are described below:

US Bus. 15 (S. Main Street)

Between Gilliam Drive and Griffin Blvd, this section of South Main Street operates at a LOS D. Due to the number of commercial entrances and turning movement ratios, operating speeds are reduced.

US Bus. 15 (S. Main Street)

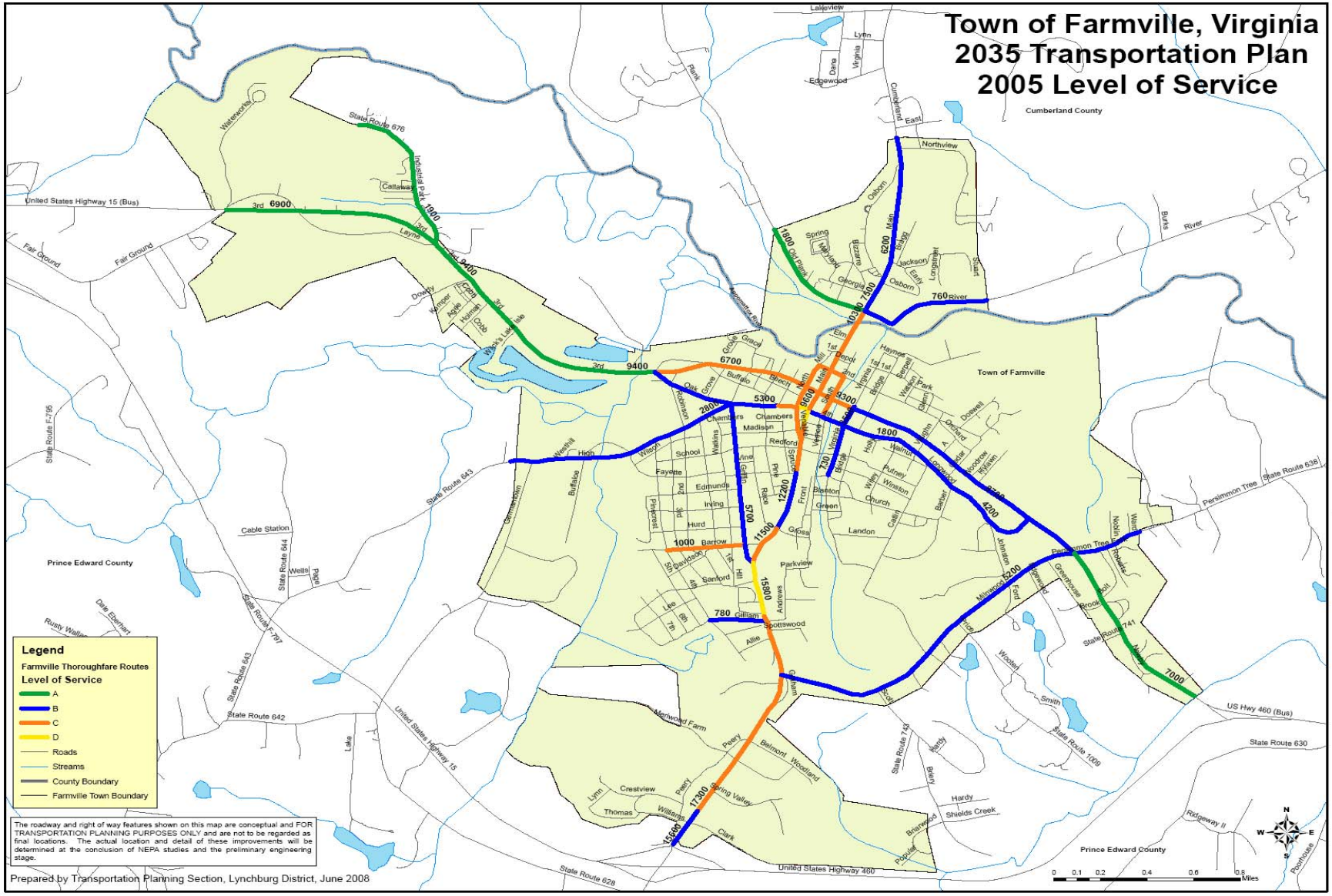
Between Robeson Street and High Street, a LOS of D exists. Through this section of road, US Bus 15 transitions from 4 to 2 lanes. Traffic signal proximity also assists in lowering travel speeds through this corridor. A new mixed used development in this area, which is associated with Longwood University, is also attributing to the lower LOS by increasing the number of pedestrian conflicts and ingress / egress points.

Table 2-5 Existing Conditions Roadway Segment Analysis

Route #	Route Name	From	To	Analysis Method	Base ADT	Base LOS
15	S. Main Street	SCL Farmville	William Street	Urban Principal Arterial	15600	B
15	S. Main Street	William Street	Belmont Circle North	Urban Principal Arterial	17300	C
15	S. Main Street	Belmont Circle North	Milnwood Road.	Urban Principal Arterial	17300	C
15	S. Main Street	Milnwood Road	Gilliam Drive	Urban Principal Arterial	17300	C
15	S. Main Street	Gilliam Drive	Griffin Boulevard	Urban Principal Arterial	15800	D
15	S. Main Street	Griffin Boulevard	Gross Street	Urban Principal Arterial	11500	C
15	S. Main Street	Gross Street	Franklin Street	Urban Principal Arterial	12200	B
15	S. Main Street	Franklin Street	Putney Street	Urban Principal Arterial	12200	C
15	S. Main Street	Putney Street	Robeson Street	Urban Principal Arterial	10200	C
15	S. Main Street	Robeson Street	4th Street	Urban Principal Arterial	10200	D
15	S. Main Street	4th Street	High Street	Urban Principal Arterial	10200	D
15	High Street	Main Street	Venable Street	Urban Minor Arterial	4700	D
15	High Street	Venable Street	Randolph Street	Urban Minor Arterial	5300	C
15	High Street	Randolph Street	Oak Street	Urban Minor Arterial	5300	B
15	Oak Street	High Street	3rd Street	Urban Minor Arterial	5300	B
45	N. Main Street	High Street	3rd Street	Urban Principal Arterial	9600	C
45	N. Main Street	3rd Street	Depot Street	Urban Principal Arterial	10300	C
45	N. Main Street	Depot Street	Appomattox River Br.(S)	Urban Principal Arterial	10300	C
45	N. Main Street	Appomattox River Br.(S)	Appomattox River Br.(N)	Urban Principal Arterial	10300	C
45	N. Main Street	Appomattox River Br.(N)	River Road	Urban Principal Arterial	10300	C
45	N. Main Street	River Road	Osborn Road (S)	Urban Principal Arterial	7500	B
45	N. Main Street	Osborn Road (S)	NCL Farmville	Urban Principal Arterial	6200	B
460	W. 3rd Street	WCL Farmville	Industrial Park Road	Urban Minor Arterial	6900	A
460	W. 3rd Street	Industrial Park Road	Oak Street	Urban Minor Arterial	9400	A
460	W. 3rd Street	Oak Street	North Street	Urban Minor Arterial	6700	C
460	W. 3rd Street	North Street	Main Street	Urban Minor Arterial	6700	C
460	E. 3rd Street	Main Street	Virginia Street	Urban Minor Arterial	9300	C
460	E. 3rd Street	Virginia Street	A Street	Urban Minor Arterial	8700	B
460	E. 3rd Street	A Street	Milnwood Road	Urban Minor Arterial	8700	B
460	E. 3rd Street	Milnwood Road	ECL Farmville	Urban Minor Arterial	7000	A
901	E. 2nd Street	South Street	North Street	Urban Collector	2600	C
902	4th Street	Virginia Street	Main Street	Urban Collector	2800	B
903	Barrow Street	4th Avenue	Griffin Boulevard	Urban Collector	1000	C
904	Gilliam Drive	4th Avenue	Main Street	Urban Collector	780	B
905	Griffin Boulevard	Main Street	Barrow Street	Urban Collector	5700	B
905	Griffin Boulevard	Barrow Street	High Street	Urban Collector	5700	B
906	High Street	Oak Street	1st Avenue	Urban Minor Arterial	2800	B
906	High Street	1st Avenue	3rd Avenue	Urban Minor Arterial	2800	B
906	High Street	3rd Avenue	4th Avenue	Urban Minor Arterial	2800	B
906	High Street	4th Avenue	WCL Farmville	Urban Minor Arterial	2800	B
907	Longwood Ave.	Virginia Street	Cedar Street	Urban Collector	1800	B
907	Longwood Ave.	Cedar Street	3rd Street	Urban Collector	4200	B
908	Madison Street	Venable Street	Main Street	Urban Collector	1700	A

Route #	Route Name	From	To	Analysis Method	Base ADT	Base LOS
909	Milnwood Road	Bus US 15 Main St.	Bus US 460 3rd St.	Urban Collector	5200	B
909	Persimmon Tree Fork Road	3rd Street	ECL Farmville	Urban Collector	590	B
910	North Street	2nd Street	3rd Street	Urban Collector	2700	C
910	North Street	3rd Street	High Street	Urban Collector	2300	C
911	Old Plank Road	Main Street	NCL Farmville	Urban Collector	1800	A
912	River Road	Main Street	ECL Farmville	Urban Collector	760	B
913	South Street	2nd Street	3rd Street	Urban Collector	1300	C
913	South Street	3rd Street	4th Street	Urban Collector	1200	C
914	Venable Street	High Street	Main Street	Urban Collector	1600	C
915	S. Virginia Street	Church Street	Longwood Ave.	Urban Collector	730	B
915	N. Virginia Street	Longwood Avenue	3rd Street	Urban Collector	3500	B
915	N. Virginia Street	3rd Street	Haynes	Urban Collector	3500	B
916	Industrial Park Road	Route 460 Business	Route 753	Urban Collector	1900	A
916	Industrial Park Road	Route 753	NCL Farmville	Urban Collector	1900	A

Figure 2-2 Base Year (2005) ADT / LOS



Roadway Safety

Accident data was summarized from police data reports for the years 2003 through 2005 for all roadway segments and intersections within the study area. The accidents were grouped according to intersection location. **Table 2-6** reports the highest accident locations.

Table 2-6 Accident Data Summary (2003-2005)

Ranking	Route #	Location / Intersection	Accidents
1	15	South Main Street and Milnwood Road	31
2	15	South Main Street and Peery Drive	20
3	15	South Main Street and Griffin Blvd	18
3	15	South Main Street and Reed Street	15
4	15	South Main Street and Sanford Street	12
5	15	South Main Street and Clark Street	12
6	460	West Third Street and North Street	11

There was an average of 114 accidents per year identified on the thoroughfare system in the Town of Farmville during the period 2003 to 2005. Of the total accidents, Failure to Yield was the highest accident type with 141 during the 3 year span (41% of all accident types), followed by Rear End Collision (107) and Reckless Driving (81).

A complete listing of the accident data analysis is included in **Appendix A.4 - Safety Analysis**. Specific roadway segments that experienced recognizable accident patterns are described below:

South Main Street and Milnwood Road

The intersection of South Main Street and Milnwood Road experienced approximately 9% of all accidents identified on the thoroughfare system from 2003 - 2005. There was a split between Failure to Yield and Rear End Collision accidents types.

South Main Street and Peery Drive

The intersection of South Main Street and Perry Drive accounted for the second-highest number of accidents. Approximately 6% of all accidents identified on the thoroughfare system occurred on this roadway segment. A significant number of these were a Failure to Yield accident type.

South Main Street and Griffin Blvd

The intersection of South Main Street and Griffin Blvd accounted for the third-highest number of accidents. Approximately 5% of all accidents identified on the thoroughfare system occurred on this roadway segment. A significant number of these were a Failure to Yield accident type.

Parking

In 2005/2006, the Town of Farmville received a VDOT Rural Transportation Planning Grant to conduct a study of the downtown area. In June of 2006, this study was completed and included recommendations specific to parking. Although the study indicated sufficient parking throughout the study area, it also states that parking deficiencies exist at certain times of the day and in the southern portion of the study area, especially closest to Main Street.

Short and Long Term Recommendations developed through the Plan are as follows:

1) Re-Stripe and add landscaping to the Municipal Parking Lot between South and Virginia Street. The re-striping effort will provide for more parking.

2) Install additional signs leading to downtown parking.

3) Encourage new business and development to provide parking per Town code within B1 and B2 Districts to avoid future parking deficiencies.

Coordinate with the County on Municipal parking needs and review parking demand to ascertain if additional public resources should be allocated.

Bicycle/Pedestrian

Bicycle and pedestrian considerations is an important component in building an integrated transportation system within a community. A bicycle and pedestrian friendly setting can provide a number of benefits to the Town of Farmville such as enhance quality of life and health, bolster tourism and economic development, benefit the environment, and improve safety for all users of the transportation network.

As with most small rural areas in Virginia, the Town of Farmville possesses a good sidewalk network within its central core. Bicyclists share the road with motor vehicles seeking streets with lower volume and speeds, and avoiding the major roadways. As development expands from the central core, the need occurs to link with new activity centers such as schools, parks, major employment centers, housing, and shopping areas. Additionally, other identified land opportunities include existing town parks, the internal road system, greenway and trail network and the Appomattox River. Constraints (land barriers) include the Route 460 Bypass, and Bridges.

The Town of Farmville is included in a regional bicycle plan adopted by the Commonwealth Regional Council's (formally known as the Piedmont Planning District Commission) Regional Bike Plan dated June 2000. Completed in the summer of 2006, a specific study for the downtown portion of Farmville also addressed pedestrian issues. The Town is also currently working with a citizen activist group known as the Farmville Greenway Alliance in developing a greenway, blueways, and trails plan for the Farmville area.

Figure 4-1 provides a mapped inventory of the existing roadways, sidewalks (on functionally classified roadways), and significant activity centers. **Figure 4-2** provides a mapped inventory of the existing roadways, bicycle accommodations (on functionally classified roadways), and significant activity centers.

Intercity Rail, Intercity Bus, and Air Travel

Farmville is not served by any passenger rail lines. The closest Amtrak stations are located in Richmond, approximately 50 miles to the east, and Lynchburg, approximately 40 miles to the west.

The town, however, is a planned stop along the proposed Trans-Dominion rail service, which would connect Washington, D.C., with the City of Bristol in Southwest Virginia. The town would be located along a spur line that would run between Richmond and Lynchburg, where it would connect with the main line. The rail service has been partially funded by the Virginia General Assembly, and is in the preliminary engineering stages.

Farmville is served by Greyhound bus service. The stop is located near the corner of Third Street and South Street at a Gulf gas station. Seven buses arrive each day. Of these, four are headed north, two are headed south, and one is headed west. Northbound or eastbound travel generally requires a transfer in

Richmond, and westbound travel generally requires a transfer in Roanoke. However, there is direct service from Farmville to New York City, with various stops along the way.

The town is served by the Farmville Municipal Airport, which is located about 4 miles northwest of Farmville in Cumberland County. The airport has one 4400-foot runway that is 75 feet wide. It handles between 10 and 20 operations per day. About 70 percent of these are recreational in nature; the remaining 30 percent are corporate in nature.

The airport is a general aviation facility; no commercial service is available. The closest commercial air service available is either in Richmond or Lynchburg.

Transit, Paratransit, and Taxi

The Town operates a bus system with two routes. It uses two buses, one for each route. The Town operates the system, but Longwood College provides most of the funding, supplemented by state and federal grants. The service operates six days per week, Monday through Saturday. There is a downtown route and a route that goes from the college to Wal-Mart. The downtown route runs from 6:30 a.m. until 6 p.m.; the Wal-Mart route runs from about 11 a.m. until 11 p.m. The system is free for Longwood students; local residents pay 25 cents per ride. The system began operation in about 1990.

In another planning effort, the manager said the Town representatives had been asked by Prince Edward County officials to meet and discuss options to extend both fixed route and/or social service transportation (paratransit) into areas of the county. Examples of such areas would be Hampden-Sydney College and the town of Rice.

The Town's paratransit service uses two buses and operates five days per week. Service runs from 8 a.m. to 5 p.m., and costs 50 cents per trip.

The town has four taxi and medical transport companies: A-1 Medical, Jennings Taxi Service, Johns Taxi Service, and Lightening Taxi Service. There are several more taxi companies located in nearby portions of Prince Edward County, as well as other nearby counties.

Goods Movement

Farmville has the benefit of having both north-south and east-west bypasses around its downtown area. This routing greatly lessens the amount of through truck traffic in downtown Farmville. In addition, Longwood College and Wal-Mart – two of the town's largest shippers – are both located south of the downtown area, which also reduces the need for trucks to travel through downtown Farmville.

The biggest problem regarding truck movements centers on trucks making turns at the intersection of Main Street and Third Street, which does not have a wide turning radius. VDOT has installed signage on the U.S. 460 Bypass to try to divert trucks away from this intersection and reduce the number of trucks turning there. But the effect of this signage is limited, according to local sources.

A local shipping manager also reported some truck traffic congestion related to turning movements on Third Street to the immediate west of Main Street. A shipper also noted that the access to the Farmville Industrial Park on the west edge of the town is not ideal due to the fact that an access road meets U.S. 15/460 at an angle.

Tourism and Recreation

Tourism in the Town is generated primarily from two sources, Green Front Furniture and Longwood University. Green Front Specializes in home furnishings and is a major attractant especially during the weekends. Along Main Street are various businesses' that provide similar offerings as Green Front and provide a destination for visitors. Longwood University was founded in 1831 and currently has around 4000 undergraduate students. The University has numerous ongoing activities (cultural, athletics, etc...) throughout the school year that generate tourism in the form of family, friends and local community members.

As for Recreation, the Town of Farmville offers a variety of opportunities. Wilck's Lake Park provides open area access adjacent to the Appomattox River as well as the newly opened Skate Park. Currently, a Rails-to-Trails project called the High Bridge Rails-to-Trails is being planned to convert old abandoned railway to a multiuse trail with various access points in the Town. Longwood University has a 9 hole golf course open to the public and is currently building or in the planning stages of a number of projects such as a new Athletic Field Complex and Theatre Building. Another future project is a planned 8000 seat Convocation Center / Civic Center, a possible joint venture with the Town and Longwood University.

Recently opened is the Manor Golf Club and Resort, an 18 hole championship golf course just a half mile outside of the Town limits.

Current VDOT Year 2020 Plan

In 2002, VDOT published the Farmville 2020 Transportation Plan, the most recent transportation plan prepared for the Town. **Table 2-7** lists the recommended improvements in the plan by roadway segment.

Table 2-7 2020 State Highway Plan Recommendations

Route #	Route Name	From	To	Dist	Recommendation	Typical Section	2000 Cost ($1,000)
15 Bus	Main Street	Perry Drive and Belmont Circle	N/A	N/A	Prohibit right-on-red for eastbound and westbound approaches.	N/A	$6,000
15 Bus	Main Street	Putney Street and Redford Street	N/A	N/A	Prohibit right-on-red from Putney and Redford Streets.	N/A	$6,000
460 Bus	3rd Street	North Street	N/A	N/A	Install signal warning signs.	N/A	$6,000
460 Bus	3rd Street	Oak Street	N/A	N/A	Install signal warning signs.	N/A	$6,000
15 Bus	Main Street	Milnwood Road	N/A	N/A	Reconstruct intersection to add left turn bays for both northbound and southbound traffic on Main Street. Prohibit right-on-red from Milnwood Road and the shopping center on the west side of Main Street. Close the bank driveway closest to intersection in southwest quadrant.	N/A	$270,000

15 Bus	Main Street	Griffin Boulevard	N/A	N/A	Reconstruct intersection to add a turn bay for northbound left turns. This northbound left turn movement should be allowed as a protected movement only (turn could be made only with a green arrow). This improvement should be coordinated with the East Side River Crossing Route (see below) which has its southern terminus at this intersection.	N/A	$135,000
15/45	East Side River Crossing Route	Main Street at Griffin Boulevard	Main Street at Osborn Road	1.6	Construct new roadway running parallel to and east of Main Street. Uses portions of Virginia Street, Vernon Street, and Parkview Drive. Includes new two-lane bridge over Appomattox River and railroad tracks.	N/A	$8,064,000
15 Bus	Oak Street	High Street and Griffin Boulevard	N/A	N/A	Reconstruct intersection. Improve alignment of Oak Street and Griffin Boulevard; construct cul-de-sac at the end of Appomattox Street; install new traffic signal.	N/A	$540,000
15/460 Bus	3rd Street	Buffalo Creek	N/A	N/A	Reconstruct bridge to current standards (4 travel lanes plus shoulders and sidewalks).	N/A	$1,575,000
Local	Milnwood Road	Main Street	3rd Street	1.5	Widen to 4 lanes.	U4	$10, 800,000

VDOT's Six-Year Improvement Plan Projects

The latest Six-Year Improvement Program (SYIP) adopted by the Commonwealth Transportation Board in June of 2007. The SYIP is a comprehensive listing of anticipated funding allocations and transportation projects scheduled for construction, improvement, or study over the next six fiscal years. Within the Town of Farmville, the following projects have been identified:

- Rte 45 – Bridge Widening & Super Structure Replacement over Appomattox River
- Rte 15 – Bridge Replacement over Buffalo Creek
- Town of Farmville Train Station and Caboose Restoration
- Robert Russa Moton Museum – sidewalk and pedestrian / bicycle access improvements
- Town of Farmville – Main Street Streetscape Improvements

Local Comprehensive Plan

The Comprehensive Plan for the Town of Farmville was recently revised and adopted by the Town in November 2005. Coordination between the comprehensive plan and this plan were sought for all thoroughfare highway segments. Local roadway projects included in this plan were obtained by reviewing the Comprehensive Plan, in addition to interviews with Town staff.

Other Plans

East US 460 Interchange Study

Completed in June 2005, the objectives of the study were to analyze and assess the current and future safety and traffic loading conditions, evaluate land use and right of way issues and develop alternatives to provide a full access interchange (eastbound and westbound) while trying to minimize the overall project costs. The study provided (4) Phase Alternatives to improve access.

Farmville Downtown Study

Completed in June 2006, this study seek to determine future transportation needs for the downtown area and how best to address those needs. The Plan identifies short-term and long-term transportation improvement recommendations for Downtown Farmville including pedestrian, parking and multi-modal considerations.

Greater Farmville Greenway / Bikeway Plan (Currently in Draft Form Only)

Developed by the Greater Farmville Greenway Alliance, this plan seeks to identify corridors in the Town that will be utilized for greenways and trails for multiple uses. The Plan is close to being considered for Adoption by the Town.

(This space left blank intentionally).

CHAPTER THREE
FUTURE CONDITIONS

Forecast Methodology and Assumptions

Determining the mid- and long-term roadway needs for the Town of Farmville requires estimating the vehicular traffic demands on the roadway system for the years 2010, 2020 and 2035. In small urban areas such as the Town of Farmville, the standard approach used by traffic engineers to determine future traffic projections is to analyze historic traffic count data. It is also useful to review recent projections for population and/or employment in the area and special project-level forecasts that have been completed for individual transportation improvement projects.

Historic ADT count volumes for each segment from the TMS database, together with any current year supplemental ADT count information, were analyzed to determine an annual growth rate percentage. Other forecasting methods were applied to segments where historic and recent data was not available. These methods included deriving growth rates from population and employment forecasts prepared by other agencies. Also, traffic growth rates were obtained from specific transportation projects in the Town and from the previous (2020) long-range transportation plan for Farmville. All forecasted data is derived from existing data and does not consider redistribution of traffic that may result from planned improvements.

In general, traffic growth rates are typically higher on road segments that serve the CBD directly and areas near the corporate limits that have experienced new land development over the past several years. Some of the lowest growth rates can be applied to the developed sections of downtown, and other areas where recent history has indicated that development and traffic growth has occurred less vigorously. For this study, a standard 1% growth rate was applied to all thoroughfares except Clarion Road which had a 3% growth rate.

Year 2010, 2020 and 2035 Traffic Volumes & Roadway Deficiencies

Table 3-1 presents the projected 2010, 2020 and 2035 ADT for the roadway segments included in this Transportation Plan as well as the LOS resulting from the projected traffic volumes on the existing roadway segments. LOS for these years was determined for each roadway segment using the same analysis method that was used for the existing conditions roadway segment analysis. LOS D and worse ratings are typically used to identify capacity deficiencies.

Year 2010

The capacity analysis results indicate the following capacity concerns for the year 2010 and beyond:

- Route 15 (South Main Street) from Gilliam Drive to Griffin Boulevard (LOS D)
- Route 15 (South Main Street) from Robeson Street to 4th Street (LOS D)
- Route 15 (South Main Street) from 4th Street to High Street (LOS D)
- Route 15 (High Street) from Main Street to Venable (LOS D)

All other roadway segments are forecasted to operate at LOS C or better up to the year 2010. **Figure 3-1** depicts a sample of the 2010 ADT volume forecast and capacity analysis (LOS) at various locations. The 2010 ADT volume forecast and capacity analysis (LOS) results for all roadway segments are included in **Appendix A**.

Year 2020

The capacity analysis results indicate the following existing and future capacity concerns for the year 2020:

- Route 15 (South Main Street) from Gilliam Drive to Griffin Boulevard (LOS D)
- Route 15 (South Main Street) from Robeson Street to 4th Street (LOS D)
- Route 15 (South Main Street) from 4th Street to High Street (LOS D)
- Route 15 (High Street) from Main Street to Venable (LOS D)

All other roadway segments are forecast to operate at LOS C or better up to the year 2020. The 2020 ADT volume forecast and capacity analysis (LOS) results for all roadway segments are included in **Appendix A** and a sample of segments is illustrated in **Figure 3-2**.

Year 2035

The capacity analysis results indicate the following existing and future capacity concerns for the year 2030:

- Route 15 (South Main Street) from Gilliam Drive to Griffin Boulevard (LOS D)
- Route 15 (South Main Street) from Robeson Street to 4th Street (LOS D)
- Route 15 (South Main Street) from 4th Street to High Street (LOS D)
- Route 15 (High Street) from Main Street to Venable (LOS D)

All other roadway segments are forecast to operate at LOS C or better up to the year 2030. The 2030 ADT volume forecast and capacity analysis (LOS) results for all roadway segments are included in **Appendix A** and a sample of segments is illustrated in **Figure 3-3**.

Complete Roadway Segment Capacity Analysis Results and detailed inventory can be found in **Appendix A, Table A.3-1**. Bicycle Assessment and Analysis can be found in **Appendix A, Table A.3-2.**

Table 3-1
Annual Growth Rates and 2020 & 2035 Projected ADT and LOS

				Growth	2010		2020		2035	
Route #	Route Name	From	To	Rate	ADT	LOS	ADT	LOS	ADT	LOS
15	S. Main Street	SCL Farmville	William Street	2%	17200	B	20300	B	25000	B
15	S. Main Street	William Street	Belmont Circle North	2%	19000	C	22500	C	27700	C
15	S. Main Street	Belmont Circle North	Milnwood Road.	2%	19000	C	22500	C	27700	C
15	S. Main Street	Milnwood Road	Gilliam Drive	2%	19000	C	22500	C	27700	C
15	S. Main Street	Gilliam Drive	Griffin Boulevard	2%	17300	D	20500	D	25200	D
15	S. Main Street	Griffin Boulevard	Gross Street	2%	12600	C	14900	C	18400	C
15	S. Main Street	Gross Street	Franklin Street	2%	13400	B	15900	C	19600	C
15	S. Main Street	Franklin Street	Putney Street	2%	13400	C	15900	C	19600	C
15	S. Main Street	Putney Street	Robeson Street	2%	11300	C	13300	C	16600	D
15	S. Main Street	Robeson Street	4th Street	2%	11300	D	13300	D	16600	D
15	S. Main Street	4th Street	High Street	2%	11300	D	13300	D	16600	D
15	High Street	Main Street	Venable Street	2%	5100	D	6100	D	7600	D
15	High Street	Venable Street	Randolph Street	2%	5800	C	6900	C	8600	C
15	High Street	Randolph Street	Oak Street	2%	5800	B	6900	B	8600	B
15	Oak Street	High Street	3rd Street	2%	5800	B	6900	B	8600	B
45	N. Main Street	High Street	3rd Street	2%	10500	C	12500	C	15500	C
45	N. Main Street	3rd Street	Depot Street	2%	11300	C	13400	C	16700	C
45	N. Main Street	Depot Street	Appomattox River Br.(S)	2%	11300	C	13400	C	16700	C
45	N. Main Street	Appomattox River Br.(S)	Appomattox River Br.(N)	2%	11300	C	13400	C	16700	C
45	N. Main Street	Appomattox River Br.(N)	River Road	2%	11300	C	13400	C	16700	C
45	N. Main Street	River Road	Osborn Road (S)	2%	8300	B	9800	B	12200	B
45	N. Main Street	Osborn Road (S)	NCL Farmville	2%	6800	B	8100	B	12200	B
460	W. 3rd Street	WCL Farmville	Industrial Park Road	2%	7600	A	9000	A	11300	A

				Growth	2010		2020		2035	
Route #	Route Name	From	To	Rate	ADT	LOS	ADT	LOS	ADT	LOS
460	W. 3rd Street	Industrial Park Road	Oak Street	2%	10400	A	12200	A	15300	A
460	W. 3rd Street	Oak Street	North Street	2%	7400	C	8700	C	10900	C
460	W. 3rd Street	North Street	Main Street	2%	7400	C	8700	C	10900	C
460	E. 3rd Street	Main Street	Virginia Street	2%	10300	C	12100	C	15100	C
460	E. 3rd Street	Virginia Street	A Street	2%	9600	B	11300	B	14000	B
460	E. 3rd Street	A Street	Milnwood Road	2%	9600	B	11300	B	14000	B
460	E. 3rd Street	Milnwood Road	ECL Farmville	2%	8000	A	9100	A	11300	A
901	E. 2nd Street	South Street	North Street	2%	2900	C	3400	C	4200	C
902	4th Street	Virginia Street	Main Street	2%	3000	B	3600	B	4500	B
903	Barrow Street	4th Avenue	Griffin Boulevard	2%	1100	C	1300	C	1700	C
904	Gilliam Drive	4th Avenue	Main Street	2%	900	B	1000	B	1300	B
905	Griffin Boulevard	Main Street	Barrow Street	2%	6300	B	7500	B	9300	B
905	Griffin Boulevard	Barrow Street	High Street	2%	6300	B	7500	B	9300	B
906	High Street	Oak Street	1st Avenue	2%	3100	B	3700	B	4600	B
906	High Street	1st Avenue	3rd Avenue	2%	3100	B	3700	B	4600	B
906	High Street	3rd Avenue	4th Avenue	2%	3100	B	3700	B	4600	B
906	High Street	4th Avenue	WCL Farmville	2%	3100	B	3700	B	4600	B
907	Longwood Ave.	Virginia Street	Cedar Street	2%	1900	B	2300	B	2800	B
907	Longwood Ave.	Cedar Street	3rd Street	2%	4600	B	5400	B	6900	B
908	Madison Street	Venable Street	Main Street	2%	1800	A	2200	A	2600	A
909	Milnwood Road	Bus US 15 Main St.	Bus US 460 3rd St.	2%	5700	B	6700	B	8300	B
909	Persimmon Tree Fork Road	3rd Street	ECL Farmville	2%	600	B	800	B	950	B
910	North Street	2nd Street	3rd Street	2%	2900	C	3500	C	4300	C
910	North Street	3rd Street	High Street	2%	2500	C	2900	C	3600	C

				Growth	2010		2020		2035	
Route #	Route Name	From	To	Rate	ADT	LOS	ADT	LOS	ADT	LOS
911	Old Plank Road	Main Street	NCL Farmville	2%	2000	A	2400	B	2900	B
912	River Road	Main Street	ECL Farmville	2%	800	B	1000	B	1200	B
913	South Street	2nd Street	3rd Street	2%	1400	C	1600	C	2100	C
913	South Street	3rd Street	4th Street	2%	1300	C	1600	C	2000	C
914	Venable Street	High Street	Main Street	2%	1700	C	2000	C	2600	C
915	S. Virginia Street	Church Street	Longwood Ave.	2%	800	B	1000	B	1200	B
915	N. Virginia Street	Longwood Avenue	3rd Street	2%	3800	B	4500	B	5600	B
916	Industrial Park Road	Route 460 Business	Route 753	2%	2100	A	2500	A	3100	A
916	Industrial Park Road	Route 753	NCL Farmville	2%	2100	A	2500	A	3100	A

Figure 3-1
2010 Projected ADT and LOS

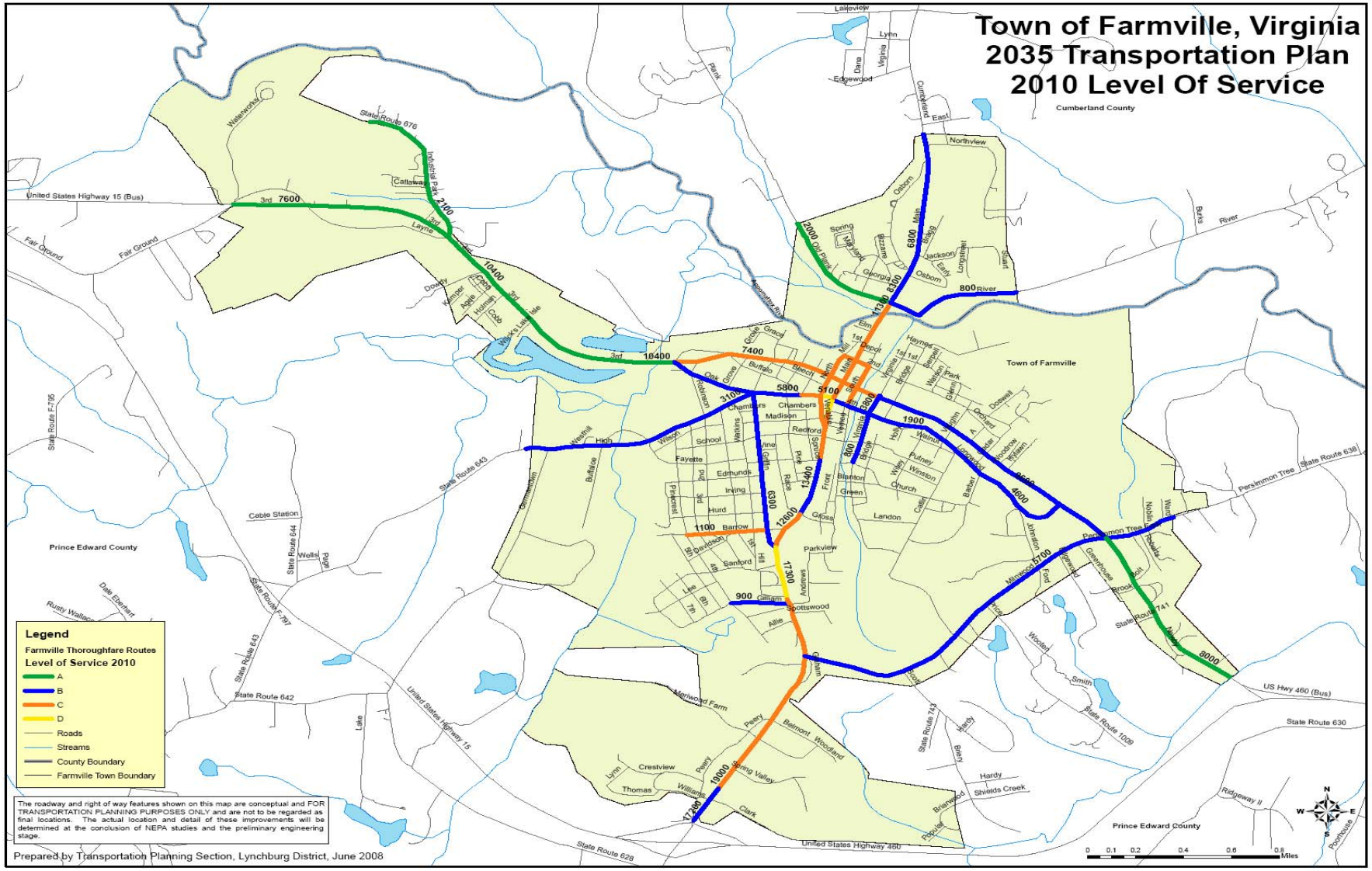


Figure 3-2
2020 Projected ADT and LOS

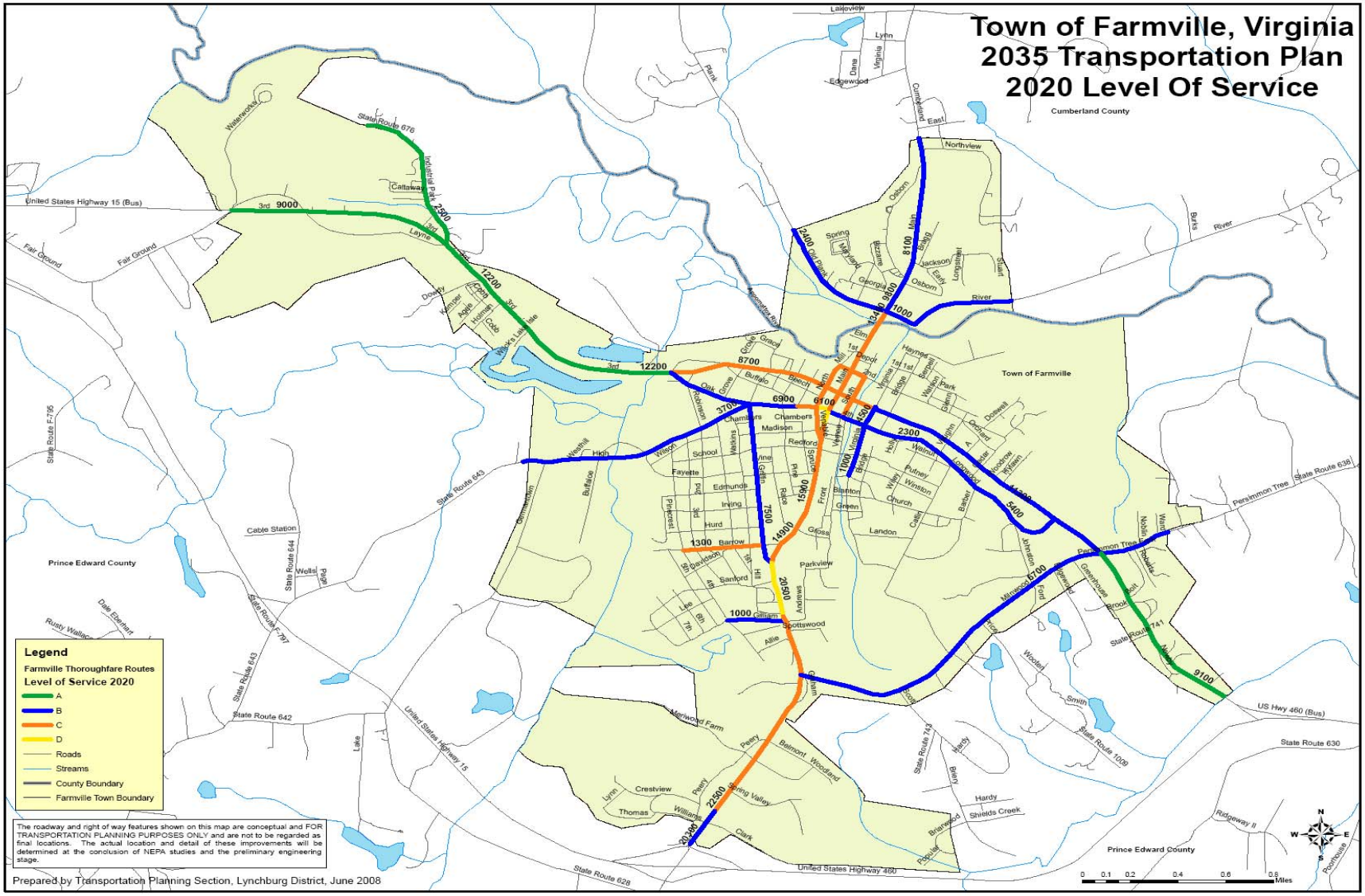
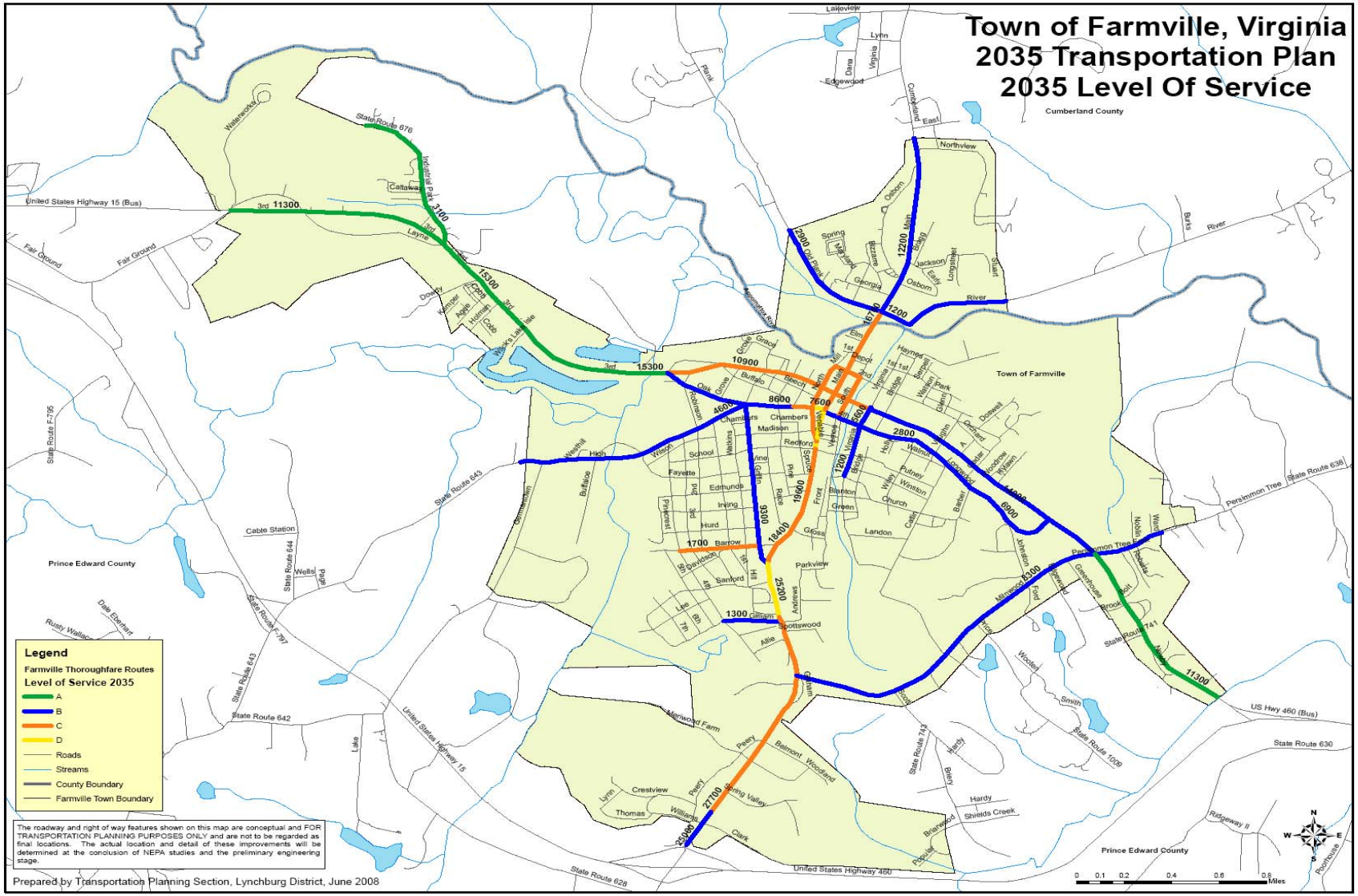


Figure 3-3
2035 Projected ADT and LOS



(This space left blank intentionally).

CHAPTER FOUR
TRANSPORTATION RECOMMENDATIONS

Development of the Recommendations

Recommendations for the Farmville 2035 Transportation Plan are based upon a comprehensive review of the highway capacity, safety, geometry, and other local issues affecting the performance of the transportation system serving the Town. Transportation recommendations are included in the plan as phased recommendations or other recommendations.

Phased recommendations are generally improvements to the VDOT-maintained roadway system and have been phased to establish a basis for prioritization. Phased recommendations are divided into three phases:

- Phase One recommendations are base year (2010) improvements intended to address the most immediate needs of the Town.
- Phase Two recommendations are interim study year (2020) improvements. Typically, these improvements are not needed in the immediate future. However, planning and budgeting for their future implementation may allow them to be in place for the interim study year.
- Phase Three recommendations are long-term (2035) improvements that do not have an immediate or short-term need. However, in the long-term, as traffic grows and existing facilities age, their importance will become more apparent. Long-term recommended improvements may also be re-evaluated as this plan is updated to determine if the need for their implementation has been met, or whether they should be deferred into the future again when their need may develop. In some instances, long-term recommended improvements may be removed from the transportation planning effort if their need does not develop or if other circumstances cause a change of priorities in the study area.

Other recommendations focus on parking, bicycle/pedestrian facilities, intercity rail, intercity bus, air travel, transit, paratransit, taxi, and goods movement and may include areas of special concern. These items are not typically funded as part of the urban transportation plan, but may include components addressed by any of the phased recommendations.

Costing Methodology

The development of cost estimates included for each proposed recommendation in this plan was based upon a series of unit costs developed by VDOT's Transportation Planning Division. These estimates cover a wide range of proposed road, bridge, intersection, and interchange improvements. However, they do not and cannot provide an accurate estimate for every proposed improvement possible across the Commonwealth of Virginia. Therefore, the costs presented in this document are of a preliminary planning basis only. Further refinement of these cost estimates should occur at each phase of project development. The VDOT cost estimating spreadsheet is included in **Appendix A.6 – Costing Methodology**.

Phased Recommendations

Table 4-1 at the end of this chapter contains the recommended improvements for the Town of Farmville. The primary recommendations for the Town's transportation system are described below:

Phase One: Base Year (2010)

The following segments have been identified for short-term improvements as part of the Town of Farmville 2035 Transportation Study:

- **Main Street (Route 15 Business) and Belmont Circle and Peery Drive**

  Based on the accident history at this intersection, it is recommended that right turns on red be prohibited for both the Belmont Circle and Peery Drive approaches. The cost for this improvement would be limited to the installation of signage.

- **Main Street and Putney Street and Redford Street**

  Similar to the intersection above, the recommendation to improve safety at this intersection is to prohibit right turns on red on both the Redford Street and Putney Street approaches.

- **Third Street (Route 460 Business) and North Street**

  This intersection has experienced a steady increase in accidents in recent years, with the vast majority of the accidents being angle collisions. Right turns on red are currently not allowed. The recommendation at this location is to increase driver awareness by installing warning signage.

- **Third Street (Route 460 Business) and Oak Street**

  This intersection has experienced a steady increase in the number of accidents, with most of the accidents being angle collisions. The recommendation at this location is to increase driver awareness by installing warning signage. The Town of Farmville also continually monitors the safety of intersections and will implement other needed changes as appropriate.

- **Synchronization of traffic lights within study area**

  Synchronization is a process to allow the signals to work together and optimize traffic volumes processed with available green times. (Town of Farmville Downtown Study, 2006)

- **Main Street and 2nd Street**

  Stripe a 50’ northbound Main Street Left-turn at Second Street and a 100’ southbound Main Street left-turn at Second Street (implementation must be in conjunction with recommendation No.1). (Town of Farmville Downtown Study, 2006)

- **Main Street and 4th Street**

  Re-stripe northbound Main Street configuration at Fourth Street as a shared through-left and an exclusive right-turn. (Town of Farmville Downtown Study, 2006)

- **Virginia Street and 4th Street**

  Re-stripe southbound Virginia Street at Fourth Street to align the through movements, relocate Virginia Street stop signs closer to the intersection and install a flashing light on each stop sign. (Town of Farmville Downtown Study, 2006)

- **Main Street and 3rd Street**

  Install right-turn through truck restrictions at Main and Third Street intersection. (Town of Farmville Downtown Study, 2006)

- **3rd Street and South Street**

  Install pedestrian ramp at Third and South Street. (Town of Farmville Downtown Study, 2006)

Phase Two: Interim Year (2020)

The following segments have been identified for interim year improvements as part of the Town of Farmville 2035 Transportation Study:

- **Main Street (Route 15 Business) at Milnwood Road**

  Based on the accident history at this intersection, the recommendation is to add left turn lanes for both the northbound and southbound traffic on Main Street. Safety would also be enhanced by prohibiting right turns on red on the eastbound and westbound approaches as well as closing or relocating the bank driveway that is closest to the intersection in the southwest quadrant (there are other driveways to this bank).

- **Oak Street at High Street and Griffin Boulevard**

  The recommendation to improve vehicular and pedestrian safety at this location is to reconstruct the intersection to better align Oak Street with Griffin Boulevard and to close the current one-way connection of Appomattox Street at the intersection (Appomattox Street access to High Street would be via Buffalo Street).

- **Main Street (Route 15 Business) from Griffin Blvd to SCL Farmville**

  The recommendation is to modify and consolidate entrance ways to improve safety and access along corridor.

Phase Three: Study Year (2035) Recommendations

The following intersections were identified for long-term improvement as part of the Town of Farmville 2035 Transportation Study:

- **East Side River Crossing**

  To satisfy the need for additional north-south roadway capacity across the Appomattox River, a new bridge that would extend over the Appomattox River, the railroad tracks, and the floodplain is recommended east of existing Main Street. Connecting Main Street at Griffin Boulevard with Main Street at Osborn Road, this two-lane East Side River Crossing would use portions of Virginia Street, Vernon Street, and Parkview Drive.

- **East U.S. Route 460 Interchange**

  Construct a fully functional interchange, utilizing the four (4) phase concept provided in the East U.S. Route 460 Interchange Study completed in 2005.

  >Phase 1 – provide access to westbound Route 460 Bypass from Route 460 Business;

  >Phase 2 – provide access from eastbound Route 460 Bypass to Route 460 Business;

  >Phase 3 – “punch through” Route 460 Business to provide access to Route 630 and subsequently a safer route to Bush River Manor;

  >Phase 4 – provide a new bridge and 4-lane Route 460 Business into Farmville.

Other Recommendations

Parking

A study was completed that analyzed CBD parking and made general recommendations in regards to maximizing existing and new parking facilities. These recommendations are provided below. An additional study geared towards sighting and evaluating peripheral downtown public parking should be considered. Peripheral parking facilities outside of the downtown to accommodate large tourist groups and special events are not a roadway budget item in the urban funding program. These facilities are integral to a shuttle bus system but will have to be approached as a local initiative. The cost could be shared among the businesses located downtown or in conjunction with a public-private partnership or solely as a municipal facility.

Short Term Recommendations:

- Re-stripe and add landscaping to the Municipal Parking Lot located between South and Virginia Street. (Town of Farmville Downtown Study, 2006)
- Install additional signs leading to downtown parking. (Town of Farmville Downtown Study, 2006)

Long Term Recommendations:

- Encourage new businesses and development to provide parking per the Town code within B1 and B2 Districts to avoid future parking deficiencies. (Town of Farmville Downtown Study, 2006)
- Coordinate with the County on municipal parking needs and review parking demand to ascertain if additional public resources should be allocated. (Town of Farmville Downtown Study, 2006)
- Expand the programmed streetscape improvements to promote increased pedestrian circulation downtown, including applications to the remainder of Main Street (as planned) and to Third Street, to link all the blocks. (Town of Farmville Downtown Study, 2006)

Bicycle/Pedestrian

As part of the public facilities component of a Comprehensive Plan, localities are encourage to address bicycle and pedestrian needs as part of the transportation element. Two specific studies have been completed that identify potential bicycle / pedestrian opportunities in the Town of Farmville; they are: The Commonwealth Regional Council's (formally Piedmont Planning District Commission) Regional Bike Plan, and the Downtown Farmville Master Plan. A third effort is currently underway by the Town with the Farmville Greenway Alliance to develop a greenways, blueways, and trails plan. It is the recommendation that the Town support these plans as they support the Farmville Comprehensive Plan goal of providing for adequate bicycle and pedestrian access in areas where access is appropriate. Each of the Plans components are summarized below:

The Piedmont Planning District Commission Regional Bike Plan dated June 2000 identifies several bicycle route corridors to connect with the Town of Farmville. These are:

- Corridor B: Lee's Retreat - Route 45 North leading into Cumberland County
- Corridors E,F,O, & U: Longwood College to Hampden Sydney College and other corridors in Southwestern Prince Edward County by connecting High Street with Route 643 in Prince Edward County; Germantown Road with Route 628 in Prince Edward County; and Third Street (Route 460 Business East) with Route 460.

- Corridor G: Lower Cumberland County – Connector Route 600 with River Road and Plank Road.

- Corridor H: Historic Farmville – Third Street (Route 460 Business East), Milnwood Drive, Main Street, and High Street

The **Farmville Downtown Study** was developed to assist in the revitalization of the Central Business District (CBD) and specifically focuses on building facades and streetscapes. As a part of the streetscapes design, pedestrian connectivity and visual aesthetics were highlighted.

The **Greater Farmville Greenway Alliance Draft Plan** designates potential trails, greenways, blueways and the need for improved pedestrian and bicyclist connections in the Farmville region. A number of primary and secondary corridors of interest have been identified to include bicycle and pedestrian accommodations along with streetscaping in an effort to achieve a "Complete Street" experience. This planning effort provides for both regional and local connectivity, off on and off street networks, with the major activity centers found within Farmville. As this planning effort addresses the Farmville area as a whole, this report only reflects the roadway corridors identified in the Town's Functional Classified Highway System of Urban Collector and above.

The Town of Farmville should continue to pursue bicycle and pedestrian opportunities through the development of a Bicycle and Pedestrian Plan that provides specific information regarding bicycle and pedestrian needs and determines appropriate accommodations. The Plan should be comprised of the following major elements:

- Establishing goals and objectives
- Inventorying existing system
- Identifying land opportunities and constraints
- Identifying and selecting potential corridors
- Selecting specific routes and facility types
- Evaluating the overall network
- Identify potential support programs
- Develop implementation strategies

The 2035 Transportation Plan will provide the basic background information for the Town of Farmville to establish a Bicycle and Pedestrian Plan. This includes the inventory of the existing system along the functionally classified roadways, the identification of land opportunities and constraints, identifying potential corridors, and identifying potential support programs. **Table A.3-2** the Bicycle Level of Service (BLOS) and Bicycle Compatibility Index (BCI) Measures, which serve as a guide in selecting the appropriate facility type and configuration (width and striping) for bicyclists on a given roadway.

Figure 4-1 provides a mapped inventory of the existing roadways, sidewalks, regional multi-use trail; significant activity centers as well as recommended pedestrian accommodations. **Figure 4-2** provides a mapped inventory of proposed bicycle accommodations; significant activity centers, as well as potential corridors for providing bicycle accommodations. A complete list of bicycle and pedestrian accommodations along with planning level cost estimates can be found below.

In addition to providing sidewalk connectivity, the Town should continue upgrading their traffic signal light installations with pedestrian signal heads; and install roadway lighting, pavement markings, and additional roadway signage that increase the awareness and safety of pedestrians.

Physical facilities are only part of the bicycle and pedestrian planning process. It is equally important to establish support programs such as education, encouragement, and enforcement as promoted through the Safe Routes to School Program. The Safe Routes to School Program (SRTS) program was

established by the Federal Transportation Act SAFETEA-LU and is administered by VDOT on behalf of Federal Highways Administration. The goal of this program is to enable and encourage children (K-8th Grade), including those with disabilities, to walk and bicycle to school.

Federal funding for SRTS program consists for two separate grants, a Program Grant and a Project Grant. The program grant is used for aspects of the SRTS program that do not involve infrastructure improvements such as the development of a SRTS plan, and provide training for teachers or students. After a SRTS plan has been created, the locality is eligible to apply for project grants that will pay for infrastructure improvements such as sidewalks, painted street crossing, signage, and bicycle facilities. Opportunities exist to implement a SRTS program at both the Farmville's Fuqua School and the Prince Edward County School Complex located just south of the Town of Farmville off Route 15.

Traffic Calming and Downtown Pedestrian Circulation

During the Public Information Meeting several concerns were raised over the increased conflicts among vehicles and pedestrian traffic in the central business district of downtown Farmville. Additionally, citizens expressed interest in identifying improvements that would enhance pedestrian activity, circulation, and safety in these sections of Farmville. These would include a combination of striping and/or raised crosswalks. If necessary, additional signage, flashing lights, and signal improvements could be added to improve safety by increasing driver awareness of crosswalks and also by providing pedestrians adequate time to cross. Raised crosswalks would also slow traffic in these areas.

Once these recommendations have been implemented, the Town should evaluate the results and employ further pedestrian circulation and traffic calming techniques, if necessary.

Recommendations:

- Options to increase street capacity with one-way street or additional reductions with on-street parking are not preferred; however, if pedestrian or vehicle accidents increase, improved traffic engineering strategies should be initiated to ensure safety. Bump outs would improve pedestrian access but will not accommodate typical traffic maneuvers. (Town of Farmville Downtown Study, 2006)
- Expand the programmed streetscape improvements to promote increased pedestrian circulation downtown, including applications to the remainder of Main Street (as planned) and to Third Street, to link all the blocks. (Town of Farmville Downtown Study, 2006)
- Bicycle facilities and increased bus accessibility is encouraged; however, infrastructure changes to accommodate new bike lane and buss pull-offs is not possible within the limited R.O.W. and urban street character downtown. (Town of Farmville Downtown Study, 2006)
- Encourage continued coordination with Longwood University to address transportation growth elements such as parking needs, pedestrian crossings, redevelopment options at Venable Street, and maintaining adequate pedestrian and vehicle linkages from campus to downtown. (Town of Farmville Downtown Study, 2006)

Bicycle and Pedestrian Accommodations

Recommendations:

PEDESTRIANS - ***ESTIMATED COST (2008): $90,000 per Mile per Side***

- Complete sidewalk system on both sides of South Main Street (Route 15) between SCL Farmville and the Intersection of Gross Street
- Extend sidewalk system on both sides of East Third Street (Route 460 B.) from A Street to ECL Farmville
- Extend sidewalk system on both sides of West Third Street (Route 460 B.) from Main Street to WCL Farmville
- Complete sidewalk system on both sides of Griffin Boulevard between South Main Street and High Street
- Complete sidewalk system on both sides of High Street between 4th Avenue and WCL Farmville
- Complete sidewalk system on both sides of Longwood Avenue between Virginia Street and East Third Street
- Provide sidewalk on Milnwood Road between S. Main Street and E. Third Street
- Extend sidewalk on Persimmon Tree Fork Road from E. 3rd Street
- Extend sidewalk along Old Plank Road from North Main Street (Route 45)
- Implementation of the Farmville Downtown Study Estimated 2008 Cost: $1.4 million

BICYCLIST-	***ACCOMIDATION RECOMMENDATIONS and ESTIMATED COST (2008)***
Main Street (Route 15 & 45) from SCL Farmville to Osborn Road	Shared Road/Wide Outside Lane
Main Street (Route 45) from Osborn Road to NCL Farmville	Paved Shoulder - $250,000
Third Street (Route 460 Bus.) from ECL Farmville to Industrial Park Rd.	Paved Shoulder - $320,000
Third Street (Route 460 Bus.) from Industrial Park Rd. to WCL Farmville	Shared Road/Wide Outside Lane
High Street from WCL Farmville to S. Main Street	Wide Outside Lane
Oak Street from W. Third Street to High Street	Wide Outside Lane
4th Street from S. Main Street to Longwood Avenue	Shared Road
Longwood Avenue from 4th Street to E. Third Street	Shared Road

BICYCLIST- (continued)	***ACCOMIDATION RECOMMENDATIONS and ESTIMATED COST (2008)***
Milnwood Road from S. Main Street to E. Third Street	Paved Shoulder – $530,000
Persimmon Tree Fork Road from E. Third Street to ECL Farmville	Shared Road
Griffin Boulevard from S. Main Street to High Street	Shared Road
Old Plank Road from N. Main Street to NCL Farmville	Shared Road
River Road from N. Main Street to ECL Farmville	Shared Road
Industrial Park Road from W. Third Street to NCL Farmville	Paved Shoulder - $280,000
Germantown Rd from High Street to SCL Farmville	Shared Road
Grove Street to Stanley Park	Shared Road

MULTI-PURPOSE TRAILS -	***ESTIMATED COST (2008)***
High Bridge Trail System	$640,000 per Mile
Dogwood Trail System	$640,000 per Mile + ROW
Milnwood Road from S. Main Street to E. Third Street	$640,000 per Mile + ROW

Figure 4-1

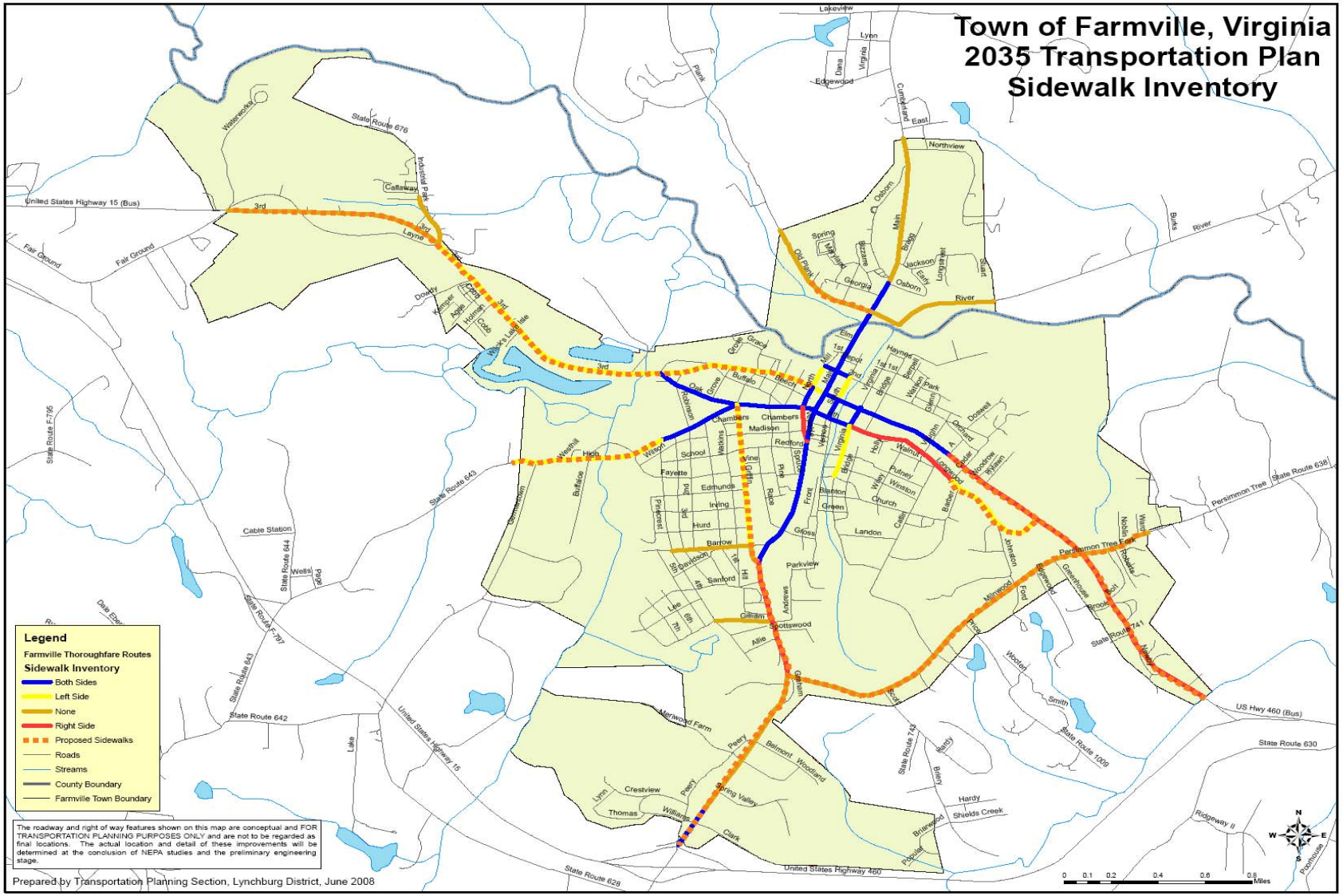
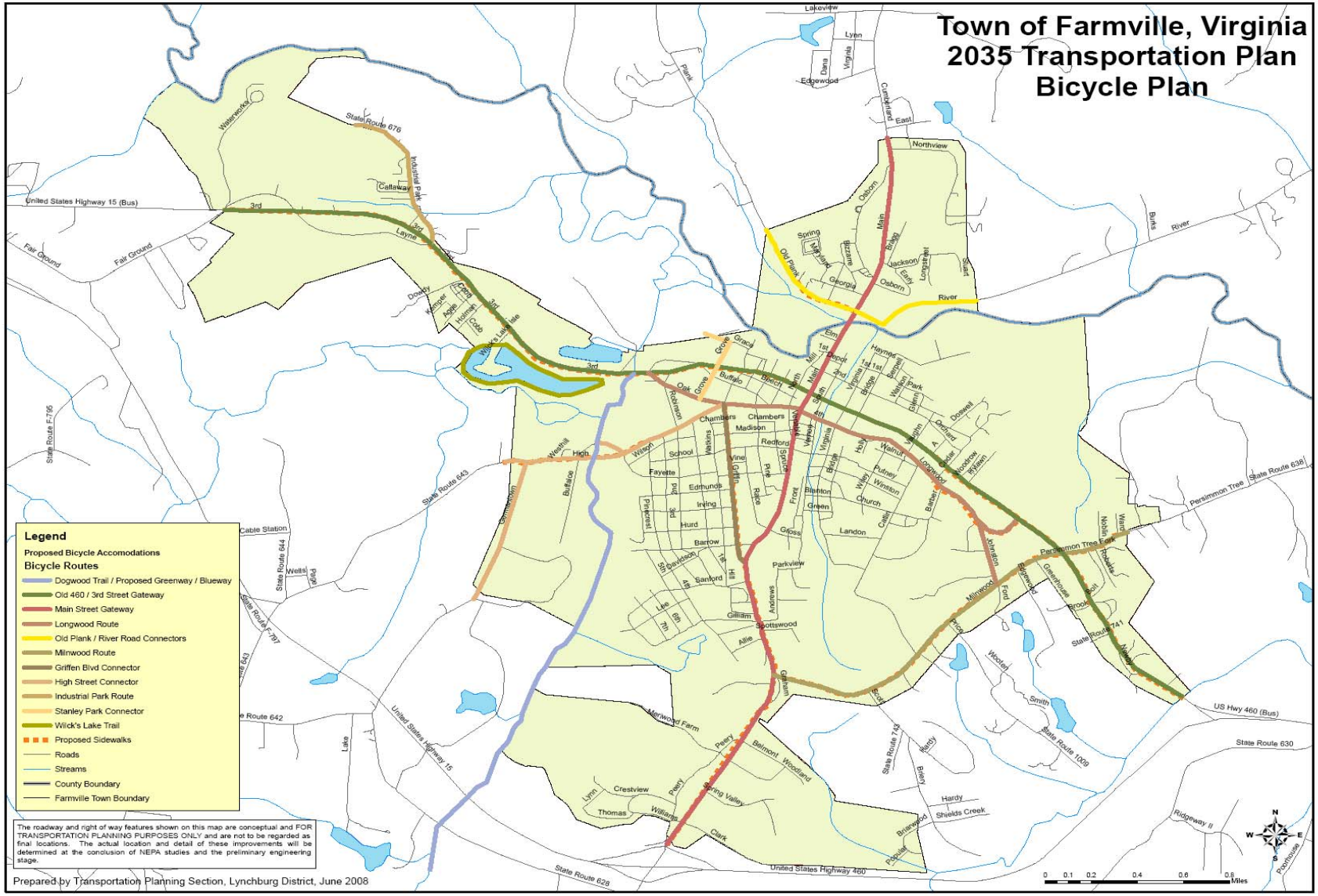

Town of Farmville, Virginia
2035 Transportation Plan
Sidewalk Inventory
Legend
Farmville Thoroughfare Routes
Sidewalk Inventory
Both Sides
Left Side
None
Right Side
Proposed Sidewalks
Roads
Streams
County Boundary
Farmville Town Boundary
The roadway and right of way features shown on this map are conceptual and FOR TRANSPORTATION PLANNING PURPOSES ONLY and are not to be regarded as final locations. The actual location and detail of these improvements will be determined at the conclusion of NEPA studies and the preliminary engineering stage.
Prepared by Transportation Planning Section, Lynchburg District, June 2008
United States Highway 15 (Bus)
State Route 676
State Route 643
State Route 644
State Route 642
State Route 628
United States Highway 460
US Hwy 460 (Bus)
State Route 630
State Route 741
State Route 638
State Route 1009
State Route 742
State Route F-795
State Route F-797
Miles

Figure 4-2


Town of Farmville, Virginia
2035 Transportation Plan
Bicycle Plan
Legend
Proposed Bicycle Accomodations
Bicycle Routes
Dogwood Trail / Proposed Greenway / Blueway
Old 460 / 3rd Street Gateway
Main Street Gateway
Longwood Route
Old Plank / River Road Connectors
Milnwood Route
Griffen Blvd Connector
High Street Connector
Industrial Park Route
Stanley Park Connector
Wilck's Lake Trail
Proposed Sidewalks
Roads
Streams
County Boundary
Farmville Town Boundary
The roadway and right of way features shown on this map are conceptual and FOR TRANSPORTATION PLANNING PURPOSES ONLY and are not to be regarded as final locations. The actual location and detail of these improvements will be determined at the conclusion of NEPA studies and the preliminary engineering stage.
Prepared by Transportation Planning Section, Lynchburg District, June 2008
United States Highway 15 (Bus)
United States Highway 15
United States Highway 460
US Hwy 460 (Bus)
State Route 676
State Route 643
State Route 644
State Route 642
State Route 628
State Route 630
State Route 638
State Route 741
State Route 1009
State Route 743
State Route F-795
State Route F-797
Main
Broad
Longwood
Milnwood
Griffin Blvd
Miles

Intercity Rail, Intercity Bus, and Air Travel, Transit, Paratransit, and Taxi

Feasibility studies conducted by the Virginia Department of Rail and Public Transportation in 1994 and 1997 investigated initiation of rail passenger service between Bristol, Richmond, and Washington D.C. The study recommends that Town officials continue to support the proposed TransDominion Rail line between Richmond and Bristol. The service would also provide a link to commercial air service in Lynchburg and Richmond. It is recommended that the Town of Farmville support any plans that may be formalized to establish rail passenger service in the region.

Additionally, the Farmville Regional Airport is in the process of being upgraded to include land acquisition, obstruction removal, widening of the existing runway, construction of one new parallel runway with new connectors, installation of navigational aids (NAVAIDS) and redevelopment of the terminal area. In addition, the Commonwealth Regional Council is conducting an airport study, the "Multi-Jurisdictional Study of Transportation Access, Land Use and Zoning Issues" that will identify transportation needs on existing corridors as well as control mechanisms for future land use and development. The Town of Farmville 2035 Transportation Plan acknowledges this study and the Town should support the recommendations derived.

Goods Movement

Regarding goods movement, several of the proposed roadway recommendations will improve truck access for shippers by reducing congestion and making turning movements easier. These recommendations were compared to the survey responses from the local freight movers to insure compatibility.

Tourism and Recreation

Several initiatives were identified during the development of this plan to accommodate tourist-related traffic and recreation. These recommendations are specific to Parking and Bicycle / Pedestrian initiatives.

Environmental Issues

An environmental overview was conducted for the Farmville thoroughfare roadway recommendations that included widening (providing additional travel lanes) or development of new roadway facilities. To conduct the environmental overview, secondary data from VDOT and other readily available sources was used. **Appendix A.5** describes the environmental overview methodology and the resources that were evaluated. **Table 4-2 Environmental Overview** at the end of this chapter lists the recommendations that were reviewed and the potentially impacted resources. The following is a brief summary of potentially impacted resources:

The estimates in this report are intended to represent the worst-case scenario of impacts. Further evaluation of environmental impacts resulting from each of these recommendations should occur once they are developed in more detail. Local projects included in this plan are for information purposes only and are not necessarily supported by VDOT. Therefore, they were not reviewed as part of the environmental overview. There were no additional environmental features identified in Farmville that would preclude implementation of any of the recommendations.

Local Projects[1]

The following local roadways have been identified for improvement by the Town of Farmville. Although outside the jurisdiction of the VDOT thoroughfare roadway system, they are listed to provide continuity and consistency between local plans and VDOT plans. Costs for local projects were derived using the same methodology as the thoroughfare improvements.

- **Milnwood Road from Main Street to Third Street**

  In order to accommodate increasing traffic demand and increasing commercialization from both the Main Street and Third Street ends, this road is recommended to be widened to four lanes.

Transportation Plan Adoption

The Farmville Town Council approved the Farmville 2035 Transportation Plan on August 13, 2008.

[1] Local recommendations are included for information purposes only and are not necessarily supported by VDOT.

Table 4-1
Recommended Improvements

Route #	Route Name	From / At	To	Length	Recommendation	Cost (Yr 2008 $)	Existing Typical Section (Width)	Recom. Typical Section (Width)	Average Daily Traffic (ADT)		
									Year 2010	Year 2020	Year 2035
15 Bus	Main Street	Peery Drive and Belmont Circle	N/A	N/A	Prohibit right-on-red for eastbound and westbound approaches.	$16,000	N/A	N/A	19000	22500	27700
15 Bus	Main Street	Putney Street and Redford Street	N/A	N/A	Prohibit right-on-red from Putney and Redford Streets.	$16,000	N/A	N/A	11300	13300	16600
460 Bus	3rd Street	North Street	N/A	N/A	Install signal warning signs.	$16,000	N/A	N/A	7400	8700	10900
460 Bus	3rd Street	Oak Street	N/A	N/A	Install signal warning signs.	$16,000	N/A	N/A	7400	8700	10900
15 Bus	Main Street	2nd Street	4th Street	N/A	Sychronization of traffic lights	$24,000	N/A	N/A	11300	13300	16600
460 Bus	3rd Street	North Street	Virginia Street	N/A	Synchronization of traffic lights	$24,000	N/A	N/A	10300	12100	15100
15 Bus	Main Street	3rd Street	N/A	N/A	Prohibit through truck right-turns all approaches via downtown signage	$8,000	N/A	N/A	10500	12500	15500
15 Bus	Main Street	4th Street	N/A	N/A	Striping of exclusive right-turn lane	$2,100	N/A	N/A	11300	13300	16600
	4th Street	Virginia Street	N/A	N/A	Striping changes, flashing lights above stop signs and a new pedestrian ramp	$28,000	N/A	N/A	3000	3600	4500
460 Bus	3rd Street	South Street	N/A	N/A	Add a pedestrian ramp at northwest corner	$1000	N/A	N/A	7400	8700	10900
15 Bus	Main Street	Griffin Boulevard	SCL Farmville	N/A	Modify and consolidate entrance ways to improve safety and access along corridor.	$1,700,000	N/A	N/A	19000	22500	27700

15 Bus	Main Street	2nd Street	N/A	N/A	Add a 50' northbound left-turn lane and a 100' southbound left-turn lane	$330,000	N/A	N/A	5100	6100	7600
15 Bus	Main Street	Milnwood Road	N/A	N/A	Reconstruct intersection to add left turn bays for both northbound and southbound traffic on Main Street. Prohibit right-on-red from Milnwood Road and the shopping center on the west side of Main Street. Close the bank driveway closest to intersection in southwest quadrant.	$390,000	N/A	N/A	19000	22500	27700
15 Bus	Main Street	Griffin Boulevard	N/A	N/A	Reconstruct intersection to add a turn bay for northbound left turns. This northbound left turn movement should be allowed as a protected movement only (turn could be made only with a green arrow). This improvement should be coordinated with the East Side River Crossing Route (see below) which has its southern terminus at this intersection.	$195,000	N/A	N/A	12600	14900	18400
15 Bus	Oak Street	High Street and Griffin Boulevard	N/A	N/A	Reconstruct intersection. Improve alignment of Oak Street and Griffin Boulevard; construct cul-de-sac at the end of Appomattox Street; install new traffic signal.	$844,000	N/A	N/A	5800	6900	8600
15/45	East Side River Crossing Route	Main Street at Griffin Boulevard	Main Street at Osborn Road	1.6	Construct new roadway running parallel to and east of Main Street. Uses portions of Virginia Street, Vernon Street, and Parkview Drive. Includes new two-lane bridge over Appomattox River and railroad tracks.	$12,144,000	U2	U2	3800	4500	5600
US 460	East US 460 Interchange	US 460 Bus & US 460	N/A	N/A	Construct full interchange utilizing (4) four phase concept	$45,000,000	N/A	N/A	8000	9100	11300
	Milnwood Road	Main Street	3rd Street	1.5	Widen to 4 lanes.	$14,850,000	U2	U4	5700	6700	8300

Figure 4-3

Recommandations Map

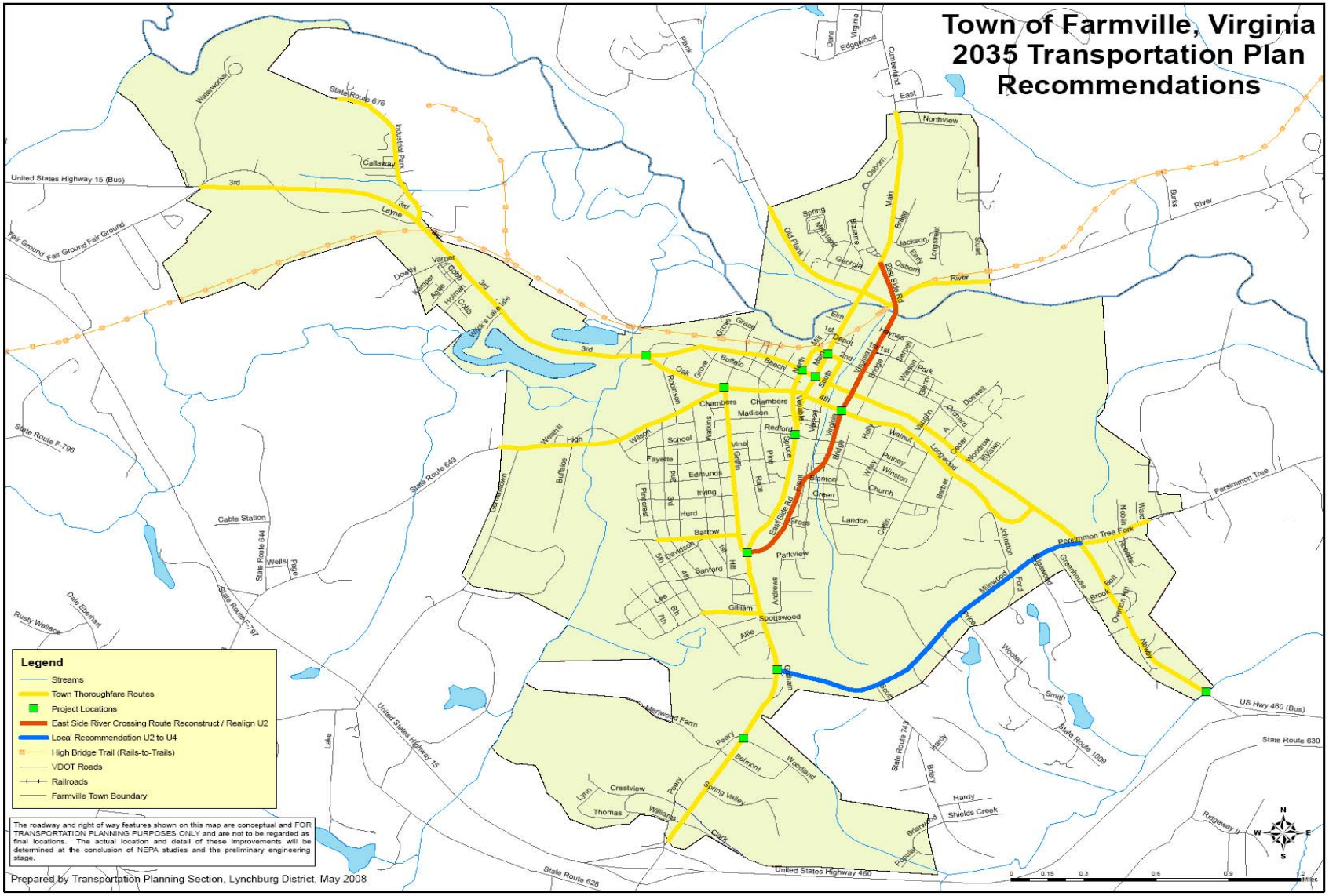


Table 4-2
Environmental Overview

TOWN OF FARMVILLE - Transportation Plan Year 2035

Project Description							Purpose	Needs					Env. Issues	Alternatives	History
Route	Project Description	From	To	Proposed Typical Section	Length (miles)	Cost	Summary of Project Purpose	Forecasted LOS - Build and No build / show years	Year 2005 AADT	Year 2035 AADT	Existing Volume to Capacity Ratio	Capacity (C), Roadway (R) or Safety Deficiency (S), Route Continuity (RC), Transportation Demand (TD), Modal Connectivity (MC)	Environmental Concerns	Alternatives Considered	Project History
15 Bus (S. Main Street)	Prohibit right-on-red for eastbound and westbound approaches.	Peery Drive and Belmont Circle	N/A	U4	N/A	$8,000	Improve Safety	C,C	17,300	27,700	0.45	S	Cultural Resources	None	Identified in Farmville's 2020 Transportation Plan
15 Bus (S. Main St.)	Prohibit right-on-red from Putney and Redford Streets.	Putney Street and Redford Street	N/A	U4	N/A	$8,000	Improve Safety	C,C	12,200	19,600	0.6	S	Cultural Resources	None	Identified in Farmville's 2020 Transportation Plan
460 Bus (W. Third St.)	Install signal ahead warning signs.	North Street	N/A	U4	N/A	$8,000	Improve Safety	C,C	6,700	10,900	0.2	S	Cultural Resources	None	Identified in Farmville's 2020 Transportation Plan
460 Bus (W. Third St.)	Install signal ahead warning signs.	Oak Street	N/A	U4	N/A	$8,000	Improve Safety	C,C	6,700	10,900	0.2	S	Cultural Resources	None	Identified in Farmville's 2020 Transportation Plan
15 Bus & 45 (Main Street)	Sychronization of traffic lights	4nd Street	2th Street	U2	N/A	$18,000	Improve Mobility	C,C	10,300	16,700	0.14	C,S	Cultural Resources	None	Identified in Farmville's 2006 Downtown Transportation Study
460 Bus (Third Street)	Synchronization of traffic lights	North Street	Virginia Street	U2	N/A	$18,000	Improve Mobility	C,C	9,300	15,100	0.2	C,S	Cultural Resources	None	Identified in Farmville's 2006 Downtown Transportation Study

Project Description							Purpose	Needs					Env. Issues	Alternatives	History
Route	Project Description	From	To	Proposed Typical Section	Length (miles)	Cost	Summary of Project Purpose	Forecasted LOS - Build and No build / show years	Year 2005 AADT	Year 2035 AADT	Existing Volume to Capacity Ratio	Capacity (C), Roadway (R) or Safety Deficiency (S), Route Continuity (RC), Transportation Demand (TD), Modal Connectivity (MC)	Environmental Concerns	Alternatives Considered	Project History
45 (North Main St.)	Prohibit through truck right-turns all approaches via downtown signage	3rd Street	N/A	U2	N/A	$4,000	Improve Safety & Reduce Congestion	C,C	9,300	15,500	0.5	C,S	Farmville Historic District, cultural resources	Further Restrict Parking	Identified in Farmville's 2006 Downtown Transportation Study
15 Bus (S. Main St.)	Striping of exclusive right-turn lane	4th Street	N/A	U2	N/A	$1,030	Improve Mobility	D,D	10,200	16,600	0.14	C	Cultural Resources	None	Identified in Farmville's 2006 Downtown Transportation Study
0902 (4th St.)	Striping changes, flashing lights above stop signs and a new pedestrian ramp	Virginia Street	N/A	U2	N/A	$7,000	Improve Pedestrian Safety & Mobility	N/A	2,800	4,500	0.18	S,TD	Cultural Resources	None	Identified in Farmville's 2006 Downtown Transportation Study
460 Bus (E. Third St.)	Add a pedestrian ramp at northwest corner	South Street	N/A	U2	N/A	$500	Improve Pedestrian Safety & Mobility	N/A	9,300	15,100	0.29	S,TD	Cultural Resources	None	Identified in Farmville's 2006 Downtown Transportation Study
45 (N. Main St.)	Add a 50' northbound left-turn land and a 100' southbound left-turn laneby eliminating parking and restriping	2nd Street	N/A	U4	N/A	$4,000	Improve Safety & Mobility	C,C	10,300	16,700	0.61	C,S	Farmville Historic District, cultural resources	None	Identified in Farmville's 2006 Downtown Transportation Study
15 Bus (S. Main St.)	Reconstruct intersection to add left turn bays for both northbound and southbound traffic on Main Street. Prohibit right-on-red from Milnwood Road and the shopping center on the west side of Main Street. Close the bank driveway closest to intersection in southwest quadrant.	Milnwood Road	N/A	U4	N/A	$360,000	Improve Safety & Mobility	C,C	17,300	27,700	0.57	C,S	Cultural Resources	None	Identified in Farmville's 2020 Transportation Plan
15 Bus (S. Main St.)	Reconstruct intersection to add a turn bay for northbound left turns. This northbound left turn movement should be allowed as a protected movement only (turn could be made only with a green arrow). This improvement should be coordinated with the East Side River Crossing Route (see below) which has its southern terminus at this intersection.	Griffin Boulevard	N/A	U4	N/A	$180,000	Improve Safety & Mobility	D,D	15,800	25,200	0.36	C,S	Farmville Historic District, cultural resources	None	Identified in Farmville's 2020 Transportation Plan

Project Description							Purpose	Needs					Env. Issues	Alternatives	History
Route	**Project Description**	**From**	**To**	**Proposed Typical Section**	**Length (miles)**	**Cost**	**Summary of Project Purpose**	**Forecasted LOS - Build and No build / show years**	**Year 2005 AADT**	**Year 2035 AADT**	**Existing Volume to Capacity Ratio**	**Capacity (C), Roadway (R) or Safety Deficiency (S), Route Continuity (RC), Transportation Demand (TD), Modal Connectivity (MC)**	**Environmental Concerns**	**Alternatives Considered**	**Project History**
15 Bus (High Street)	Reconstruct intersection. Improve alignment of Oak Street and Griffin Boulevard; construct cul-de-sac at the end of Appomattox Street; install new traffic signal.	Oak St. and Griffin Boulevard	N/A	U4	N/A	$788,000	Improve Safety & Mobility	B,B	5,300	8,600	0.26	C,S	Cultural Resources	None	Identified in Farmville's 2020 Transportation Plan
15/45 (New N/S Parallel Alignment)	Construct new roadway running parallel to and east of Main Street. Uses portions of Virginia Street, Vernon Street, and Parkview Drive. Includes new two-lane bridge over Appomattox River and railroad tracks.	Main Street at Griffin Boulevard	Main Street at Osborn Road	U2	1.6	$10,512,000	Relieve Congestion along Downtown Main Street and Provide Alternate Through Truck Route	N/A	N/A	N/A	0.05	C,R,S,TD	Cultural Resources	Four Lane Main Street	Identified in Farmville's 2020 Transportation Plan
US 460	Construct full interchange utilizing (4) four phase concept	US 460 Bus & US 460	N/A	R4	N/A	$45,000,000	Complete the West Approach Ramp System to Provide Full Access To and From East Farmville	N/A	7,000	11,300	0.48	C,S,TD	Cultural Resources	None	Recommendations from PD14's 2005 Rte 460 East Farmville Interchange Study
0909 Milnwood Road	Widen to 4 lanes.	Main Street	3rd Street	U4	1.5	$13,950,000	Improve Safety and Mobility	B,B	5,200	8,300	0.31	C,S,TD	Cultural Resources	Include Center Two-way Left Turn Lane on 2-Lane Roadway	Identified in Farmville's 2020 Transportation Plan
15 Bus (S. Main Street)	Modify and consolidate entrance ways to improve safety and access along corridor.	SCL Farmville	Griffen Blvd.	U4	1.6	$1,700,000	Improve Safety and Mobility Along Major Town Corridor	C,C	17,300	27,700	0.45	C,S	Cultural Resources	None	New Request by Town Council

Project Purpose: Briefly describe the key purpose of the proposed improvement that identifies the performance measures and/or goals to be achieved with the improvement

Needs

Existing Level of Service: Existing peak hour level of service (Please indicate base year date)

Forecasted Level of Service: Forecasted future peak hour level of service for both build and no build (indicate forecast year)

Current and Future AADT: The current and forecasted average daily traffic volume in both directions

Existing Volume to Capacity Ratio: Existing peak hour volume to capacity ratio

General Needs: Capacity, Roadway, Safety, Route Continuity, Transportation Demand, or Modal Connectivity

Environmental Concerns: Document potential environmental concerns which may include wetlands, streams, agricultural/forest districts, cultural resources, conservation lands, Virginia Outdoor Foundation easements, and threatened & endangered species. Also, document any potential community impacts (environmental justice) using the Virginia Block Group Level Demographic Maps (maps located on VDOT's Civil Rights Division website) or similar map.

Project History: Briefly describe the origin of recommended improvement

This page intentionally left blank

APPENDIX A - DATA COLLECTION AND ANALYSIS

A.1 - Bridge Sufficiency Data

Bridge structure analysis was based on a review of the VDOT database of bridge structures in the Town of Farmville. The analysis focused on a review of the "sufficiency" rating for each structure. The sufficiency rating indicates the overall condition of the bridge and is developed by analyzing individual bridge structures including the deck, substructure and superstructure. Bridge sufficiency is measured on a scale from 0 to 100. A bridge that has a rating of 100 would represent an entirely sufficient bridge and zero would represent an entirely insufficient or deficient bridge. Bridges with sufficiency ratings below 50 are eligible for replacement or rehabilitation using federal funds. Those with ratings between 50 and 80 are eligible for funds to cover rehabilitation only. Data from the VDOT bridge sufficiency database for Farmville is listed on the following page in **Table A.1-1**

Table A.1-1
Bridge Sufficiency Data

Route #	Structure #	Over	Suff. Rating	Last Insp.	Type	Built
0	8000	Little Buffalo Crk.	96.6	10/19/2006	Culvert	1968
0	8002	Stream	69.8	10/17/2007	Culvert	1932
45	1800	Appomattox Rvr	100	11/06/2007	Bridge	2007
15	1801	Buffalo Crk.	42.6	02/2008	Bridge	2008

A.2 - Existing and Forecast Growth Count Data

Forecast Growth Methodology

Determining the mid- and long-term roadway needs for Farmville required estimating the vehicular traffic demands on the roadway system for the years 2010, 2020 and 2035. In small urban areas such as Farmville, the standard approach used by traffic engineers to determine future traffic volumes is to analyze historic traffic count data. For Farmville, it was also useful to review recent projections for population and/or employment in the area and to consider special project-level forecasts that may have been completed. The following sections describe the analysis performed to determine the appropriate growth factors for use in forecasting traffic volumes in Farmville.

Historic Traffic Counts

Part of the basis for the forecast growth analysis was historic trend line data. Available daily traffic volumes covering the period from 1995 to 2005 were collected from VDOT historic traffic records. The records were compiled for streets on the thoroughfare highway system only and included 32 data collection sites that are routinely counted by VDOT. The majority of these sites have been collected on a biannual basis between 1995 and 2005. This traffic data was used to identify average annual growth rates based upon linear regression analysis. This process assumes that, in the absence of information to the contrary, these patterns of change will continue to the horizon year of 2035. The average annual traffic growth is represented by a fixed increase (or decrease) in the number of vehicular trips per year on

a roadway segment. This figure is determined by dividing the total percent change by the number of study years.

Two criteria were used in establishing a level of confidence in the calculated trend line. The first is the r-squared value, which indicates the extent to which the variation in traffic across the years is explained by the trend line equation. An r-squared value of 1.0 indicates that the calculated line explains all of the variation. For this application, data points with an r-squared value of less than 0.75 were not considered reliable. For several locations, data points that did not conform to the trend line were removed in order to improve the R-squared value into the acceptable range. The second criterion is the number of available data points (or, in this case, the number of years for which data was available from the VDOT databases). Not all roadway segments were analyzed using this straight-line forecasting methodology. Only the segments that contained three or more historic data points are included.

Based on this analysis, the average traffic growth estimates on the segments with acceptable criteria were between one percent and four percent per year. No segments indicated a reduction in traffic.

A.3 - Capacity Analysis Methodology

Roadway Inventory

To analyze the thoroughfare roadway system in Farmville, the study team utilized the Statewide Planning System (SPS) database of roadway conditions. The SPS database includes all thoroughfare highways in the state, identified by roadway segment. Each segment of the road is delineated based upon intersections with other roadways or by significant changes in the geometry of the roadway segment (number of lanes, pavement width, etc.). The database contains information about both sides of the road, and therefore uses a convention of northbound or eastbound orientation to maintain consistent references to the right and left sides of the road.

The contents of the database were compared to data collected during field observations for every thoroughfare roadway in Farmville. The fieldwork enabled identification of geometric deficiencies such as limited sight distances, obstructions near the travel way, limited pavement width, and other operational issues. Each variable in the database was compared to actual conditions noted in the field. In addition to observation, the roads were videotaped and photographed to enable further review without additional field observations. The variables reviewed in the SPS database included the following:

- *Pavement Width* – the width of pavement from curb to curb measured in feet (total roadway pavement width).
- *Number of Through Lanes* – the number of lanes available for through traffic in both directions of permitted travel.
- *Access Control* – the type of access control provided on the road (local streets have no access control, freeways and major divided highways usually have full access and limited access control respectively).
- *Type of Operation* – the type of roadway operation (either one way or two-way travel).
- *Median Type* – the type of median the road contains (none, raised, depressed, flush, or center turn lane).
- *Median Width* – the width of the median from edge to edge measured in feet.
- *Left Shoulder Width* – the width of the left shoulder of the road measured from the pavement edge to the travel lane edge.
- *Right Shoulder Width* – the width of the right shoulder of the road measured from the pavement edge to the travel lane edge.

- *Curb and Gutters* – the presence of curb and gutter along the roadway (either none, both sides of the street, left side only, or right side only).
- *Sidewalks* – the presence of sidewalks along the roadway segment (either none, both sides of the street, left side only, or right side only).
- *Number of Traffic Signals* – the number of traffic signals located on the road, including the beginning and ending intersections of the road segment.
- *Posted Speed Limit* – the speed limit posted along the road segment.

Capacity Analysis

Intersections

The approach used in the capacity analysis for this study was to use planning level analysis techniques as established in the 2000 Highway Capacity Software and (HCS+), Version 5.2. If the intersection was identified as a deficiency (near or over capacity), the analyst would run HCS "Operations" analysis to develop improvement recommendations. The following tables describe the methodology for analyzing traffic operations:

For the signalized intersection, the following input assumptions and guidelines were used:

Variable	Assumption	Additional Remarks
Traffic volumes	Use actual count volumes for intersection. If using year other than 2005, grow volumes to represent 2005 conditions (state growth factor assumptions in technical documentation).	Use individual intersection peak volumes, rather than an area-wide common peak, unless there is a good reason for using area-wide and it is explicitly stated in the assumptions.
Peak hour factor (PHF)	Use PHF based on traffic counts.	Use 0.60 as minimum
Area Type	Use "Other"	
Cycle length	Use minimum of 60 seconds, maximum of 90 seconds	
Parking	Reflect actual conditions.	
Coordination	Reflect actual conditions.	

For unsignalized intersections, this analysis used the following input assumptions and guidelines:

Variable	Assumption	Additional Remarks
Traffic volumes	Use actual count volumes for intersection. If using year other than 2005, grow volumes to represent 2005 conditions (state growth factor assumptions in technical documentation).	Use individual intersection peak volumes, rather than an area-wide common peak, unless there is a good reason for using area-wide and it is explicitly stated in the assumptions.
Peak hour factor (PHF)	Use PHF based on traffic counts.	Use 0.60 as minimum
Percent heavy vehicles	Use values from traffic counts. Unless it is broken down by movement, use the same percentage for all movements related to the approach.	
Pedestrian volumes	Enter flow rate and lane width. For speed, use HCM default of 4 feet per second.	
Median type and storage	Use actual conditions.	
Right turn flare	Use actual conditions.	
Percent grade	Use actual, if available. Otherwise, use default of 0.	
Upstream signal data	As per HCM, unless signalized intersection is within 1300 feet (0.25 mile), assume signal is isolated. Otherwise, use information from HCS analysis of upstream intersection.	

Roadways

For Arterial Roadways, this analysis used the following input assumptions and guidelines:

Variable	Assumption	Additional Remarks
Traffic volumes	Use a weighted average (weight by segment lengths) of the actual volume. The software calls for total two-way daily traffic. Either use daily traffic or peak hour traffic * 10 (then put 0.10 in for the planning analysis hour factor).	Ensure that volumes represent 2005conditions (state growth factor assumptions in technical documentation).
Peak hour factor (PHF)	Use 0.90 (HCS default)	
Adjusted saturation flow rate	Use 1800 (HCS default)	
Percent turns from exclusive lanes	Unless you have field data, use 30 percent	
Number of through lanes	Reflect number of through lanes that go all the way through the analysis section	
Arterial class	Reflect actual conditions and use definitions in HCM.	Most of the arterial sections through our towns will be Type III or IV.
Free-flow speed	Use HCS default for type of arterial	
Length	Reflect actual conditions	
Median	Reflect actual conditions over majority of arterial length	If conditions change drastically, you should break the arterial into individual analysis sections.
Left turn bays	Reflect actual conditions over majority of arterial length	If conditions change drastically, you should break the arterial into individual analysis sections.
Number of signalized intersections	Reflect actual conditions	
Arrival type	Unless you have field data that indicates otherwise, use HCS default of 3 to reflect an average across the arterial section	
Signal type	Unless you know that none of the signals are actuated, use actuated.	
Cycle length	Since, in most cases, you will not be analyzing every intersection in the arterial section, use 60 seconds.	
Green/cycle ratio	Use 0.75	

For rural or urban 2-lane collectors on the thoroughfare system, a planning-level approach was used based on look-up tables for 2-lane collectors. The look-up values were derived from the 2000 Highway Capacity Manual (HCM). Ideal flow rates were obtained from Figure 7-3 of the HCM. The flow rates were then adjusted assuming typical roadway characteristics for the small urban areas. These parameters included an undivided facility with rolling terrain, 11-foot lanes and 4-foot shoulders to be consistent with the assumptions for rural highways. A free-flow speed of 30 mph and access point density of 10 per mile was assumed to represent the urbanized setting. The flow rates were also adjusted for typical small urban area traffic characteristics. A peak hour factor of 0.90 and 10 percent heavy vehicles represent average traffic conditions for these areas.

For the lookup table below, a 2-lane collector would be deficient at more than 500 vehicles per hour per lane per direction (LOS D).

Level of Service	No left turn lanes Vehicles Per Hour Per Lane
A	<= 200
B	201 – 350
C	351 – 500
D	501 – 600
E	601 – 900
F	> 900

Table Base Assumptions:

1 Uninterrupted flow conditions, 2-lane undivided roadway, free flow speed = 30 mph; 10 percent trucks (all heavy vehicles are trucks); PHF = 0.90; lane widths = 11 ft; shoulder width = 4 feet; rolling terrain

2 Roadways that showed a deficiency (lower than LOS D) under existing geometric conditions were recommended for capacity improvements under the future conditions analyses.

For rural or urban multi-lane highways on the thoroughfare system, a planning-level approach was used based on look-up tables for multi-lane highways. The look-up values were derived from the 2000 Highway Capacity Manual (HCM). Ideal flow rates were obtained from Figure 7-3 of the HCM. The flow rates were then adjusted assuming typical roadway characteristics for the small urban areas. These parameters included a divided facility with rolling terrain, 12-foot lanes and 6-foot shoulders to be consistent with the assumptions for rural highways. A design speed of 60 mph and access point density of 20 per mile was assumed to represent the rural setting. The flow rates were also adjusted for typical small urban area traffic characteristics. A peak hour factor of 0.90 and 10 percent heavy vehicles represent average traffic conditions for these areas.

For the lookup table below, a multi-lane highway would be deficient at more than 1,130 vehicles per hour per lane per direction (LOS D).

Level of Service	Vehicles Per Hour Per Lane
A	<= 500
B	501 – 830
C	831 – 1130
D	1131 – 1350
E	1351 – 1580
F	> 1580

Table Base Assumptions:

Design speed = 60 mph; 10 percent trucks (all heavy vehicles are trucks); PHF = 0.90; lane widths = 12 ft; access points = 20 per mile, each side; shoulder width > 6 feet; divided highway; rolling terrain

For rural or urban 2-lane highways on the thoroughfare system, a planning-level approach was used based on look-up tables for 2-lane highways. The look-up values were derived from the 2000 Highway Capacity Manual (HCM). Ideal flow rates were obtained from Figure 7-3 of the HCM. The flow rates were then adjusted assuming typical roadway characteristics for the small urban areas. These parameters included rolling terrain, 11-foot lanes and 4-foot shoulders to be consistent with the assumptions for rural highways. A design speed of 60 mph, 80 percent no passing, and a directional split of 60/40 was used to represent the rural setting. The flow rates were also adjusted for typical small urban area traffic characteristics. A peak hour factor of 0.90 and 10 percent heavy vehicles represent average traffic conditions for these areas.

For the lookup table below, a 2-lane highway would be deficient at more than 479 vehicles per hour in both directions (LOS D).

Level of Service	Total Vehicles in Both Directions
A	<= 69
B	70 – 240
C	241 – 479
D	480 – 735
E	736 – 1557
F	> 1557

Table Base Assumptions:
Design speed = 60 mph; 10 percent trucks (all heavy vehicles are trucks); PHF = 0.90; lane widths = 11 ft; shoulder width = 4 feet; rolling terrain; 80 percent no-passing; directional split 60/40

Bicycle Level of Service and Bicycle Compatibility Index

Bicycle Level of Service (BLOS) and Bicycle Compatibility Index (BCI) measures serve as a guide in selecting the appropriate facility type and configuration (width and striping) for bicyclists on a given roadway. BLOS may best be defined as an evaluation of geometric and physical elements directly affecting bicycling; whereas, BCI is an applied feel/experience of the bicyclist based on surveys of cyclist's perceptions of a specific roadway environment under similar roadway and physical conditions. Similar to the roadway level of surface measures both the BLOS and BCI carry an A, B, C, D, E &F rating in order of descending quality. A summary of the BLOS and BCI measures for both 2005 and 2035 based on current conditions may be found in **Table A.3-2**.

Conditions that affect bicyclists include:

- Effective travel width for bicyclist
- On-street parking encroachments
- Volume of motor vehicles
- Speed of traffic
- Proportion of heavy vehicles
- Pavement surface conditions

Generally, the most critical variable affecting on-road cycling is pavement width. Adequate roadway for bicycle travel may be achieved by providing paved shoulders, wide outside lanes, or bike lanes as described below.

Shared Roadway – Paved Shoulders

Paved shoulders should be at least four feet wide (five feet when side obstructions are located to the right such as guardrail, utility poles, and other static obstructions) when Design Year ADT is greater than 2000 VPD, with Greater than 5% total truck and bus usage. Where four foot widths cannot be provided, a minimum of two feet is better than none. [VDOT Bicycle and Pedestrian Policy: 2004]

Additional shoulder width may be appropriate under the following conditions:

- High bicycle usage is expected
- Motor vehicle speeds exceed 50 mph
- Steep grades are present
- Percentage of trucks, buses, and recreational vehicles is high

Shared Roadway – Wide Outside Lanes

Wide outside lanes (or wide curb lanes) are outside vehicle travel lanes that provide adequate width for both motor vehicles and bicycle travel. For vehicle speeds less then 30 mph, wide outside lanes consist of a minimum fourteen feet of useable lane width defined from the edge strip to lane strip or from the longitudinal joint of the gutter pan to lane strip (the gutter pan should not be included as usable width).

A slightly wider outside lane width (15 feet) may be necessary under the following conditions:

- On stretches of roadways with steep grades
- Adjacent to on street parking (22 feet minimum)
- Where drainage grates and raised reflectors reduce the effective width

Bike Lanes

Bike lanes are typically appropriate for urban and suburban settings. Delineating bike lanes is not recommended within a required paved shoulder area. Drainage grates, railroad crossings, traffic control devices, etc. must be evaluated and modified, if necessary, when considering bike lanes.

The recommended width for bike lanes can vary depending on the roadway cross section, edge treatment, and traffic characteristics. The following are minimum widths for bicycle lanes:

- Four foot minimum on roadways with curb and gutter (not counting width of gutter)
- Five foot minimum when adjacent to barrier curb or other static side obstruction
- Five foot minimum when adjacent to on-street parking
- Six foot minimum when substantial truck traffic is present or where motor vehicle speeds exceed 50 mph.

Signed Shared Roadway

Signed shared roadways are streets that have been identified by signage as preferred bike routes. Sighed shared roadways can include a variety of different bicycle facilities including paved shoulders, wide outside lanes, and bike lanes.

There are several reasons for designating signed bicycle routes:

- The route provides continuity to other bicycle facilities such as bike lanes and shared use paths
- The road is a common route for bicyclists through a high demand corridor
- In rural areas the route is preferred for bicycling due to low motor vehicle traffic volume or paved shoulder availability
- The route extends along local neighborhood streets and collectors that lead to an internal neighborhood destination such as a park, school, or commercial district.

Selecting the appropriate bicycle accommodation for any given corridor is based on the intended usage, physical conditions, riding perception, and the classification of predominate bicyclist (commuters/recreational/family) that it will serve. The establishment of a Bicycle Advisory Committee will be a good resource in determining the best method of accommodation.

Table A.3-1
Existing Conditions
Roadway Segment Capacity Analysis Results

JRS	Route #	Functional Class	Route Name	From	To	Length	# thru Lanes	Pavement Width	Median Width	Median Type	Left Shoulder Width	Right Shoulder Width	Curb and Gutter	Sidewalk	# of Signals	Speed Limit	Growth Rate	2005 ADT	2005 LOS
1440015010	0015	UPA	United States Highway 15 (Bus	SCL FARMVILLE	WILLIAM ST	0.1	4	48	36	None	3	6	N	N	1	45	2.00%	15600	B
1440015015	0015	UPA	S Main St	WILLIAM ST	BELMONT CIR N	0.5	4	62	14	None	0	6	L	L	1	45	2.00%	17300	C
1440015017	0015	UPA	S Main St	BELMONT CIR N	MILNWOOD RD	0.4	4	46	0	None	0	0	B	R	1	35	2.00%	17300	C
1440015020	0015	UPA	S Main St	MILNWOOD RD	GILLIAM DR	0.3	4	46	0	None	0	0	B	R	2	35	2.00%	17300	C
1440015030	0015	UPA	S Main St	GILLIAM DR	GRIFFIN BLVD	0.3	4	44	0	None	0	0	B	R	2	35	2.00%	15800	D
1440015040	0015	UPA	S Main St	GRIFFIN BLVD	GROSS ST	0.2	4	40	0	None	0	0	B	R	1	35	2.00%	11500	C
1440015050	0015	UPA	S Main St	GROSS ST	FRANKLIN ST	0.3	4	48	0	None	0	0	B	B	0	35	2.00%	12200	B
1440015060	0015	UPA	S Main St	FRANKLIN ST	PUTNEY ST	0.1	4	48	0	None	0	0	B	B	1	35	2.00%	12200	C
1440015070	0015	UPA	S Main St	PUTNEY ST	ROBESON ST	0.1	2	48	0	None	0	0	B	B	1	25	2.00%	10200	C
1440015080	0015	UPA	S Main St	ROBESON ST	4TH ST	0.1	2	30	0	None	0	0	B	B	1	25	2.00%	10200	D
1440015090	0015	UPA	S Main St	4TH ST	HIGH ST	0.1	4	40	0	None	0	0	B	B	2	25	2.00%	10200	D
1440015100	0015	UMA	High St	MAIN ST	VENABLE ST	0.1	2	24	0	None	0	0	B	B	1	25	2.00%	4700	D
1440015110	0015	UMA	High St	VENABLE ST	RANDOLPH ST	0.1	2	32	0	None	0	0	B	B	0	25	2.00%	5300	C
1440015120	0015	UMA	High St	RANDOLPH ST	OAK ST	0.2	2	32	0	None	0	0	B	B	1	25	2.00%	5300	B
1440015130	0015	UMA	Oak St	HIGH ST	3RD ST	0.3	2	30	0	None	0	0	B	B	1	25	2.00%	5300	B
1440045010	0045	UPA	N Main St	HIGH ST	3RD ST	0.1	2	40	0	None	0	0	B	B	1	25	2.00%	9600	C
1440045020	0045	UPA	N Main St	3RD ST	DEPOT ST	0.2	2	38	0	None	0	0	B	B	1	25	2.00%	10300	C
1440045030	0045	UPA	N Main St	DEPOT ST	APO RIV BR(S)	0.2	2	36	0	None	0	0	B	B	1	25	2.00%	10300	C
1440045040	0045	UPA	N. Main St.	APO RIV BR(S)	APO RIV BR(N)	0.1	2	26	0	None	0	0	B	B	0	25	2.00%	10300	C
1440045050	0045	UPA	N. Main St	APO RIV BR(N)	RIVER RD	0.0	2	36	0	None	0	0	B	B	0	35	2.00%	10300	C
1440045060	0045	UPA	N. Main St	RIVER RD	OSBORN RD S	0.2	2	36	0	None	0	0	B	B	0	35	2.00%	7500	B
1440045070	0045	UPA	N. Main St	OSBORN RD S	NCL FARMVILLE	0.7	2	22	0	None	1	1	N	N	0	45	2.00%	6200	B
1440460010	0460	UMA	W 3rd St	WCL FARMVILLE	INDUSTRIAL PARK RD	0.9	3	36	0	None	2	2	N	N	1	45	2.00%	6900	A

JRS	Route #	Functional Class	Route Name	From	To	Length	# thru Lanes	Pavement Width	Median Width	Median Type	Left Shoulder Width	Right Shoulder Width	Curb and Gutter	Sidewalk	# of Signals	Speed Limit	Growth Rate	2005 ADT	2005 LOS
1440460015	0460	UMA	W 3rd St	INDUSTRIAL PARK RD	OAK ST	1.2	4	62	0	None	2	2	B	L	1	40	2.00%	9400	A
1440460020	0460	UMA	W 3rd St	OAK ST	NORTH ST	0.6	4	44	0	None	0	0	B	L	2	35	2.00%	6700	C
1440460025	0460	UMA	W 3rd St	NORTH ST	MAIN ST	0.1	4	44	0	None	0	0	B	L	2	25	2.00%	6700	C
1440460030	0460	UMA	E 3rd St	MAIN ST	VIRGINIA ST	0.2	4	40	0	None	0	0	B	B	3	25	2.00%	9300	C
1440460040	0460	UMA	E 3rd St	VIRGINIA ST	A ST	0.5	4	48	0	None	0	0	B	B	1	35	2.00%	8700	B
1440460050	0460	UMA	E 3rd St	A STREET	MILNWOOD RD	0.8	4	48	0	None	0	0	B	R	1	40	2.00%	8700	B
1440460060	0460	UMA	E 3rd St	MILNWOOD RD	ECL FARMVILLE	0.9	4	48	0	None	2	2	B	N	1	45	2.00%	7000	A
1440901010	0901	UC	E 2nd St	SOUTH ST	NORTH ST	0.1	2	24	0	None	0	0	B	B	1	25	2.00%	2600	C
1440902010	0902	UC	4th St	VIRGINIA ST	MAIN ST	0.2	2	30	0	None	0	0	B	B	1	25	2.00%	2800	B
1440903010	0903	UC	Barrow St	4TH AVE	GRIFFIN BLVD	0.3	2	20	0	None	2	2	N	N	0	25	2.00%	1000	C
1440904010	0904	UC	Gilliam Dr	4TH AVE	MAIN ST	0.2	2	20	0	None	1	1	N	N	1	25	2.00%	780	B
1440905010	0905	UC	Griffin Blvd	MAIN ST	BARROW ST	0.1	2	36	0	None	0	0	B	N	1	25	2.00%	5700	B
1440905020	0905	UC	Griffin Blvd	BARROW ST	HIGH ST	0.7	2	36	0	None	0	0	B	L	1	25	2.00%	5700	B
1440906010	0906	UMA	High St	OAK ST	1ST AVE	0.2	2	36	0	None	0	0	B	B	1	25	2.00%	2800	B
1440906020	0906	UMA	High St	1ST AVE	3RD AVE	0.1	2	30	0	None	0	0	B	B	0	25	2.00%	2800	B
1440906030	0906	UMA	High St	3RD AVE	4TH AVE	0.1	2	36	0	None	0	0	B	B	0	25	2.00%	2800	B
1440906040	0906	UMA	High St	4TH AVE	WCL FARMVILLE	0.6	2	22	0	None	1	1	N	L	0	35	2.00%	2800	B
1440907010	0907	UC	Longwood Ave	VIRGINIA ST	CEDAR ST	0.5	2	28	0	None	0	0	B	R	0	25	2.00%	1800	B
1440907020	0907	UC	Longwood Ave	CEDAR ST	3RD ST	0.5	2	20	0	None	0	0	B	L	0	25	2.00%	4200	B
1440908010	0908	UC	Madison St	VENABLE ST	MAIN ST	0.1	2	30	0	None	0	0	B	L	0	25	2.00%	1700	A
1440909010	909	UC	Milnwood Rd	BUS US 15 MAIN ST	BUS US 460 THIRD ST	1.52				None			N	N	2	40	2.00%	5200	B
1440909020	0909	UC	Persimmon Tree Fork Rd	3RD ST	ECL FARMVILLE	0.3	2	16	0	None	1	1	N	N	1	25	2.00%	590	B
1440910010	0910	UC	North St	2ND ST	3RD ST	0.1	2	30	0	None	0	0	B	L	1	25	2.00%	2700	C
1440910020	0910	UC	North St	3RD ST	HIGH ST	0.1	2	24	0	None	0	0	B	B	1	25	2.00%	2300	C
1440911010	0911	UC	Old Plank Rd	MAIN ST	NCL FARMVILLE	0.6	2	18	0	None	0	0	B	N	1	40	2.00%	1800	A
1440912010	0912	UC	River Rd	MAIN ST	ECL FARMVILLE	0.5	2	20	0	None	2	2	N	N	1	25	2.00%	760	B
1440913010	0913	UC	South St	2ND ST	3RD ST	0.1	2	22	0	None	0	0	B	L	1	25	2.00%	1300	C
1440913020	0913	UC	South St	3RD ST	4TH ST	0.1	2	24	0	None	0	0	B	B	1	25	2.00%	1200	C
1440914010	0914	UC	Venable St	HIGH ST	MAIN ST	0.2	1	28	0	None	0	0	B	R	0	25	2.00%	1600	C

JRS	Route #	Functional Class	Route Name	From	To	Length	# thru Lanes	Pavement Width	Median Width	Median Type	Left Shoulder Width	Right Shoulder Width	Curb and Gutter	Sidewalk	# of Signals	Speed Limit	Growth Rate	2005 ADT	2005 LOS
1440915010	0915	UC	S Virginia St	CHURCH ST	LONGWOOD AVE	0.3	2	20	0	None	0	0	B	L	0	25	2.00%	730	B
1440915020	0915	UC	N Virginia St	LONGWOOD AVE	3RD ST	0.1	2	32	0	None	0	0	B	B	1	25	2.00%	3500	B
1440915030	0915	UC	N Virginia St	3RD ST	HAYNES ST	0.3	2	30	0	None	0	0	B	B	0	25	2.00%	3500	B
1440916010	0916	UC	Industrial Park Rd	RTE 460 BUS	RTE 753	0.3	2	20	0	None	2	2	N	N	1	40	2.00%	1900	A
1440916020	916	UC	Industrial Park Rd	RTE 753	NCL Farmville	0.5	2	18	0	None	2	2	N	N	0	40	2.00%	1900	A

Table A.3-2
Existing & Future Conditions
Bicycle Assessment Results

Route #	Functional Class	Route Name	From	To	Length	# thru Lanes	Pavement Width	Median Width	Median Type	Left Shoulder Width	Right Shoulder Width	Curb and Gutter	Sidewalk	# of Signals	Speed Limit	2005 BICYCLE ASSESSMENT			2035 BICYCLE ASSESSMENT		
																2005 ADT	2005 BLOS	2005 BCI	2035 ADT	2035 BLOS	2035 BCI
15	UPA	United States Highway 15 Bus	SCL FARMVILLE	WILLIAM ST	0.1	4	48	36	None	3	6	N	N	1	45	15,600	D	D	25,000	D	E
15	UPA	S Main St	WILLIAM ST	BELMONT CIR N	0.5	4	62	14	None	0	6	L	L	1	45	17,300	B	C	27,700	B	D
15	UPA	S Main St	BELMONT CIR N	MILNWOOD RD	0.4	4	46	0	None	0	0	B	R	1	35	17,300	B	C	27,700	B	D
15	UPA	S Main St	MILNWOOD RD	GILLIAM DR	0.3	4	46	0	None	0	0	B	R	2	35	17,300	D	E	27,700	D	E
15	UPA	S Main St	GILLIAM DR	GRIFFIN BLVD	0.3	4	44	0	None	0	0	B	R	2	35	15,800	D	E	25,200	D	E
15	UPA	S Main St	GRIFFIN BLVD	GROSS ST	0.2	4	40	0	None	0	0	B	R	1	35	11,500	D	E	18,400	D	D
15	UPA	S Main St	GROSS ST	FRANKLIN ST	0.3	4	48	0	None	0	0	B	B	0	35	12,200	D	D	19,600	D	D
15	UPA	S Main St	FRANKLIN ST	PUTNEY ST	0.1	4	48	0	None	0	0	B	B	1	35	12,200	D	D	19,600	D	D
15	UPA	S Main St	PUTNEY ST	ROBESON ST	0.1	2	48	0	None	0	0	B	B	1	25	10,200	D	D	16,600	D	E
15	UPA	S Main St	ROBESON ST	4TH ST	0.1	2	30	0	None	0	0	B	B	1	25	10,200	D	D	16,600	D	E
15	UPA	S Main St	4TH ST	HIGH ST	0.1	4	40	0	None	0	0	B	B	2	25	10,200	C	C	16,600	D	D
15	UMA	High St	MAIN ST	VENABLE ST	0.1	2	24	0	None	0	0	B	B	1	25	4,700	C	C	7,600	D	D
15	UMA	High St	VENABLE ST	RANDOLPH ST	0.1	2	32	0	None	0	0	B	B	0	25	5,300	D	C	8,600	D	D
15	UMA	High St	RANDOLPH ST	OAK ST	0.2	2	32	0	None	0	0	B	B	1	25	5,300	D	C	8,600	D	C
15	UMA	Oak St	HIGH ST	3RD ST	0.3	2	30	0	None	0	0	B	B	1	25	5,300	D	D	8,600	D	D
45	UPA	N Main St	HIGH ST	3RD ST	0.1	2	40	0	None	0	0	B	B	1	25	9,600	D	D	15,500	D	D
45	UPA	N Main St	3RD ST	DEPOT ST	0.2	2	38	0	None	0	0	B	B	1	25	10,300	D	D	16,700	D	E
45	UPA	N Main St	DEPOT ST	APO RIV BR(S)	0.2	2	36	0	None	0	0	B	B	1	25	10,300	D	D	16,700	D	E
45	UPA	N Main St	APO RIV BR(S)	APO RIV BR(N)	0.1	2	26	0	None	0	0	B	B	0	25	10,300	D	D	16,700	D	E
45	UPA	N Main St	APO RIV BR(N)	RIVER RD	0	2	36	0	None	0	0	B	B	0	35	10,300	D	D	16,700	D	E

Route #	Functional Class	Route Name	From	To	Length	# thru Lanes	Pavement Width	Median Width	Median Type	Left Shoulder Width	Right Shoulder Width	Curb and Gutter	Sidewalk	# of Signals	Speed Limit	2005 BICYCLE ASSESSMENT			2035 BICYCLE ASSESSMENT		
																2005 ADT	2005 BLOS	2005 BCI	2035 ADT	2035 BLOS	2035 BCI
45	UPA	N Main St	RIVER RD	OSBORN RD S	0.2	2	36	0	None	0	0	B	B	0	35	7,500	D	E	12,200	D	D
45	UPA	N Main St	OSBORN RD S	NCL FARMVILLE	0.7	2	22	0	None	1	1	N	N	0	45	6,200	D	D	12,200	E	E
460	UMA	W 3rd St	WCL FARMVILLE	INDUSTRIAL PARK RD	0.9	3	36	0	None	2	2	N	N	1	45	6,900	D	D	11,300	D	D
460	UMA	W 3rd St	INDUSTRIAL PARK RD	OAK ST	1.2	4	62	0	None	2	2	B	L	1	40	9,400	C	D	15,300	D	D
460	UMA	W 3rd St	OAK ST	NORTH ST	0.6	4	44	0	None	0	0	B	L	2	35	6,700	C	D	10,900	D	D
460	UMA	W 3rd St	NORTH ST	MAIN ST	0.1	4	44	0	None	0	0	B	L	2	25	6,700	C	D	10,900	D	D
460	UMA	E 3rd St	MAIN ST	VIRGINIA ST	0.2	4	40	0	None	0	0	B	B	3	25	9,300	D	D	15,100	D	D
460	UMA	E 3rd St	VIRGINIA ST	A ST	0.5	4	48	0	None	0	0	B	B	1	35	8,700	D	D	14,000	D	D
460	UMA	E 3rd St	A STREET	MILNWOOD RD	0.8	4	48	0	None	0	0	B	R	1	40	8,700	D	D	14,000	D	D
460	UMA	E 3rd St	MILNWOOD RD	ECL FARMVILLE	0.9	4	48	0	None	2	2	B	N	1	45	7,000	D	D	11,300	D	D
901	UC	E 2nd St	SOUTH ST	NORTH ST	0.1	2	24	0	None	0	0	B	B	1	25	2,600	C	C	4,200	C	C
902	UC	4th St	VIRGINIA ST	MAIN ST	0.2	2	30	0	None	0	0	B	B	1	25	28,000	B	C	4,500	C	C
903	UC	Barrow St	4TH AVE	GRIFFIN BLVD	0.3	2	20	0	None	2	2	N	N	0	25	1,000	B	C	1,700	B	C
904	UC	Gilliam Dr	4TH AVE	MAIN ST	0.2	2	20	0	None	1	1	N	N	1	25	780	B	C	1,300	B	C
905	UC	Griffin Blvd	MAIN ST	BARROW ST	0.1	2	36	0	None	0	0	B	N	1	25	5,700	C	D	9,300	C	D
905	UC	Griffin Blvd	BARROW ST	HIGH ST	0.7	2	36	0	None	0	0	B	L	1	25	5,700	C	C	9,300	C	D
906	UMA	High St	OAK ST	1ST AVE	0.2	2	36	0	None	0	0	B	B	1	25	2,800	C	C	4,600	C	C
906	UMA	High St	1ST AVE	3RD AVE	0.1	2	30	0	None	0	0	B	B	0	25	2,800	C	C	4,600	C	C
906	UMA	High St	3RD AVE	4TH AVE	0.1	2	36	0	None	0	0	B	B	0	25	2,800	C	C	4,600	C	C
906	UMA	High St	4TH AVE	WCL FARMVILLE	0.6	2	22	0	None	1	1	N	L	0	35	2,800	C	D	4,600	C	D
907	UC	Longwood Ave	VIRGINIA ST	CEDAR ST	0.5	2	28	0	None	0	0	B	R	0	25	1,800	B	C	2,800	B	C
907	UC	Longwood Ave	CEDAR ST	3RD ST	0.5	2	20	0	None	0	0	B	L	0	25	4,200	C	C	6,900	C	D
908	UC	Madison St	VENABLE ST	MAIN ST	0.1	2	30	0	None	0	0	B	L	0	25	1,700	C	C	2,600	C	C

Route #	Functional Class	Route Name	From	To	Length	# thru Lanes	Pavement Width	Median Width	Median Type	Left Shoulder Width	Right Shoulder Width	Curb and Gutter	Sidewalk	# of Signals	Speed Limit	2005 BICYCLE ASSESSMENT			2035 BICYCLE ASSESSMENT		
																2005 ADT	2005 BLOS	2005 BCI	2035 ADT	2035 BLOS	2035 BCI
909	UC	Milnwood Rd	BUS US 15 MAIN ST	BUS US 460 THIRD ST	1.52	2	24	0	None	1	1	N	N	2	40	5,200	D	D	8,300	D	D
909	UC	Persimmon Tree Fork Rd	3RD ST	ECL FARMVILLE	0.3	2	16	0	None	1	1	N	N	1	25	590	B	C	950	B	C
910	UC	North St	2ND ST	3RD ST	0.1	2	30	0	None	0	0	B	L	1	25	2,700	B	C	4,300	C	C
910	UC	North St	3RD ST	HIGH ST	0.1	2	24	0	None	0	0	B	B	1	25	2,300	B	C	3,600	C	C
911	UC	Old Plank Rd	MAIN ST	NCL FARMVILLE	0.6	2	18	0	None	0	0	B	N	1	40	1,800	C	D	2,900	C	D
912	UC	River Rd	MAIN ST	ECL FARMVILLE	0.5	2	20	0	None	2	2	N	N	1	25	760	B	C	1,200	B	C
913	UC	South St	2ND ST	3RD ST	0.1	2	22	0	None	0	0	B	L	1	25	1,300	B	C	2,100	B	C
913	UC	South St	3RD ST	4TH ST	0.1	2	24	0	None	0	0	B	B	1	25	1,200	A	C	2,000	B	C
914	UC	Venable St	HIGH ST	MAIN ST	0.2	1	28	0	None	0	0	B	R	0	25	1,600	B	C	2,600	C	C
915	UC	S Virginia St	CHURCH ST	LONGWOOD AVE	0.3	2	20	0	None	0	0	B	L	0	25	730	A	C	1,200	B	C
915	UC	N Virginia St	LONGWOOD AVE	3RD ST	0.1	2	32	0	None	0	0	B	B	1	25	3,500	C	C	5,600	C	D
916	UC	Industrial Park Rd	RTE 460 BUS	RTE 753	0.3	2	20	0	None	2	2	N	N	1	40	1,900	C	D	3,100	C	D
916	UC	Industrial Park Rd	RTE 753	NCL Farmville	0.8	2	18	0	None	2	2	N	N	1	40	1,900	C	D	3,100	C	D

NOTE: Bicycle Level of Service (BLOS) and Bicycle Compatibility Index (BCI) indicate comfort level for specific geometrics and traffic conditions. Roadways with a better score are more attractive and safer for cyclist.

A.4 - Safety Analysis

Traffic safety was analyzed based upon a historic review of traffic accidents in the Town of Farmville. Accident reports for a period of three years (2003, 2004, and 2005) were collected from the Farmville Police Department. Each report uses a standardized form developed by the state police to enable tracking and analysis of accident trends in Virginia. For this study, only accidents on the thoroughfare roadways were analyzed (accident reports for incidents on local roads were not collected). The accident reports were sorted and analyzed by street segment in order to isolate roadway segments that contained large numbers of accidents. Where large numbers of accidents occurred, an attempt at identifying common causes and accident trends was made in order to develop potential safety improvements and recommendations. Due to the large amount of detail available on each accident report, only the most basic information was pulled from the report. For each road segment, the following information was reviewed:

- Location of accident – the specific address or geographic location of the accident.
- Type of collision - this was important to help identify potential causes of the accidents. Choices included rear end, sideswipe, T-bone, head-on, and fixed object.

The results of the accident study are included in **Table A.4-1**.

Table A.4-1
2003-2005 Accident Summary

LOCATION / INTERSECTION	YEAR	DAY	TYPE
East Third Street @ Papa Johns	2005	PM	Rear End Collision
East Third Street @ Papa Johns Count			1
East Third Street and A Street	2005	PM	Rear End Collision
East Third Street and A Street Count			1
East Third Street and Bridge Street	2005	PM	Failure To Yield
East Third Street and Bridge Street Count			1
East Third Street and Brook Street	2005	AM	Reckless Driving
East Third Street and Brook Street Count			1
East Third Street and Cedar Avenue	2004	PM	Failure To Yield
East Third Street and Cedar Avenue	2004	AM	Rear End Collision
East Third Street and Cedar Avenue Count			2
East Third Street and Hylawn Avenue	2004	PM	Failure To Yield
East Third Street and Hylawn Avenue Count			1
East Third Street and Main Street	2003	PM	Failure To Yield
East Third Street and Main Street	2005	AM	Rear End Collision
East Third Street and Main Street Count			2
East Third Street and Milnwood Road	2003	PM	Failure To Yield
East Third Street and Milnwood Road	2004	PM	Reckless Driving
East Third Street and Milnwood Road Count			2
East Third Street and North Ridge Street	2003	PM	Failure To Yield
East Third Street and North Ridge Street Count			1
East Third Street and North Virginia Street	2003	PM	Reckless Driving
East Third Street and North Virginia Street	2004	PM	Failure To Yield
East Third Street and North Virginia Street	2004	PM	Other - Ped
East Third Street and North Virginia Street	2005	AM	Failure To Yield
East Third Street and North Virginia Street Count			4
East Third Street and Overton Hill Drive	2003	AM	Reckless Driving
East Third Street and Overton Hill Drive	2003	AM	Other - Deer
East Third Street and Overton Hill Drive Count			2
East Third Street and South Street	2003	PM	Reckless Driving
East Third Street and South Street	2003	PM	Reckless Driving
East Third Street and South Street	2003	AM	Rear End Collision
East Third Street and South Street	2003	PM	Reckless Driving
East Third Street and South Street	2004	AM	Failure To Yield
East Third Street and South Street	2005	PM	Failure To Yield
East Third Street and South Street	2005	PM	Rear End Collision
East Third Street and South Street	2005	PM	Failure To Yield
East Third Street and South Street Count			8
East Third Street and Town Limits	2005	PM	Reckless Driving
East Third Street and Town Limits Count			1
East Third Street and Vaughn Street	2004	AM	Rear End Collision
East Third Street and Vaughn Street	2005	PM	Failure To Yield
East Third Street and Vaughn Street	2005	PM	Failure To Yield
East Third Street and Vaughn Street	2005	AM	Failure To Yield

East Third Street and Vaughn Street	2005	AM	Failure To Yield
East Third Street and Vaughn Street Count			5
East Third Street and Virginia Street	2003	PM	Reckless Driving
East Third Street and Virginia Street	2003	AM	Reckless Driving
East Third Street and Virginia Street	2003	PM	Rear End Collision
East Third Street and Virginia Street	2004	PM	Failure To Yield
East Third Street and Virginia Street	2004	PM	Failure To Yield
East Third Street and Virginia Street	2005	PM	Failure To Yield
East Third Street and Virginia Street Count			6
East Thord Street and North Main Street	2003	PM	Rear End Collision
East Thord Street and North Main Street Count			1
East Third Street and Sunchase Blvd	2003	PM	Failure To Yield
East Third Street and Sunchase Blvd Count			1
Griffin Blvd and Barrow Street	2003	PM	Failure To Yield
Griffin Blvd and Barrow Street	2004	PM	Failure To Yield
Griffin Blvd and Barrow Street	2004	PM	Failure To Yield
Griffin Blvd and Barrow Street Count			3
Griffin Blvd and Chambers Street	2004	AM	Failure To Yield
Griffin Blvd and Chambers Street	2004	PM	Failure To Yield
Griffin Blvd and Chambers Street Count			2
Griffin Blvd and Edmunds Street	2003	AM	Reckless Driving
Griffin Blvd and Edmunds Street Count			1
Griffin Blvd and Franklin Street	2003	PM	Reckless Driving
Griffin Blvd and Franklin Street	2003	PM	Failure To Yield
Griffin Blvd and Franklin Street	2004	PM	Reckless Driving
Griffin Blvd and Franklin Street	2004	AM	Failure To Yield
Griffin Blvd and Franklin Street Count			4
Griffin Blvd and High Street	2004	PM	Reckless Driving
Griffin Blvd and High Street Count			1
Griffin Blvd and Madison Street	2003	PM	Failure To Yield
Griffin Blvd and Madison Street	2003	PM	Failure To Yield
Griffin Blvd and Madison Street	2003	AM	Failure To Yield
Griffin Blvd and Madison Street Count			3
Griffin Blvd and Redford Street	2003	PM	Failure To Yield
Griffin Blvd and Redford Street	2003	PM	Reckless Driving
Griffin Blvd and Redford Street	2004	PM	Rear End Collision
Griffin Blvd and Redford Street Count			3
Griffin Blvd and South Main Street	2004	PM	Rear End Collision
Griffin Blvd and South Main Street Count			1
Griffin Blvd and Vine Street	2003	AM	Reckless Driving
Griffin Blvd and Vine Street	2004	PM	Failure To Yield
Griffin Blvd and Vine Street	2004	PM	Rear End Collision
Griffin Blvd and Vine Street	2004	PM	Failure To Yield
Griffin Blvd and Vine Street Count			4
High Street and Buffalo Street	2004	AM	Failure To Yield
High Street and Buffalo Street	2004	AM	Failure To Yield
High Street and Buffalo Street Count			2
High Street and First Avenue	2005	PM	Reckless Driving
High Street and First Avenue Count			1
High Street and Germantown Street	2005	AM	Reckless Driving

High Street and Germantown Street Count			1
High Street and Griffin Blvd	2004	AM	Failure To Yield
High Street and Griffin Blvd Count			1
High Street and North Street	2003	PM	Failure To Yield
High Street and North Street	2004	AM	Reckless Driving
High Street and North Street	2005	PM	Rear End Collision
High Street and North Street Count			3
High Street and Randolph Street	2003	AM	Rear End Collision
High Street and Randolph Street Count			1
High Street and Rear Hospital Entrance	2003	PM	Failure To Yield
High Street and Rear Hospital Entrance Count			1
High Street and Second Avenue	2003	PM	Failure To Yield
High Street and Second Avenue Count			1
Industrial Park Road and Weaver Road	2004	AM	Failure To Yield
Industrial Park Road and Weaver Road Count			1
Longwood Avenue	2005	AM	Reckless Driving
Longwood Avenue Count			1
Longwood Avenue and Johnson Street	2004	PM	Rear End Collision
Longwood Avenue and Johnson Street Count			1
Longwood Avenue and Vaughn Street	2004	PM	Other - Ped
Longwood Avenue and Vaughn Street	2005	PM	Failure To Yield
Longwood Avenue and Vaughn Street Count			2
Longwood Avenue and Virginia Street	2003	PM	Failure To Yield
Longwood Avenue and Virginia Street	2005	AM	Failure To Yield
Longwood Avenue and Virginia Street Count			2
Main Street and Fourth Street	2003	PM	Failure To Yield
Main Street and Fourth Street	2003	PM	Rear End Collision
Main Street and Fourth Street Count			2
Main Street and High Street	2003	AM	Failure To Yield
Main Street and High Street	2003	PM	Rear End Collision
Main Street and High Street	2004	PM	Rear End Collision
Main Street and High Street	2005	PM	Reckless Driving
Main Street and High Street Count			4
Milnwood Road and Johnston Drive	2004	PM	Failure To Yield
Milnwood Road and Johnston Drive	2005	AM	Rear End Collision
Milnwood Road and Johnston Drive	2005	PM	Rear End Collision
Milnwood Road and Johnston Drive Count			3
Milnwood Road and Scott Drive	2003	PM	Reckless Driving
Milnwood Road and Scott Drive	2004	AM	Other - Deer
Milnwood Road and Scott Drive	2005	AM	Reckless Driving
Milnwood Road and Scott Drive Count			3
Milnwood Road and South Main Street	2003	AM	Reckless Driving
Milnwood Road and South Main Street	2004	PM	Other - Deer
Milnwood Road and South Main Street Count			2
North Main Street	2004	AM	Failure To Yield
North Main Street Count			1
North Main Street @ Appomattox River Bridge	2003	PM	Other - Ice
North Main Street @ Appomattox River Bridge Count			1
North Main Street and Early Street	2004	PM	Rear End Collision
North Main Street and Early Street	2004	PM	Rear End Collision

North Main Street and Early Street	2004	PM	Rear End Collision
North Main Street and Early Street	2005	PM	Other - Deer
North Main Street and Early Street Count			4
North Main Street and East Second Street	2003	PM	Failure To Yield
North Main Street and East Second Street	2005	PM	Reckless Driving
North Main Street and East Second Street Count			2
North Main Street and First Street	2003	AM	Rear End Collision
North Main Street and First Street	2004	AM	Rear End Collision
North Main Street and First Street	2005	PM	Rear End Collision
North Main Street and First Street Count			3
North Main Street and Fourth Street	2004	PM	Rear End Collision
North Main Street and Fourth Street	2004	AM	Reckless Driving
North Main Street and Fourth Street Count			2
North Main Street and High Street	2003	PM	Reckless Driving
North Main Street and High Street Count			1
North Main Street and Mill Street	2004	PM	Rear End Collision
North Main Street and Mill Street Count			1
North Main Street and Northview Drive	2003	PM	Failure To Yield
North Main Street and Northview Drive Count			1
North Main Street and Osborne Road	2003	AM	Reckless Driving
North Main Street and Osborne Road	2004	PM	Failure To Yield
North Main Street and Osborne Road	2004	PM	Rear End Collision
North Main Street and Osborne Road	2004	PM	Rear End Collision
North Main Street and Osborne Road	2005	PM	Rear End Collision
North Main Street and Osborne Road Count			5
North Main Street and Plank Road	2003	PM	Rear End Collision
North Main Street and Plank Road	2004	AM	Reckless Driving
North Main Street and Plank Road Count			2
North Main Street and Second Street	2003	PM	Reckless Driving
North Main Street and Second Street	2003	PM	Reckless Driving
North Main Street and Second Street	2004	PM	Failure To Yield
North Main Street and Second Street	2004	AM	Rear End Collision
North Main Street and Second Street Count			4
North Main Street and Third Street	2003	AM	Failure To Yield
North Main Street and Third Street	2004	AM	Reckless Driving
North Main Street and Third Street	2004	PM	Reckless Driving
North Main Street and Third Street	2004	AM	Rear End Collision
North Main Street and Third Street	2005	PM	Failure To Yield
North Main Street and Third Street	2005	PM	Reckless Driving
North Main Street and Third Street Count			6
North Main Street and West Osborn Road	2004	AM	Failure To Yield
North Main Street and West Osborn Road Count			1
North Street and High Street	2005	PM	Other
North Street and High Street Count			1
North Street and Second Street	2003	PM	Failure To Yield
North Street and Second Street Count			1
North Street and West Third Street	2003	PM	Failure To Yield
North Street and West Third Street Count			1
North Virginia Street and East Third Street	2004	AM	Reckless Driving
North Virginia Street and East Third Street Count			1

North Virginia Street and Second Street	2004	AM	Failure To Yield
North Virginia Street and Second Street	2004	PM	Failure To Yield
North Virginia Street and Second Street	2005	AM	Reckless Driving
North Virginia Street and Second Street Count			3
Oak Street and High Street	2003	PM	Reckless Driving
Oak Street and High Street	2003	PM	Rear End Collision
Oak Street and High Street Count			2
Oak Street and West Third Street	2003	PM	Reckless Driving
Oak Street and West Third Street	2003	PM	Reckless Driving
Oak Street and West Third Street Count			2
River Road and North Main Street	2003	PM	Reckless Driving
River Road and North Main Street	2003	PM	Reckless Driving
River Road and North Main Street	2003	AM	Reckless Driving
River Road and North Main Street	2004	PM	Reckless Driving
River Road and North Main Street Count			4
South Main Street	2004	AM	Rear End Collision
South Main Street Count			1
South Main Street @ Arby's	2005	PM	Reckless Driving
South Main Street @ Arby's Count			1
South Main Street @ Haley Ford	2004	PM	Failure To Yield
South Main Street @ Haley Ford Count			1
South Main Street and Belmont Circle Road	2004	PM	Failure To Yield
South Main Street and Belmont Circle Road	2004	PM	Failure To Yield
South Main Street and Belmont Circle Road	2005	PM	Failure To Yield
South Main Street and Belmont Circle Road Count			3
South Main Street and Clark Street	2003	AM	Rear End Collision
South Main Street and Clark Street	2003	PM	Failure To Yield
South Main Street and Clark Street	2003	PM	Rear End Collision
South Main Street and Clark Street	2004	PM	Failure To Yield
South Main Street and Clark Street	2004	PM	Failure To Yield
South Main Street and Clark Street	2004	AM	Failure To Yield
South Main Street and Clark Street	2004	PM	Failure To Yield
South Main Street and Clark Street	2005	AM	Failure To Yield
South Main Street and Clark Street	2005	PM	Failure To Yield
South Main Street and Clark Street	2005	AM	Failure To Yield
South Main Street and Clark Street	2005	PM	Reckless Driving
South Main Street and Clark Street	2005	PM	Failure To Yield
South Main Street and Clark Street Count			12
South Main Street and East Third Street	2004	PM	Reckless Driving
South Main Street and East Third Street Count			1
South Main Street and Fourth Street	2004	PM	Failure To Yield
South Main Street and Fourth Street Count			1
South Main Street and Franklin Street	2003	PM	Rear End Collision
South Main Street and Franklin Street	2003	PM	Failure To Yield
South Main Street and Franklin Street	2003	PM	Failure To Yield
South Main Street and Franklin Street	2004	PM	Failure To Yield
South Main Street and Franklin Street	2004	PM	Failure To Yield
South Main Street and Franklin Street	2004	PM	Rear End Collision
South Main Street and Franklin Street	2005	PM	Rear End Collision
South Main Street and Franklin Street Count			7

South Main Street and Gilliam Drive	2004	PM	Rear End Collision
South Main Street and Gilliam Drive	2004	PM	Failure To Yield
South Main Street and Gilliam Drive	2004	PM	Rear End Collision
South Main Street and Gilliam Drive	2005	PM	Rear End Collision
South Main Street and Gilliam Drive	2005	PM	Reckless Driving
South Main Street and Gilliam Drive	2005	PM	Rear End Collision
South Main Street and Gilliam Drive	2005	AM	Rear End Collision
South Main Street and Gilliam Drive Count			7
South Main Street and Graham Road	2004	AM	Rear End Collision
South Main Street and Graham Road	2005	AM	Rear End Collision
South Main Street and Graham Road Count			2
South Main Street and Griffin Blvd	2004	PM	Failure To Yield
South Main Street and Griffin Blvd	2004	PM	Failure To Yield
South Main Street and Griffin Blvd	2004	PM	Other - Deer
South Main Street and Griffin Blvd	2005	PM	Rear End Collision
South Main Street and Griffin Blvd	2005	PM	Failure To Yield
South Main Street and Griffin Blvd	2005	AM	Failure To Yield
South Main Street and Griffin Blvd	2005	AM	Failure To Yield
South Main Street and Griffin Blvd	2005	PM	Rear End Collision
South Main Street and Griffin Blvd	2005	AM	Failure To Yield
South Main Street and Griffin Blvd Count			9
South Main Street and Griffin Blvd	2003	AM	Failure To Yield
South Main Street and Griffin Blvd	2003	PM	Rear End Collision
South Main Street and Griffin Blvd	2003	PM	Failure To Yield
South Main Street and Griffin Blvd	2003	AM	Rear End Collision
South Main Street and Griffin Blvd	2003	AM	Failure To Yield
South Main Street and Griffin Blvd	2004	PM	Failure To Yield
South Main Street and Griffin Blvd	2004	PM	Rear End Collision
South Main Street and Griffin Blvd	2004	PM	Reckless Driving
South Main Street and Griffin Blvd Count			8
South Main Street and Gross Street	2003	PM	Rear End Collision
South Main Street and Gross Street	2004	PM	Rear End Collision
South Main Street and Gross Street Count			2
South Main Street and Hooper Street	2004	PM	Reckless Driving
South Main Street and Hooper Street Count			1
South Main Street and Marison Street	2005	PM	Rear End Collision
South Main Street and Marison Street Count			1
South Main Street and Milnwood Road	2003	PM	Rear End Collision
South Main Street and Milnwood Road	2003	AM	Rear End Collision
South Main Street and Milnwood Road	2003	PM	Rear End Collision
South Main Street and Milnwood Road	2003	PM	Rear End Collision
South Main Street and Milnwood Road	2003	PM	Rear End Collision
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	PM	Rear End Collision
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	PM	Rear End Collision
South Main Street and Milnwood Road	2004	PM	Rear End Collision
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	PM	Failure To Yield

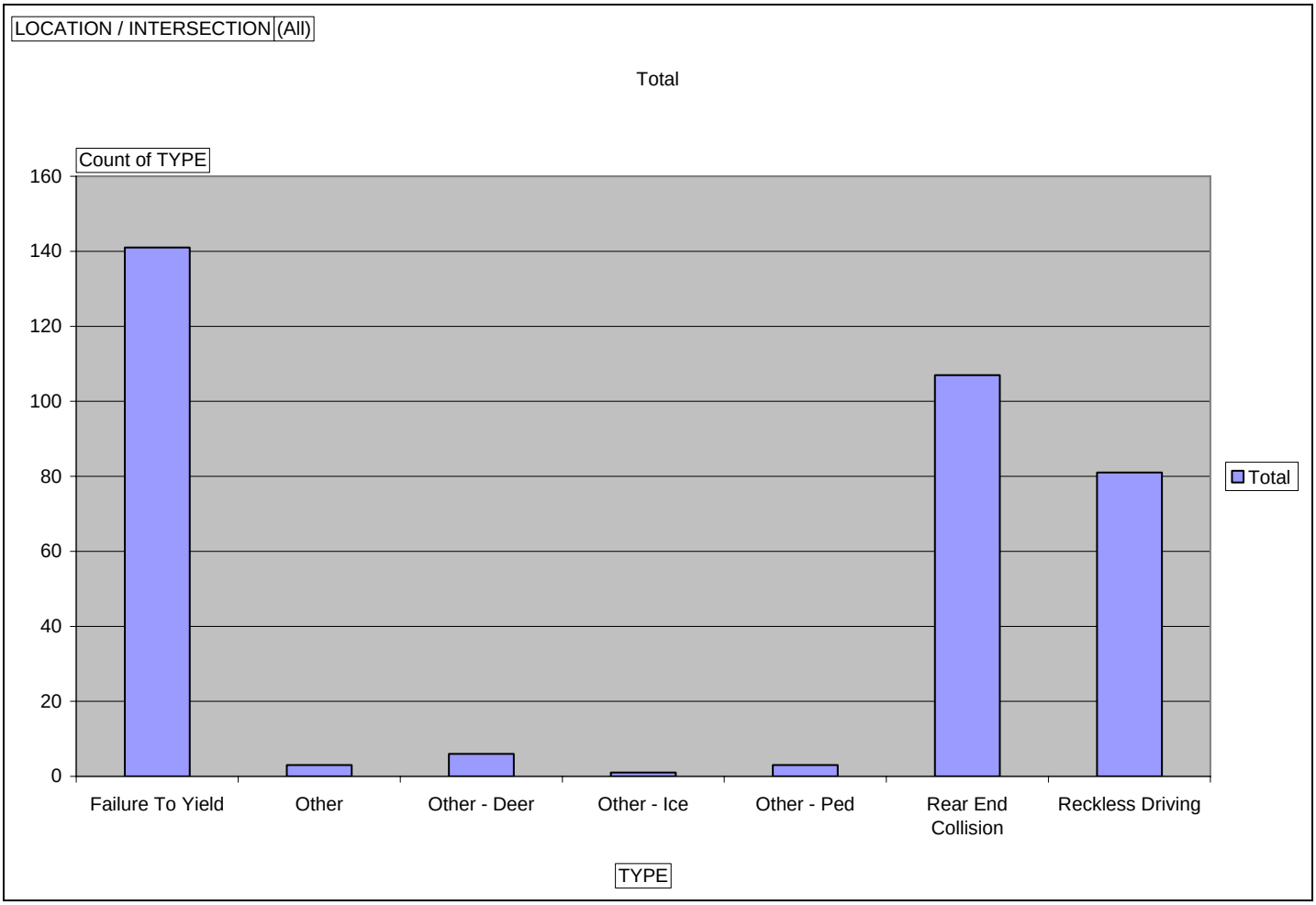
South Main Street and Milnwood Road	2004	PM	Rear End Collision
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	PM	Rear End Collision
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	AM	Rear End Collision
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2004	PM	Failure To Yield
South Main Street and Milnwood Road	2005	PM	Rear End Collision
South Main Street and Milnwood Road	2005	PM	Rear End Collision
South Main Street and Milnwood Road	2005	AM	Reckless Driving
South Main Street and Milnwood Road	2005	AM	Rear End Collision
South Main Street and Milnwood Road	2005	AM	Failure To Yield
South Main Street and Milnwood Road	2005	PM	Failure To Yield
South Main Street and Milnwood Road	2005	PM	Rear End Collision
South Main Street and Milnwood Road Count			29
South Main Street and Peery Drive	2003	PM	Failure To Yield
South Main Street and Peery Drive	2003	PM	Reckless Driving
South Main Street and Peery Drive	2003	AM	Reckless Driving
South Main Street and Peery Drive	2003	PM	Failure To Yield
South Main Street and Peery Drive	2003	PM	Rear End Collision
South Main Street and Peery Drive	2003	PM	Failure To Yield
South Main Street and Peery Drive	2003	PM	Failure To Yield
South Main Street and Peery Drive	2003	PM	Reckless Driving
South Main Street and Peery Drive	2003	PM	Reckless Driving
South Main Street and Peery Drive	2003	PM	Rear End Collision
South Main Street and Peery Drive	2004	PM	Failure To Yield
South Main Street and Peery Drive	2004	AM	Failure To Yield
South Main Street and Peery Drive	2004	PM	Rear End Collision
South Main Street and Peery Drive	2004	AM	Failure To Yield
South Main Street and Peery Drive	2004	PM	Reckless Driving
South Main Street and Peery Drive	2005	AM	Failure To Yield
South Main Street and Peery Drive	2005	PM	Failure To Yield
South Main Street and Peery Drive	2005	PM	Failure To Yield
South Main Street and Peery Drive	2005	PM	Failure To Yield
South Main Street and Peery Drive	2005	PM	Failure To Yield
South Main Street and Peery Drive Count			20
South Main Street and Putney Street	2003	AM	Failure To Yield
South Main Street and Putney Street	2003	PM	Rear End Collision
South Main Street and Putney Street	2004	PM	Failure To Yield
South Main Street and Putney Street	2004	AM	Reckless Driving
South Main Street and Putney Street	2005	AM	Failure To Yield
South Main Street and Putney Street	2005	AM	Failure To Yield
South Main Street and Putney Street	2005	PM	Rear End Collision
South Main Street and Putney Street Count			7
South Main Street and Redford Street	2003	PM	Rear End Collision
South Main Street and Redford Street Count			1
South Main Street and Reed Street	2003	PM	Reckless Driving
South Main Street and Reed Street	2003	PM	Rear End Collision

South Main Street and Reed Street	2003	PM	Rear End Collision
South Main Street and Reed Street	2003	PM	Rear End Collision
South Main Street and Reed Street	2003	PM	Rear End Collision
South Main Street and Reed Street	2003	PM	Rear End Collision
South Main Street and Reed Street	2004	AM	Rear End Collision
South Main Street and Reed Street	2004	AM	Rear End Collision
South Main Street and Reed Street	2004	PM	Rear End Collision
South Main Street and Reed Street	2004	PM	Rear End Collision
South Main Street and Reed Street	2005	PM	Reckless Driving
South Main Street and Reed Street	2005	PM	Failure To Yield
South Main Street and Reed Street	2005	PM	Rear End Collision
South Main Street and Reed Street	2005	PM	Failure To Yield
South Main Street and Reed Street	2005	PM	Rear End Collision
South Main Street and Reed Street Count			15
South Main Street and Sanford Street	2003	PM	Rear End Collision
South Main Street and Sanford Street	2003	PM	Failure To Yield
South Main Street and Sanford Street	2003	PM	Rear End Collision
South Main Street and Sanford Street	2003	PM	Other
South Main Street and Sanford Street	2004	PM	Reckless Driving
South Main Street and Sanford Street	2004	PM	Failure To Yield
South Main Street and Sanford Street	2004	PM	Other - Ped
South Main Street and Sanford Street	2004	PM	Failure To Yield
South Main Street and Sanford Street	2004	PM	Rear End Collision
South Main Street and Sanford Street	2005	PM	Rear End Collision
South Main Street and Sanford Street	2005	PM	Failure To Yield
South Main Street and Sanford Street	2005	AM	Failure To Yield
South Main Street and Sanford Street Count			12
South Main Street and Spotswood Drive	2003	PM	Failure To Yield
South Main Street and Spotswood Drive	2003	PM	Rear End Collision
South Main Street and Spotswood Drive	2004	PM	Reckless Driving
South Main Street and Spotswood Drive	2004	PM	Rear End Collision
South Main Street and Spotswood Drive	2005	PM	Failure To Yield
South Main Street and Spotswood Drive	2005	PM	Rear End Collision
South Main Street and Spotswood Drive Count			6
South Main Street and Spring Valley Road	2004	AM	Failure To Yield
South Main Street and Spring Valley Road Count			1
South Main Street and Venable Street	2004	PM	Rear End Collision
South Main Street and Venable Street Count			1
South Main Street and Williams Street	2004	PM	Failure To Yield
South Main Street and Williams Street	2004	PM	Reckless Driving
South Main Street and Williams Street	2004	PM	Reckless Driving
South Main Street and Williams Street	2004	PM	Reckless Driving
South Main Street and Williams Street	2005	PM	Failure To Yield
South Main Street and Williams Street Count			5
South Virginia Street and Putney Street	2005	PM	Reckless Driving
South Virginia Street and Putney Street	2005	PM	Rear End Collision
South Virginia Street and Putney Street Count			2
Third Street and Main Street	2003	AM	Reckless Driving
Third Street and Main Street	2005	AM	Failure To Yield
Third Street and Main Street Count			2

Virginia Street and East Third Street	2004	PM	Reckless Driving
Virginia Street and East Third Street	2004	AM	Reckless Driving
Virginia Street and East Third Street	2005	PM	Reckless Driving
Virginia Street and East Third Street Count			3
Virginia Street and Fourth Street	2005	AM	Reckless Driving
Virginia Street and Fourth Street Count			1
Virginia Street and Second Street	2005	PM	Failure To Yield
Virginia Street and Second Street Count			1
West Third Street @ Wachovia Bank	2005	PM	Failure To Yield
West Third Street @ Wachovia Bank Count			1
West Third Street and Appomattox Street	2005	AM	Failure To Yield
West Third Street and Appomattox Street Count			1
West Third Street and Buffalo Street	2003	AM	Failure To Yield
West Third Street and Buffalo Street	2003	PM	Rear End Collision
West Third Street and Buffalo Street Count			2
West Third Street and Fairgrounds Road	2003	PM	Rear End Collision
West Third Street and Fairgrounds Road Count			1
West Third Street and Garden Street	2005	AM	Failure To Yield
West Third Street and Garden Street Count			1
West Third Street and Halman Street	2003	PM	Failure To Yield
West Third Street and Halman Street Count			1
West Third Street and Holmon Street	2003	PM	Other - Deer
West Third Street and Holmon Street	2004	PM	Rear End Collision
West Third Street and Holmon Street Count			2
West Third Street and Industrial Park Road	2003	AM	Rear End Collision
West Third Street and Industrial Park Road	2004	AM	Failure To Yield
West Third Street and Industrial Park Road	2005	PM	Rear End Collision
West Third Street and Industrial Park Road	2005	PM	Rear End Collision
West Third Street and Industrial Park Road Count			4
West Third Street and Lane Street	2004	PM	Reckless Driving
West Third Street and Lane Street	2005	PM	Rear End Collision
West Third Street and Lane Street Count			2
West Third Street and Main Street	2003	PM	Reckless Driving
West Third Street and Main Street Count			1
West Third Street and North Street	2003	PM	Reckless Driving
West Third Street and North Street	2003	AM	Failure To Yield
West Third Street and North Street	2003	PM	Reckless Driving
West Third Street and North Street	2004	PM	Reckless Driving
West Third Street and North Street	2004	PM	Reckless Driving
West Third Street and North Street	2004	PM	Failure To Yield
West Third Street and North Street	2004	PM	Other
West Third Street and North Street	2005	PM	Failure To Yield
West Third Street and North Street	2005	AM	Reckless Driving
West Third Street and North Street	2005	PM	Reckless Driving
West Third Street and North Street	2005	AM	Reckless Driving
West Third Street and North Street Count			11
West Third Street and Oak Street	2004	PM	Failure To Yield
West Third Street and Oak Street	2005	AM	Rear End Collision
West Third Street and Oak Street	2005	PM	Failure To Yield
West Third Street and Oak Street Count			3

West Third Street and Randolph Street	2003	AM	Failure To Yield
West Third Street and Randolph Street Count			1
West Third Street and St. George Street	2003	PM	Reckless Driving
West Third Street and St. George Street	2003	PM	Rear End Collision
West Third Street and St. George Street	2003	AM	Reckless Driving
West Third Street and St. George Street	2004	AM	Rear End Collision
West Third Street and St. George Street Count			4
West Third Street and Town Limits	2005	PM	Reckless Driving
West Third Street and Town Limits Count			1
Grand Count			342

Graphical Representation of All Accidents Figure A-1



A.5 - Environmental Overview Methodology

An environmental overview was conducted for recommendations that involve roadway widening (providing additional travel lanes) or for the recommendations involving the development of new transportation facilities. In these cases, the following information was reviewed from available resources to determine potential impacts in the study area:

- *Agricultural and Forestal Districts* – Identification of whether or not the proposed recommendation is within an agricultural or forestal district was determined through coordination with the Virginia Department of Agriculture and Consumer Services and local contact with the County government of Washington County.
- *Hazmat Sites* – Location of any hazardous material storage or release sites near the proposed recommendation's location.
- *Historic Properties* – The number, location, and name of historic properties which are recorded in the files of the Virginia Department of Historic Resources or determined as locally significant through coordination with the local jurisdiction.
- *Wetlands* – The acreage and type of wetlands that could be impacted by the proposed recommendation. The source of the wetlands information was the National Wetlands Inventory (NWI) maps available for each study area.
- *Stream Crossings* – The number of stream crossings that could be impacted by the proposed action. The streams were identified from U.S.G.S. Topographic Quad sheets.
- *Trout Stream Crossings* – The number of trout stream crossings that could be impacted by the proposed recommendations. Native and stocked trout streams were identified from the Virginia Department of Game and Inland Fisheries trout stream survey, 1993.
- *Virginia Byway Locations* – The proximity of the proposed recommendation to any route that is currently designated as a Virginia Byway as identified on the 1999 Virginia Byways map.
- *Open Space Easements* – The proximity of the proposed recommendation to any open space easement that has been set aside and documented by the Virginia Outdoors Foundation.
- *Park & Recreation Sites* – The proximity and potential displacement required by the proposed recommendation to any park and recreation site that is in current operation in the Town. This information was obtained from local sources in each study area.
- *Potential Range of Business/Residential Displacements* – For each study area, a rough approximation based upon local jurisdiction input and field observation of the potential displacements by any proposed recommendation. The number of displacements was based upon standard right of way and limits of disturbance required for the construction of the type of proposed facility.

ENVIRONMENTAL CONSIDERATIONS

Long-range transportation planning is a cooperative process that involves the analysis of the transportation system's current and future conditions in order to identify and reach consensus on the transportation improvements needed to address the problems identified. The transportation planning process guides decision-making on where to invest limited revenues to improve the transportation system. These long-range plans generally outline the transportation system needs and requirements 20 to 25 years into the future and help shape local, regional, and state strategies for addressing economic growth, safety, congestion, air quality, and public mobility.

Through a process of intergovernmental cooperation and coordination at the state, federal and local level, as well as citizen involvement, long-range transportation planning helps bring all affected parties to the table in order to address the unique transportation needs of each locality and region while providing a

forum to address the overall growth and development for Virginia. Since the transportation system is dynamic in nature, these plans are continuously updated every 3 to 5 years in order to provide a comprehensive and accurate strategy for addressing the ever changing needs of Virginia's citizens and businesses.

Once project funding is allocated for the preliminary engineering (PE) phase of the project, the project development process is initiated. If the improvement involves a federal action it is subject to the National Environmental Policy Act (NEPA). As it relates to transportation improvements, the main purpose of NEPA is to require the environmental impacts of a project to be considered prior to implementation and to foster better decisions based on an analysis of environmental considerations and transportation needs.

Appropriate Environmental Data in Plans / Studies

The type of planning study determines the appropriate level of environmental data detail to be included in plans. As the following table indicates, the state long-range multimodal plan shall include a level I environmental analysis, corridor studies shall include a level I, II, III analysis and all other plans a level I and II analysis.

Environmental Study Level	CLRP	SUATS	RLRP	Corridor Studies	State Highway Plan	VTrans
I	✓					✓
II		✓	✓		✓	
III				✓		

Environmental Study Level II (Small Urban Area Transportation Studies –SUAS)

This level involves a more comprehensive overview of environmental resources that might be impacted by planned transportation improvements. These projects typically involve federal aid eligible activity on either new location or represent a capacity increase. VDOT's Environmental Division conducts these reviews using the GIS Integrator in CEDAR to assess potential environmental areas of concern. The review will consider the data layers in the folders for:

Hydrology	Land Management	Civil Infrastructure
Animals	Environmental Quality	Human History
Recreation		

The overview will be conveyed in a tabular form **(Figure 4.2)** depicting various environmental resources and include a summary of conclusions and recommendations.

Potential Environmental Mitigation Activities and Areas

The Long Range Transportation Planning effort is a process that is used to identify the transportation issues and needs in small urban areas such as the Town of Farmville. During the plan's development the locality together with VDOT planners examines land development patterns, demographics, travel patterns and trends to identify existing and future transportation problems. Alternatives are identified to meet current and projected future demands that will provide a safe and efficient transportation system that meets the needs of the traveling public while limiting adverse impacts to the environment.

The inclusion of a recommended improvement in the long range transportation plan represents preliminary regional support for that improvement. The time-tiered approach is a guidance tool to aide decision makers in determining when projects should be implemented. Transportation improvements go through several steps from conception to implementation and take many years to successfully complete.

The considerations and recommendations made during the Small Urban Area Long Range Transportation Planning process are preliminary in nature. Detailed environmental analysis conducted through the National Environmental Policy Act (NEPA) does not apply to long range transportation plans. With exceptions for regional ambient air quality, offsetting environmental impacts during the long-range planning process is not required.

Detailed environmental analysis of individual transportation projects occurs later in the project development process as the improvement approaches the preliminary engineering stage. At this stage, project features may be narrowed and refined, and the environmental impacts and environmental mitigation strategies can be appropriately ascertained. Virginia's State Environmental Review Process directs the project-by-project interagency review, study and identification of environmental concerns. Related requirements that typically apply at this stage involve public hearings, environmental permit-processing, and NEPA studies. Usually, a variety of environmental documentation, permit and mitigation needs are identified and environmental findings are closely considered and evaluated. Common project environmental mitigation measures (required silt-fence barriers, precautions to control dust, etc) are managed using Road and Bridge Standards that apply to all construction activities. Special environmental concerns, however, may differ widely by project and location. As environmental studies are conducted and undergo public and interagency review, needed mitigation plans are specified and committed to within the environmental documents on the particular transportation project or activity. Environmental management systems then are used to monitor, and ensure compliance with, the environmental mitigation commitments.

Potential environmental mitigation activities may include: avoiding impacts altogether, minimizing a proposed activity/project size or its involvement, rectifying impacts (restoring temporary impacts), precautionary and/or abatement measures to reduce construction impacts, employing special features or operational management measures to reduce impacts, and/or compensating for environmental impacts by providing suitable, replacement or substitute environmental resources of equivalent or greater value, on or off-site. Where on-site mitigation areas are not reasonable or sufficient, relatively large off-site compensatory natural resource mitigation areas generally may be preferable, if available. These may offer greater mitigation potential with respect to planning, buffer protection and providing multiple environmental habitat value (example: wetland, plant and wildlife banks).

Mitigation activities and the mitigation areas will be consistent with legal and regulatory requirements relating to the human and natural environment. These may pertain to neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and other water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. The following table illustrates some potential mitigation activities and potential mitigation areas for these resources:

Resource	***Key applicable requirements***	***Potential mitigation activities for project implementation***	***Potential mitigation areas for project implementation***
Neighborhoods and communities, and homes and businesses	Uniform Relocation Assistance and Real Property Acquisition Policy Act at 42 USC 4601 et seq.	Impact avoidance or minimization; context sensitive solutions for communities (appropriate functional and/or aesthetic design features).	Mitigation on-site or in the general community. (Mitigation for homes and businesses is in accord with 49 CFR 24)
Cultural resources	National Historic Preservation Act at 16 USC 470	Avoidance, minimization; landscaping for historic properties; preservation in place or excavation for archaeological sites; Memoranda of Agreement with the Department of Historic Resources; design exceptions and variances; environmental compliance monitoring	On-site landscaping of historic properties, on-site mitigation of archeological sites; preservation in-place
Parks and recreation areas	Section 4(f) of the U.S. Department of Transportation Act at 49 USC 303	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring	On site screening or on-site replacement of facilities; in some cases, replacement of affected property adjacent to existing
Wetlands and water resources	Clean Water Act at 33 USC 1251-1376; Rivers and Harbors Act at 33 USC 403	Mitigation sequencing requirements involving avoidance, minimization, compensation (could include preservation, creation, restoration, in lieu fees, riparian buffers); design exceptions and variances; environmental compliance monitoring	Based on on-site/off-site and in-kind/out-of-kind sequencing requirements; private or publicly operated mitigation banks used in accordance with permit conditions. Mitigation areas will be limited by density of development and requirements for replacement within the affected area.
Forested and other natural areas	Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313); Open Space Land Act (Section 10.1-1700-1705, 1800-1804)	Avoidance, minimization; Replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring	Landscaping within existing rights of way; replacement property for open space easements to be contiguous with easement; replacement of forestry operation within existing agriculture/forestal district
Agricultural areas	Farmland Protection Policy Act of 1981 at 7 USC 4201-4209, Agricultural and Forest District Act (Code of VA Sections 15.2-4305; 15.2-4307-4309; 15.2-4313)	Avoidance, minimization; design exceptions and variances; environmental compliance monitoring	Replacement of agricultural operation within existing agriculture/forestal district
Endangered and threatened species	Endangered Species Act at 16 USC 1531-1544	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreements for species management; environmental compliance monitoring	Relocation of species to suitable habitat adjacent to project limits
Ambient air quality	Clean Air Act at 42 USC 7401-7671, and Conformity regulations at 40 CFR 93	Transportation control measures, transportation emission reduction measures	Within air quality non-attainment and maintenance areas

A.6 - Costing Methodology

The development of cost estimates for each proposed recommendation in the plan was based upon a series of unit costs developed by VDOT's Transportation Planning Division. These estimates cover a wide range of proposed road, bridge, intersection, and interchange improvements. However, they do not and cannot provide an accurate estimate for every proposed improvement possible across the Commonwealth of Virginia. Therefore please note that the costs presented in this document are of a preliminary planning basis only. Further refinement of these cost estimates should occur at each phase of project development. The unit cost estimates are presented in the following table.

Original costs estimates developed by VDOT Transportation Planning Division – 2006

3% Inflation Rate each year applied to achieve current year (2008)
Costs include 20% for engineering and contingencies.

Urban Typical Sections				Cost Per Mile (CPM)
2 lanes	U2	26'-30' pavement	Reconst or New	2,900,000
3 lanes	U3	36'-40' pavement	Reconst or New	5,500,000
4 lanes	U4	40'-48' pavement	Reconst or New	6,600,000
4 lanes divided	U4D	48' pavement	Reconst or New	7,900,000
6 lanes divided	U6D	72' pavement	Reconst or New	10,300,000
8 lanes divided	U8D	96' pavement	Reconst or New	12,500,000
Rural Typical Sections				**Cost Per Mile (CPM)**
2 lanes	R2	18' pavement	Reconst or New	480,000
2 lanes	R2	20' pavement	Reconst or New	800,000
2 lanes	R2	22' pavement	Reconst or New	950,000
2 lanes	R2	24' pavement	Reconst or New	1,400,000
4 lanes divided	R4D	48' pavement	Reconst	3,700,000
4 lanes divided	R4D	48' pavement	New	5,700,000
4 lanes divided	R4D-P	48' pavement	Parallel	2,900,000
4 lanes divided	R4D	48' pavement with 16' R med.	Reconst or New	4,000,000
6 lanes divided	R6D	72' pavement widen 4-6 lanes	Reconst	5,200,000
6 lanes divided	R6D	72' pavement	New	6,900,000
8 lanes divided	R8D	96' pavement widen 6-8 lanes	Reconst	5,200,000
8 lanes divided	R8D	96' pavement widen 4-8 lanes	Reconst	10,400,000

Right and Left Turn Lanes on a Four Lane Road				
Right turn lane	100' parallel and 100' taper.		@	110,000
Left turn lane	200' parallel and 200' taper.		@	130,000
Crossover			@	100,000
Provide new crossover with two right and two left turn lanes.			@	550,000
Right and Center Left Turn Lane on a Two Lane Road				
	Design speed 55 M.P.H.			
One left turn lane	500' parallel and two 700' taper	0.36MI.	@	760,000
Two left turn lanes	900' parallel and two 700' taper	0.44MI.	@	860,000
Right and left turn lane			@	860,000
Two right and two left turn lanes			@	1,060,000
Bridge Cost				
Over 25' to 200' in length	Widen Reconst or New		per sq ft.	120
Over 200' in length	Widen Reconst or New		per sq ft.	150
Other Improvement Cost				
Eliminate parking, restripe (Both sides)		CPM		90,000
Provide Signal at unsignalized intersection		@		250,000
Improve, replace Signal at intersection		@		130,000
Improve phasing of system, signalized intersections		@		170,000
Provide pedestrian signal phase		@		40,000
Provide pedestrian crosswalk		@		10,000
Downtown signage		CPM		25,000
Close open ditch drainage and provide curb & gutter		CPM		1,400,000
Widen radius for truck turning		@		34,000
Install railroad warning lights (no gates)		@		34,000
Lower railroad bed by 2 ft. for a 1,000 ft.		CPM		2,800,000
Provide park & ride facility		CPS		3,000
Provide 5' ft. sidewalk		CPM		90,000
Provide 10' Shared Use Path off road.		CPM		640,000
Improve grade separated interchange		@		32,000,000
Provide new grade separated interchange (Rural High)		@		53,000,000
Provide new grade separated interchange (Urban High)		@		74,000,000
Right of Way & Utilities Cost % of Cost Estimate				
Rural			25%	
Residential/Suburban low density			50%	
Outlying business/Suburban high density			60%	
Central business district			100%	

APPENDIX B - LOCAL COORDINATION

The development of the Farmville 2035 Transportation Plan included several coordination meetings with Town staff. The following list describes the number of meetings held, the meeting times, locations, and the purpose of each meeting.

Kick-off meeting: April 5, 2006. The meeting was held at 11 AM at the Farmville Train Station. In attendance at the meeting were several members of the Town staff, including the Town Manager, Director of Public Works, and the Director of Planning. In addition, several Town Council members were in attendance including the Mayor and Vice-Mayor. The kick-off meeting enabled the project team to discuss the purpose and scope of the study, the coordination process with local staff, and the schedule for data collection and plan preparation.

Existing Conditions Meeting: April 19, 2007. The meeting was held at 2 PM at the Farmville Town Hall. In attendance at the meeting were several members of the Town staff, including the Town Manager, Director of Public Works, and the Director of Planning. No members of the Town Council were present. The existing conditions meeting allowed the project team to present the results of baseline and horizon year traffic analysis and also allowed local staff to communicate desired transportation needs.

Recommendations Meeting #1: October 10, 2007. The meeting was held at 7 PM at the Farmville Town Hall. In attendance at the meeting were several members of the Town staff, including the Town Manager, the Mayor, the Vice Mayor, and the Director of Planning. At this meeting, the project team presented and discussed with Town officials the draft 2035 Transportation Plan recommendations. Input was provided by Town staff that led to further analysis and evaluation by the project team and eventually required a second meeting to discuss a revised set of recommendations.

Recommendations Meeting #2: October 18, 2007. The meeting was held at 10 AM at the Farmville Town Hall. In attendance was the Mayor, the Director of Planning and VDOT representatives. At this meeting, the project team presented recommended alternatives. Recommendations incorporated comments from Recommendations meeting #1 as well as conclusions from additional studies. These studies included the Farmville Downtown Study, a study performed under a separate VDOT contract.

Council Work Session: June 4, 2008. The meeting was held at noon at the Farmville Town Hall. A half an hour presentation was made to Council members, Town Manager and Town Planner, briefing them on the plan layout, maps, and recommendations. Feedback was solicited and comments documented.

Public Meeting: July 9, 2008. The meeting was held from 530 PM to 630 PM at the Farmville Municipal Building. In attendance were the Mayor, members of the Town Council, the Town Manager, the Director of Public Works, the Director of Planning, community association representatives, business owners, residents, and VDOT representatives. The purpose of this meeting was to present the recommendations to Town officials, citizens and other interested parties, to receive comments on the plan, and to allow the Town Council to consider the plan for adoption. The Farmville 2035 Transportation Plan was put on display at the Town Hall, the Public Library and on the Town's Web Site to solicit public comments on the plan.

A public information meeting was held on 07/09/2008 to receive comments on the proposed update to the Town of Farmville's Transportation Plan for Year 2035. Approximately 9 citizens and local officials attended.

Comments received at the public involvement meeting were shared with the Farmville Town Council at the public hearing for updating the Transportation Plan held on August 13, 2008.

The Small Urban Area Transportation Plan for the Town of Farmville was adopted by the Farmville Town Council on August 13, 2008.

Information provided on this sheet is subject to public disclosure

VDOT

Public Information Meeting

Town Of Farmville
2035 Transportation Plan

COMMENT SHEET

July 9, 2008

(PLEASE PRINT)

NAME: _____

ADDRESS: _____
_____
_____

1. Do you feel you have a clear understanding of the overall plan and the major proposed plan elements?
   YES _____ NO _____

If no, please explain. _____
_____
_____

2. Do you feel that the proposed plan adequately identifies the Town's transportation issues?
   YES _____ NO _____

If no, please explain. _____
_____
_____

3. Are there specific areas within the Town that are not identified in the plan that you feel should be considered?
   YES _____ NO _____

If yes, please explain. _____
_____
_____

4. Are there any potential negative impacts related to the recommended improvements that concern you?
   YES _____ NO _____

If yes, please explain. _____
_____
_____

5. Do you support the transportation plan recommendations?
   YES _____ NO _____ With Modifications _____

Please identify these modifications. _____
_____
_____

Please use the back side of this sheet to provide any additional comments. Thank you for your input!

Please leave this comment sheet with a VDOT Representative

REGULAR MONTHLY MEETING OF THE FARMVILLE TOWN COUNCIL HELD ON AUGUST 13, 2008

At the regular monthly meeting of the Farmville Town Council held on August 13, 2008, there present were Mayor S.C. Newman, Jr., presiding and Council members D.E. Whitus, D.L. Hunter, S.B. Thompson, T.B. Pairet, O.S. Overton, A.D. Reid and E.I. Gordon. Also in attendance were Town Manager, Gerald Spates, Chief of Police Stuart Dunnavant, Director of Public Works, Robin Atkins, Town Treasurer, Carol Anne Seal, and Town Planner, Cindy Morris.

Reverend Price opened the meeting with a prayer.

On proper motion, duly seconded and carried, the regular order of business was dispensed with to hear from guests. No one present elected to address Council.

ADOPTION OF AMENDED FARMVILLE 2035 TRANSPORTATION PLAN

On motion by Mr. Whitus, seconded by Mr. Hunter and with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council adopted the amended Farmville 2035 Transportation Plan, as previously presented to Town Council.

The Town Manager summarized the process saying that members from the Virginia Department of Transportation presented the Plan at the July work session and that the required Public Hearing was conducted this evening. Mr. Spates introduced Mr. Rick Youngblood with the Virginia Department of Transportation. Mr. Youngblood thanked Town Council for their support and Town Planner, Cindy Morris for her assistance.

Mr. Bruce Davis, Vice President of the Prince Edward Farmville Youth Association and Mr. Eddie Amos, At Large member, recognized Mr. Spates and the Town of Farmville for their support of the Youth Association. Mr. Davis said the Youth League offers softball, baseball, soccer and basketball to over 600 participants. He said the program would not be as successful as it is without the support of the Town Manager and the community. Mayor Newman thanked the Association on behalf of the Town Council for their commitment to not only the youth in our area but also to the community.

Mrs. Mary Stokes addressed Town Council. Mrs. Stokes thanked the Town Council for their past support of the Prince Edward County Recreation Center and said that she will be contacting them in the future for additional assistance. Mrs. Stokes said that the Center had a

summer enrollment of 115 children and informed Council members of some of the activities they provided. In closing, Mrs. Stokes said she is hopeful that the programs will be conducted in the Recreation Center next year.

CLOSED MEETING MOTION

On motion by Dr. Gordon, seconded by Mr. Hunter and with all Council members voting "aye", Council went into closed meeting pursuant to legal consultation, **Section 2.2-3711.A.7** of the Code of Virginia for consultation with legal counsel and briefings by staff members, consultants or attorneys, pertaining to actual or probable litigation, or legal matters between the County of Prince Edward and the Town of Farmville and other specific legal matters requiring the provision of legal advice by counsel.

On motion by Dr. Gordon, seconded by Mr. Hunter and with all Council members voting "aye", Council returned to the regular order of business.

CERTIFICATION OF CLOSED MEETING

WHEREAS, the Farmville Town Council has convened a closed meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of The Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3712 of the Code of Virginia requires a certification by the Farmville Town Council that such closed meeting was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the Farmville Town Council hereby certified that, to the best of each member's knowledge, only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and only such public business matters as were identified in the motion convening the closed meeting were heard, discussed or considered by the Farmville Town Council.

VOTE: 7 "AYES"
MOTION: Dr. Gordon SECOND: Mr. Hunter

AYES: Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon
NOES: -0-

ABSENT DURING VOTE: none

ABSENT DURING MEETING: none

On motion by Mrs. Thompson, seconded by Mr. Dr. Gordon and with all Council members voting "aye", the minutes of the July 9, 2008 regular Council meeting were approved, as previously presented to each Council member.

On motion by Mr. Reid, seconded by Dr. Gordon and with all Council members voting "aye", the minutes of the July 16, 2008 special called council meeting were approved, as previously presented to each Council member.

On motion by Mr. Whitus, seconded by Mr. Hunter, with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council approved the Treasurer's Report.

On motion by Mrs. Thompson, seconded by Mr. Reid and with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council approved payment of the following bills:

ARENA TRUCKING CO INC	$305.00	AYERS BUILDING & SUPPLY	$546.97
B & M GREENHOUSE	$188.63	DONALD C BLESSING	$2,867.68
BOWMAN BARNES DIST	$268.92	ARCET	$179.39
C & L MACHINE & WELDING	$98.60	CONTROL EQUIP CO INC	$217.32
DAVIS PONTIAC SALES	$283.51	DOMADE INDUSTRIAL CO	$279.52
FARMVILLE AUTO PARTS	$2,598.67	FARMERS COOPERATIVE	$29.97
FARMVILLE WHOLESALE	$3,072.34	FARMVILLE HERALD	$888.38
FISHER AUTO PARTS	$206.21	W W GRAINGER	$1,320.32
CHAMBER OF COMMERCE	$215.00	KEY OFFICE SUPPLY	$1,142.55
LUCK STONE BURKEVILLE	$3,867.10	NOOR WHOLESALE	$1,044.35
NEWMAN TIRE CO INC	$2,399.44	SYD NEWMAN	$500.00
BEST ACCESS SYSTEM	$321.05	W C NEWMAN CO INC	$5,651.50
PRICE SUPPLY	$349.11	MID-ATLANTIC IRRIGATION	$1,694.22
ARMSTEAD REID	$831.00	CREEDLE JONES & ALGA	$5,375.00
SHERWIN-WILLIAMS CO	$181.98	SHANABERGER & SON	$505.76
UNIVAR USA INC	$5,330.00	SOUTHSIDE ELEC COOP	$1,042.65
BARKER JENNINGS CORP	$724.48	TAYLOR FORBES EQUIP	$799.37
BUFFALO SHOOK CO	$24.00	XEROX CORPORATION	$441.56
FERGUSON ENTERPRISES	$3,592.68	CAROL ANNE SEAL	$303.22
GRANT'S GLASS	$84.00	PROFESSIONAL AUTO	$119.95
MCMILLIAN PAGER	$135.20	RADIO SHACK	$333.97
GOODMAN TRUCK	$182.64	SOUTHERN POLICE EQUIP	$39.00
OTTO S OVERTON	$831.00	EAST END MOTOR	$455.17
SOUTHSIDE HOSPITAL	$570.00	TREASURER OF VA	$3,580.90
TREASURER ASSOC OF VA	$60.00	FEARS AUTO GLASS	$150.00
AUSTIN ELECTRICAL	$805.43	B P SHORT & SON PAVING	$142.59
JUDY ELLINGTON DESIGN	$160.53	B & B CONSULTANTS	$17,924.22
VALLEY FASTENERS	$108.06	SONNY MERRYMAN	$762.51
COLONIAL FORD SALES	$2,072.90	SAFETY-KLEEN CORP	$253.91
ROY C JENKINS	$50,999.38	VERIZON SOUTH	$101.04
HALEY AUTO MALL EQUIP	$85.86	STEPS INC	$2,816.11
JAMES RIVER EQUIP	$385.71	LAW ENFORCEMENT ASSOC	$179.00
CAPITAL PONTIAC GMC	$229.25	THIRD STREET WRECKER	$261.00
TIMMONS GROUP	$525.00	A PIERRE JACKSON	$360.00
PEARSON EQUIPMENT	$210.00	DSC SYSTEM GRAPHICS	$234.81
HAYES INSTRUMENT	$47.48	UNITED PARCEL SERVICE	$15.75
PEPSI COLA	$1,317.50	TOWN POLICE SUPPLY	$2,737.36
THURSTON SPRING SERV	$322.91	DODSON EXTERMINATION	$1,276.80

PEMBROOKE HEALTH	$650.00	TRI COUNTY FORD	$724.93
JASPER ENGINES	$1,470.00	THE VERNON CO.	$2,713.27
SAUL MINEROFF	$2,111.85	QUANTUM CONTROLS	$197.27
LEXISNEXIS MATTHEW	$393.60	EMBARQ	$97.67
GALETON GLOVES	$94.11	SPAULDING EQUIPMENT	$49.95
FARMVILLE AUTO & TIRE	$320.59	MULLIGAN'S SPORTS	$136.15
RETIREMENT PLAN	$6,088.00	CERIDIAN BENEFITS	$314.40
EDWARD I GORDON	$831.00	TREASURER OF VA	$9,550.00
CARRINGTON'S MUSIC	$47.95	JAMES BELL	$240.00
NUTRI-BLEND	$34,313.65	CINTAS UNIFORMS	$2,132.99
BOOTH & COMPANY	$7,530.00	DIAMOND SPRINGS	$257.00
H EVANS THOMAS	$720.00	KINEX NETWORKING	$499.95
MOTOROLA	$284.00	TAPCO	$61.02
ELECOM	$126.70	LARRY'S AUTO PARTS	$557.97
TAYLOR'S SEPTIC SERVICE	$150.00	WOHLFORD'S RADAR	$74.00
FASTENAL	$178.30	COMPUTER EXCHANGE	$1,788.75
EVIDENT CRIME PRODUCTS	$207.00	JJ'S BEST BUY	$460.74
P E ANIMAL CONTROL	$435.00	PUGH LUBRICANTS	$98.98
OFFICEMAX CONTRACT	$810.34	SOUTHSIDE MESSENGER	$140.00
G E CAPITAL	$5,894.24	TRACTOR SUPPLY	$157.01
J HARMAN SAUNDERS	$168,411.25	PETTUS TYLER & JONES	$840.00
THYSSENKRUPP ELEVATOR	$1,200.00	TRINITY TURF	$1,265.00
JESTER & JESTER	$171.51	STAPLES BUSINESS	$1,219.64
P E OVERHEAD DOORS	$975.00	CONSOLIDATED PIPE CO	$4,212.00
HD SUPPLY WATERWORKS	$25,684.68	R & R PRODUCTS	$5,406.40
LEONARD BUILDING	$1,339.00	CALLAWAY GOLF	$6,024.60
CANON FINANCIAL SERVICE	$745.98	S&ME INC	$7,922.74
CLARY BUSINESS	$1,495.00	MILTON MAY APPRAISAL	$500.00
E I GORDON, MD	$65.50		

CHECKS PAID WITH PRIOR APPROVAL OF TOWN MANAGER AND/OR TOWN COUNCIL

BLUE CROSS BLUE SHIELD	$90,098.00	EASTERN LIFE & HEALTH	$878.85
ANTHEM LIFE	$3,094.37	AFLAC	$805.04
THOMAS WITT	$400.00	MARK S MILLS	$400.00
DARRYL HODGES	$400.00	RICHARD WALLACE	$400.00
ROBERT SAUNDERS	$400.00	HOPE MELL	$225.00
SAKINA SAWTELLE	$100.00	BUSINESS CARD	$97.88
BB&T GOVERNMENTAL	$54,511.18	EMBARQ COMMUNICATIONS	$649.91
TIMOTHY SEAMSTER	$110.36	CINDY MORRIS	$60.10
MACHELLE EPPES	$37.00	BOOTH & COMPANY	$25,000.00
DOMINION VA POWER	$5,463.98	USA MOBILITY WIRELESS	$347.14
BENCHMARK BANK	$100.00	KIMBERLY THOMPSON	$61.41
CITIZEN'S BANK & TRUST	$5,691.00	VA DEPT OF TAXATION	$9,500.99
TREASURER OF VA	$562.89	CITIZEN'S BANK & TRUST	$141.15
CITIZEN'S BANK & TRUST	$133,450.04	GLENDA STIMPSON	$500.00
LOWES	$627.36	MACHELLE EPPES	$29.00
SUNTRUST BANK	$2,000.00	MACHELLE EPPES	$45.00
CITIZEN'S BANK & TRUST	$2,558.91	VA DEPT OF TAXATION	$207.83
VA DEPT OF ABC	$245.00	PRINCE EDWARD SCHOOLS	$75.00
BENCHMARK BANK	$706,655.94	SMITH MANAGEMENT CO	$15,918.18
TREASURER OF VA	$1,400.00	SAM WILSON, JR	$25.00
PAM BUTLER	$25.00	ANDY ANDREWS	$25.00
U S CELLULAR	$1,184.77	DOMINION VA POWER	$105.90
CAROL ANNE SEAL	$33.48	DAVID FURLONG	$147.50

NATIONAL CITY COMM COO	$1,506.30	DCJS	$550.00
ROSS CATERING SERVICES	$2,058.25	CAROL ANNE SEAL	$40.84
LONGWOOD UNIVERSITY	$500.00	DOMINION VA POWER	$39,512.47
EMBARQ COMMUNICATIONS	$26.16	EMBARQ	$446.16
CAROL ANNE SEAL	$280.12	KRISTEN MCALEAVEY	$50.22
WOODLAND ASSOCIATES	$1,688.46	CATHERINE KAHL MILIARAS	$49.70
ENVIROCOMPLIANCE	$452.00	CAROL ANNE SEAL	$328.74
CHARLENE STOLTZFUS	$350.00	CAROL ANNE SEAL	$250.00
RAUL A AGUIRRE	$33.65	VA DEPT OF TAXATION	$9,743.99
CITIZEN'S BANK & TRUST	$141.15	TREASURER OF VA	$562.89
CITIZEN'S BANK & TRUST	$5,701.00	CITIZEN'S BANK & TRUST	$136,770.79
MACHELLE EPPES	$29.00	SPRINT	$11.98
EMBARQ COMMUNICATIONS	$583.41	HOPE MELL	$180.00
SAKINA SAWTELLE	$80.00	POSTMASTER FARMVILLE	$524.90
CUMBERLAND CO HEALTH	$100.00	CAROL ANNE SEAL	$173.39
ROSS CATERING SERVICES	$152.83		

BUILDING OFFICIAL'S REPORT

Members received copies of the July 2008 Building Official's Report, for their information.

UPDATE REZONING REQUEST ON BEHALF OF THE LONGWOOD REAL ESTATE FOUNDATION

On motion by Mr. Reid, seconded by Mrs. Thompson and with all Council members voting "aye", Council continued the rezoning request on behalf of the Longwood Real Estate Foundation.

The Foundation has requested the property at 605 and 611 High Street and 606 Chambers Street be rezoned from R1A to R3A for the purpose of constructing an Alumni Office and Conference Center adjacent to the house at 611 High Street. Members received copies of letters from the community expressing their concerns with the rezoning request and also the minutes from the Planning Commission meeting along with copies of the joint Community/Foundation Rezoning Committee for their review. Mr. Spates said at Council's request the Farmville Planning Commission will be reevaluating this request and will have their recommendations to Council at the September Council meeting.

TOWN MANAGER'S COMMITTEE UPDATES

Mr. Spates gave a verbal report on committee meetings. He said the request on behalf of Mr. Sutherland for use of the right of way at Cedar Lane that had been referred to the Property Committee has been withdrawn. In September (when all towing regulations will be finalized by the Towing Board) Town Attorney, Donald C. Blessing will be drafting a letter addressing those regulations - the letter will be sent to all towing companies doing business in the Town of Farmville. He also said the Property Committee, at the request of Council, met with

representatives from the South Central Realtor Association to discuss temporary signs in the town's right of ways. The group agreed on the following recommendations to Council:

Adopt the following:

1. Require a temporary sign permit – annual permit $500.00 or monthly permit $50.00
2. Open house signs put up and taken down on day of the event
3. One directional sign on right of way – approximate size 8" x 24"/30"
4. Signs will not be permitted on median strips or nailed on sign posts or poles
5. Signs are to be placed in a way as to NOT obstruct the field of vision of drivers
6. No balloons, flags or other materials that could be distracting to drivers

PROPOSED ORDINANCE RELATING TO TEMPORARY SIGNS IN RIGHT OF WAYS

On motion by Dr. Gordon, seconded by Mr. Hunter and all Council members voting "aye", Council approved advertising for a Public Hearing to be held at 6:45 pm on Wednesday, September 11, 2008 on the following proposed ordinance on temporary signs:

1. Require a temporary sign permit – annual permit $500.00 or monthly permit $50.00
2. Open house signs put up and taken down on day of the event
3. One directional sign on right of way – approximate size 8" x 24"/30"
4. Signs will not be permitted on median strips or nailed on sign posts or poles
5. Signs are to be placed in a way as to NOT obstruct the field of vision of drivers
6. No balloons, flags or other materials that could be distracting to drivers

Members also agreed to follow the recommendation of the Town Manager and add this ordinance to Chapter 23 under Streets and Sidewalks.

Mr. Spates presented Town Council with the recommendations of the Property Committee from a joint meeting with representatives from the South Central Realtor Association. Dr. Gordon spoke of comments made by the Town Manager at a previous Council meeting and asked if there was a possibility that the Town could lose transportation funds by allowing temporary signage on right of ways. He also expressed concerns with what he felt were lack of specifics in regards to the open house signs. Mr. Spates said as long as the Town had a policy and followed those guidelines the State would have no issues with this matter and the funds would not be in jeopardy. He continued, saying the Association would be using their generic sign and only be permitted to advertise on the day of the event. He added that the Association would be policing their members to make sure all regulations were followed.

APPOINTMENT TO THE FARMVILLE PLANNING COMMISSION

On motion by Mr. Whitus, seconded by Mr. Hunter and with all Council members voting "aye", Council appointed Council member Dr. Edward I. Gordon to the Farmville Planning

Commission. Dr. Gordon will be replacing Council member Overton as Council's representative on the Commission. His term will run concurrent with his seat on Council.

Council member Overton has asked to step down from the Commission. Dr. Gordon having previously been a member, expressed an interest in the position. This matter came before Council at the August 6, 2008 work session. A motion was made and carried to recommend the Circuit Court of Prince Edward appoint Council member Gordon to the Farmville Planning Commission. Mr. Spates informed members that on the recommendation of Town Council, the Circuit Court appoints members to the Farmville Board of Zoning Appeals and the Farmville Industrial Development Authority - on Council's approval members are appointed to the Farmville Planning Commission.

2007-2008 YEAR END REPORTS

Members received copies of the following 2007-2008 year end reports for their information: Narcotics Funds-State Funds, FIDA Fiscal Agents Report and the Total Long Term Debt Report.

REQUEST FOR IT EQUIPMENT FOR COUNCIL CHAMBERS

On motion by Mrs. Thompson, seconded by Mr. Pairet and with all Council members voting "aye", Council referred a request for additional video monitors and IT cameras in the Council Chambers to the Property and Finance Committee for their recommendations to Council.

Mr. Spates provided members with a quote of $16,760.00 from Central Virginia Communications, Inc. for additional IT equipment for the Council Chambers. He said the additional monitors and IT equipment will enable members and the audience to view materials placed on a tabletop projector. Members supported the need for the equipment but had concerns with the purchase at this time.

REQUEST FOR 5K RUN/WALK

On motion by Mr. Whitus, seconded by Mr. Pairet and with all Council members voting "aye", Council approved a request on behalf of Mr. and Mrs. Eckert to hold the Shine Fall Classic 5k run/walk event on Saturday, October 18, 2008.

Mr. Spates said the event was held last year and received positive community participation. He said that Mrs. Eckert has provided a map of the route, which he will forward to the Farmville Police Department and Volunteer Rescue Squad.

REQUEST FOR 5K WALK

On motion by Mr. Whitus, seconded by Mrs. Thompson and with all Council members voting "aye", Council approved a request on behalf of the Wesley Foundation to hold a 5k walk on Saturday, September 27, 2008.

The event is scheduled to begin at 9:00 am in front of the United Methodist Church located on High Street and terminate at approximately 11:00 am.

TOWN OF FARMVILLE EMPLOYEE 2008 WINTER HOLIDAY SCHEDULE

On motion by Dr. Gordon, seconded by Mr. Reid and with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council approved the following 2008 winter holiday schedule for the Town of Farmville employees:

Thanksgiving:	Wednesday, November 26 – Closed Thursday, November 27 – Closed Friday, November 28 – Closed
Christmas:	Wednesday, December 24 – Closed Thursday, December 25 – Closed Friday, December 26 – Closed
New Years:	Wednesday, December 31 – Closed Thursday, January 1 – Closed Friday, January 2 – Closed

EMPLOYEE RETIREMENT COMMITTEE MEETING

Mr. Spates informed members that the Employee Retirement Committee (Council member Whitus, Carol Anne Seal, Wade Stimpson, Robin Atkins and Lisa Hricko) would be meeting to discuss the Town's retirement plan. He said some employees have expressed concerns with their loss of funds in some of the accounts.

WATER AND SEWER ACCOUNTS

Members were furnished a list of Town water and sewer accounts that are not billed by the Town Treasurer's Office. Members discussed those accounts where the services are being donated to the organizations and suggested that a bill be mailed to them showing the amount that the Town is donating. Dr. Gordon recommended that these accounts be reviewed and discussed at each budget session.

On motion by Dr. Gordon, seconded by Mr. Reid and with all Council members voting "aye", Council approved the minutes of the August 6, 2008 work session, as presented to each Council member.

PROPERTY INSPECTOR'S REPORT

Members received copies of the June and July 2008 Property Inspector's Report. for their information. Dr. Gordon requested the report include further information on the status of citations issued.

DEED OF EXCHANGE ON PARCEL OF LAND LOCATED ON SOUTH

On motion by Mr. Reid, seconded by Mr. Hunter and with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council granted Mayor Newman authorization to sign the Deed of Exchange on the parcel of land conveyed to Anne H. Nase, now Anne H. Nase Wilkins and recorded as part of Tax Map #: 23A4((23)) (5) 1A.

Mr. Spates informed members that when the Town widened South Street, it was assumed that the Town also owned the above-mentioned parcel and placed parking signs on the property. It was recently brought to our attention that the parcel is owned by Mrs. Anne Nase Wilkins.

AUTHORIZATION TO SIGN NECESSARY DOCUMENTS – GOLF COURSE

On motion by Dr. Gordon, seconded by Mr. Hunter and with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council authorized Sydnor C. Newman, Jr., Mayor and Gerald J. Spates, Town Manager to sign the Assumption of Lease with National City Commercial Company, LLC and all documents necessary regarding the transfer leases in reference to the purchase of the Brookleigh Country Club.

ADOPT AMENDED RESOLUTION FOR THE FARMVILLE MUNICIPAL GOLF COURSE

On motion by Mr. Whitus, seconded Dr. Gordon and with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council adopted the following amended resolution:

RESOLUTION

BE IT RESOLVED BY THE TOWN COUNCIL FOR THE TOWN OF FARMVILLE, FARMVILLE, VIRGINIA that Joseph S. Hricko and Christopher L. Bolt are hereby appointed by Town Council to obtain an ABC license for the Town of Farmville, Virginia and are further authorized to sign whatever documentation that is necessary in order to effectuate the acquisition of the aforesaid license. This license is being entered into so that alcoholic beverages may be sold at the Farmville Municipal Golf Course.

Sydnor C. Newman, Jr.

ATTEST:

Lisa M. Hricko, Clerk

Date of Adoption

Mr. Spates explained that the previous resolution named the golf course as Brookleigh Country Club. In order for the Town's ABC license to be correct the resolution needs to be amended to read Farmville Municipal Golf Course.

REQUEST AUTHORIZATION TO HOLD PUBLIC HEARING ON INCREASING THE TOWN'S LINE OF CREDIT

On motion by Mr. Whitus, seconded by Dr. Gordon and with all Council members voting "aye", Council authorized advertisement for a Public Hearing on increasing the Town's line of credit from $1,000,000,000 to $3,000,000,000.

Mr. Spates gave a verbal update on the Town's finances along with the current and projected projects.

REQUEST AUTHORIZATION TO SIGN THE TEAMING AGREEMENT BETWEEN THE TOWN OF FARMVILLE , VIRGINIA AND IMMIGRATION CENTERS OF AMERICA-FARMVILLE, LLC AND THE JUSTIFICATION AND APPROVAL FOR AWARD TO IMMIGRATION CENTERS OF AMERICA-FARMVILLE, LLC OF CONTRACT TO PROVIDE ICE DETAINEE SERVICES ON EMERGENCY BASIS

On motion by Mr. Reid, seconded by Mrs. Thompson and with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council authorized Mayor Sydnor C. Newman, Jr. to sign the Teaming Agreement between Town of Farmville, Virginia and Immigration Centers of American-Farmville, LLC and the Justification and Approval for award to Immigration Centers of America-Farmville, LLC of contract to provide ICE detainee services on emergency basis.

The Town Manager had previously mentioned that these documents been reviewed by Town Attorney, Donald C. Blessing and found to be in order.

RENTAL OF TOWN PROPERTY

On motion by Dr. Gordon, seconded by Mr. Whitus and with a recorded vote with Council members Whitus, Hunter, Thompson, Pairet, Overton, Reid and Gordon voting "aye", Council approved establishing the following guidelines for rental of Town property:
The train station rental fee will be $350.00 with no exceptions. The facility will not be permitted to be used for meetings. The South Street Conference rental fee will be $100.00. The facility will only be used for meetings. The Wilck's Lake Island rental fee will be $150.00. No fees will be waived on any of the properties except for an event hosted by the Town of Farmville. There are no exceptions to this rule – that includes State agencies, religious organizations and non-profit, etc. Those organizations having already completed the application process will be grandfathered in.

VERBAL UPDATE

Mr. Spates gave a power point presentation highlighting the progress of current town projects.

There being no other business the meeting was adjourned at 8:09 pm.

APPROVED:

S.C. Newman Jr.
Mayor S.C. Newman, Jr.

ATTEST:

Lisa M. Hricko
Lisa M. Hricko, Clerk

(This space left blank intentionally).