

Chapter 5 – Pittsylvania County

Figure 5.1 shows that the population of Pittsylvania County has declined since the 2010 Census, and population projections indicate a continued population decline through 2040. Figures 5.2 and 5.3, which compare general age cohorts of Pittsylvania County from 2010 to 2018, the latter of which is based on 2014 - 2018 American Community Survey (ACS) data, show that the youngest age cohort (age 0 – 19) declined, while the oldest (65 years and over), increased.

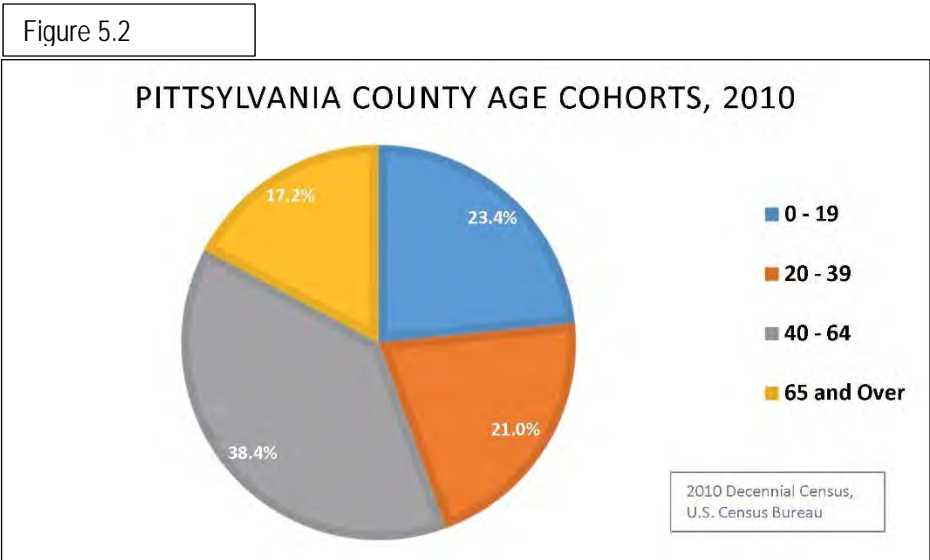
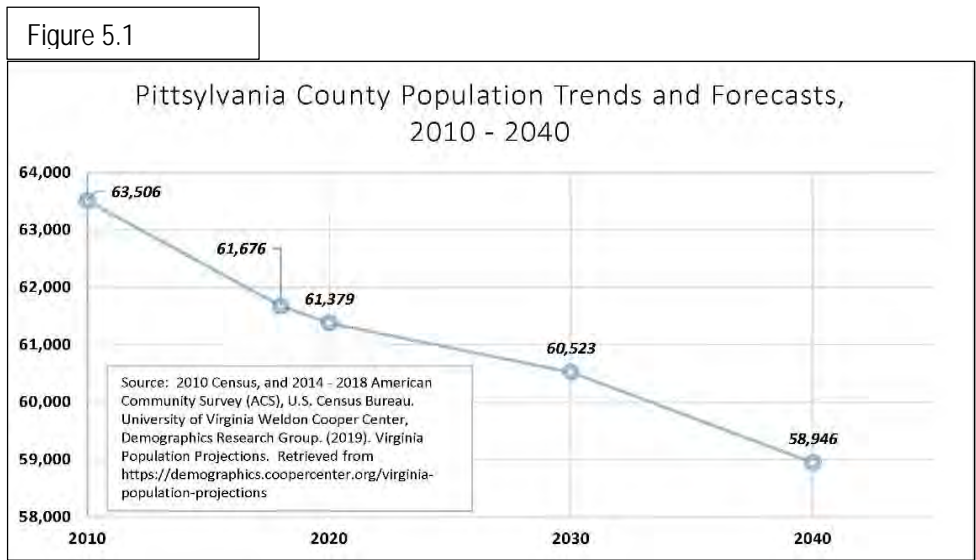


Figure 5.3

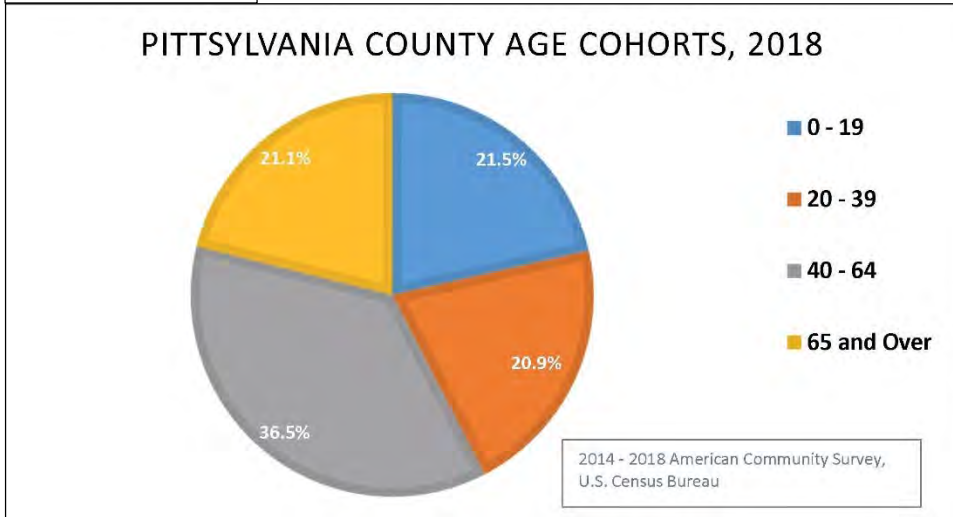


Figure 5.4

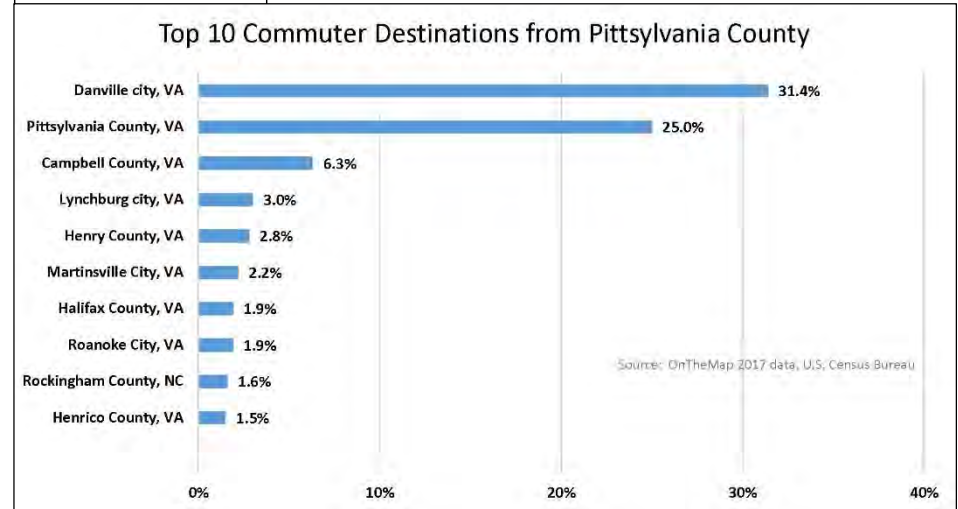


Figure 5.4 illustrates the top ten destinations to which Pittsylvania County residents commute. The figure shows that most workers residing in Pittsylvania County also commute to work in either the City of Danville or the County. Other destinations to which residents of the County commute include Campbell County, the City of Lynchburg, Henry County, and the City of Martinsville. Figure 5.5, which shows where commuters who work in Pittsylvania County live, indicates that the majority of workers who are employed in the County also reside there. Other localities which supply the County with its labor force include the City of Danville, Henry County, Campbell County, and Halifax County.

Figure 5.6 highlights demographic characteristics of both Pittsylvania County and the Commonwealth of Virginia, for the purpose of comparison. Based on the figure, the population age 65 and over, as well as the shares of the population which are disabled and below poverty are all higher than the shares of those populations for Virginia; the minority share of the population of the County, however, is lower than that of the State.

Figure 5.5

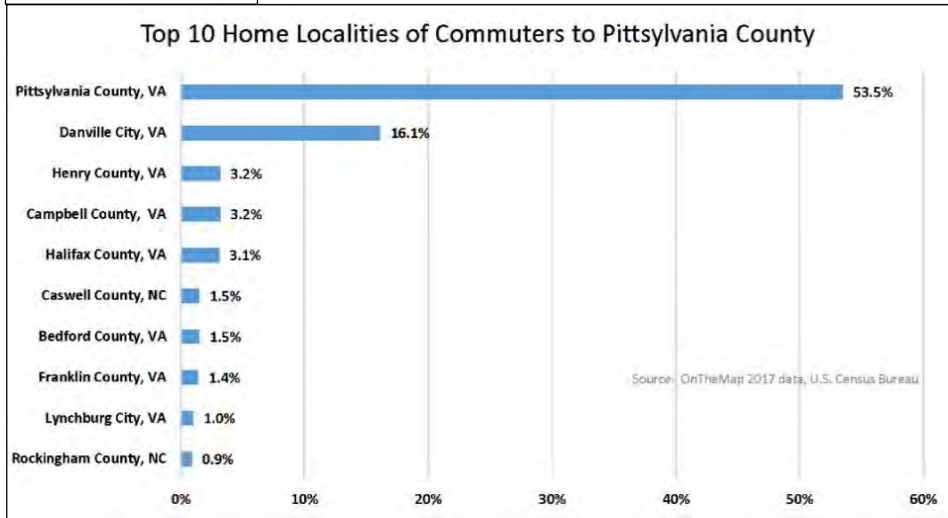
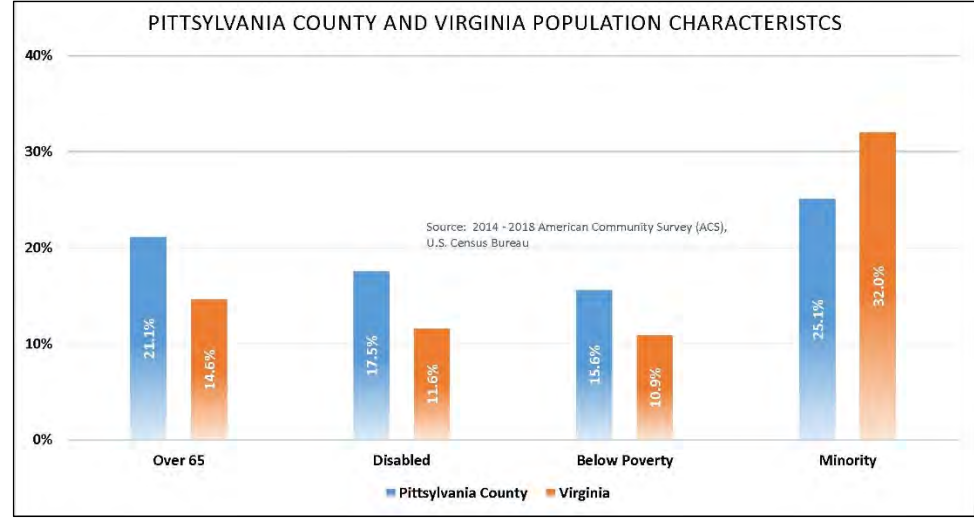


Figure 5.6



With regard to commuters' journey to work, as can be expected, most workers drive alone, as depicted in Figure 5.7. A total of 9 percent of workers carpool, which is nearly the same figure at the national level. A total of 0.9 percent of workers walk to work, and 3.6 percent work from home. Figure 5.8 shows that educational attainment in Virginia, expressed as the share of those age 18 years and over who hold a bachelor degree or graduate or professional degree, is significantly higher than for the County. The share of individuals holding an associate degree, however, is slightly higher for the County than for the State.

Figure 5.7

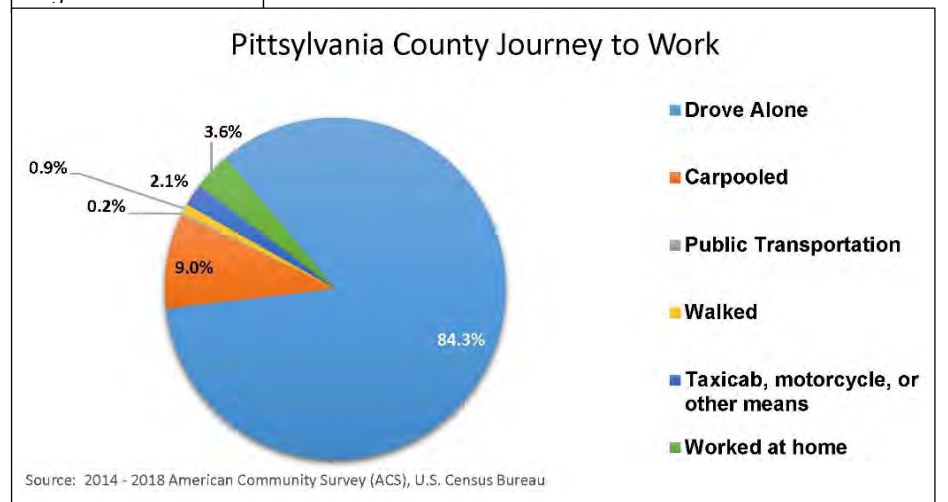


Figure 5.8

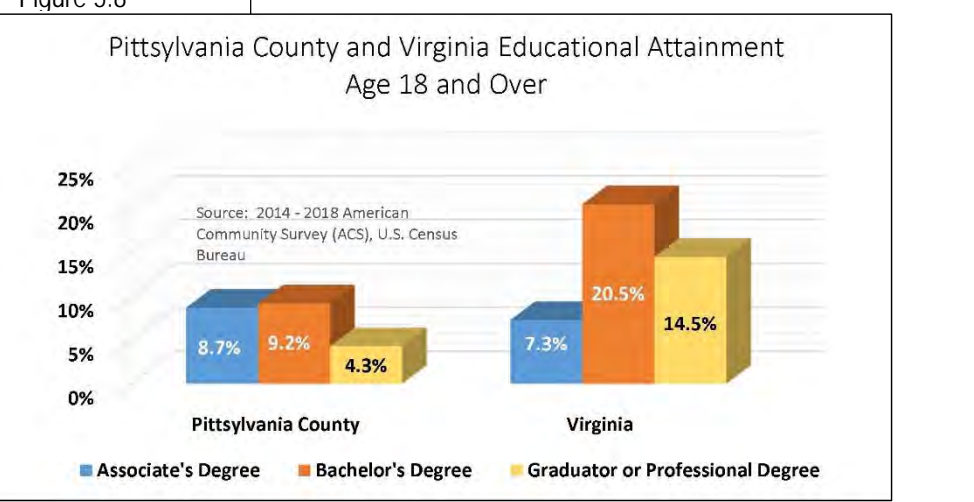


Figure 5.9 shows that the median household income of Pittsylvania County, at \$45,382, is significantly lower than that of the State, which is \$71,564. Figure 5.10 illustrates shares of various employment categories of Pittsylvania County and the Commonwealth of Virginia for comparative purposes. The figure shows that the County is significantly more reliant on the construction and manufacturing industries than is the State. Conversely, the State is somewhat more reliant than the County on the Services, Retail, Public Sector, and Finance, Insurance, and Real Estate sectors.

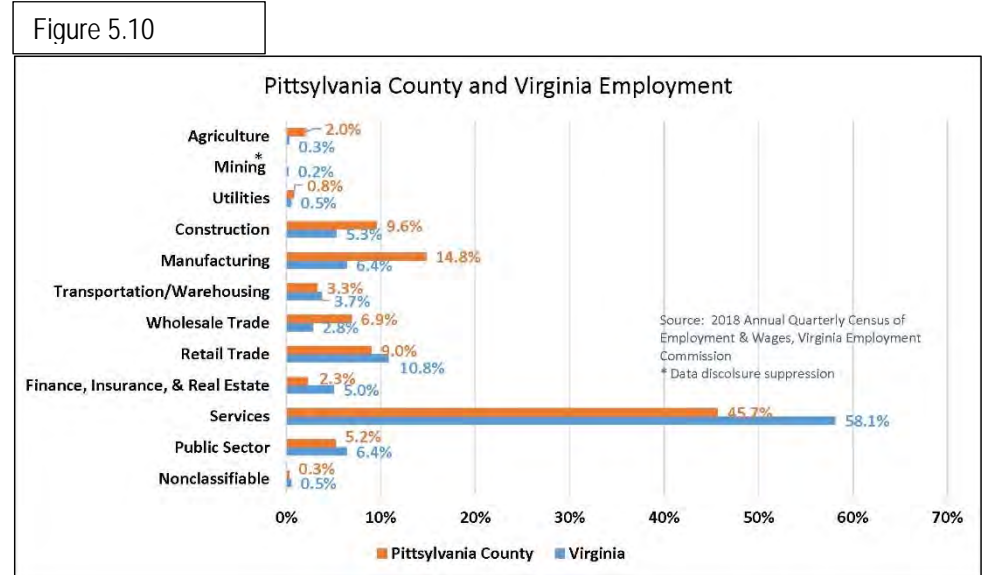
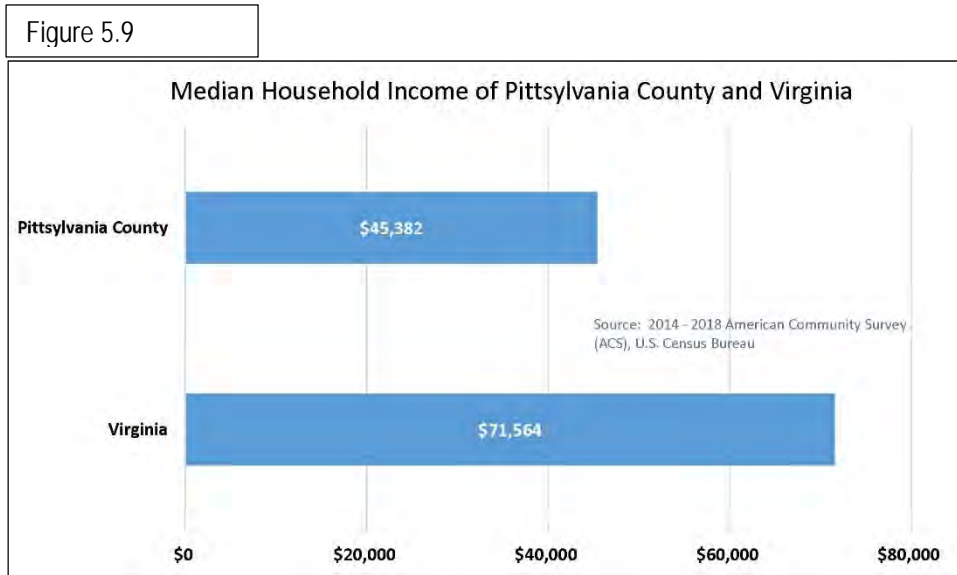
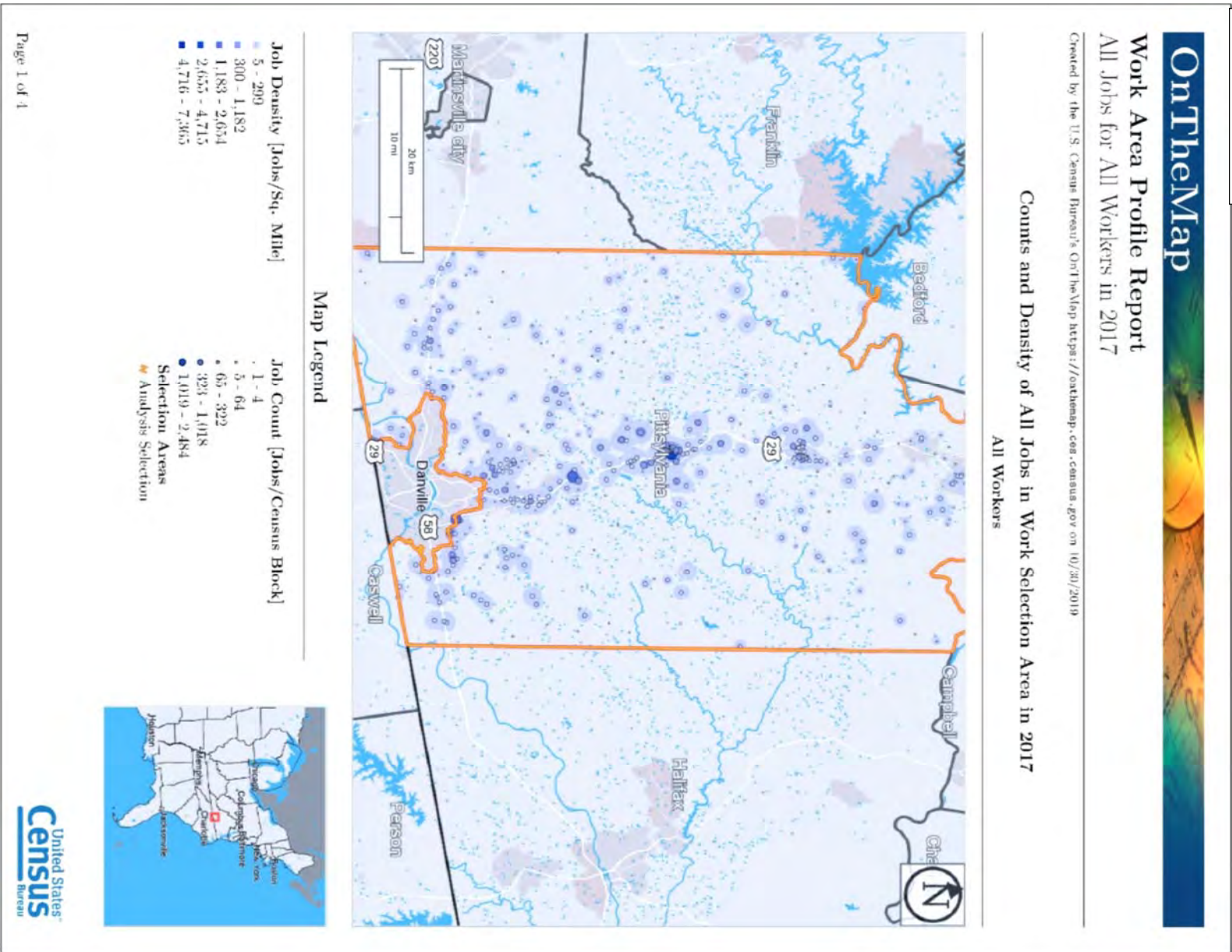


Figure 5.11 illustrates the manner in which all employment is concentrated throughout Pittsylvania County. The figure depicts that most employment is centered along the U.S. Route 29 corridor and most heavily concentrated from Chatham south to Danville. Some employment is also shown along U.S. Route 58, as well as in close proximity to the east side of the City of Danville.

Figure 5.11



State of the Transportation System

Figure 5.12 illustrates the crashes in Pittsylvania County by severity comprising the years 2014 - 2018, including Severe Injury, Visible Injury, Non-Visible Injury, and Fatal Injury. The figure shows that crashes are concentrated heavily along the U.S. Route 29 corridor. Just below the figure is a table summarizing these various injury crashes for each year analyzed. Figure 5.13 illustrates Annual Average Daily Traffic (AADT) for the year 2017 for the County. AADT is the average daily traffic on a roadway if a year's worth of traffic was divided up over a period of 365 days. The figure shows that U.S. Routes 29 and 58 accommodate the highest volumes of traffic in the County. Roadway Level of Service (LOS) is a measure of roadway performance ranging from A – F, with A representing free-flowing conditions and F representing a roadway that is at capacity and performing poorly. Figure 5.14 illustrates that the County's roadway system performs exceptionally well with regard to roadway levels of service. Figure 5.15 shows Volume to Capacity (V/C) Ratio of roadways in the County. V/C Ratio is a measure of how much traffic a road handles compared to how much it is able to accommodate. A V/C Ratio of 0.4, for instance, indicates that 40 percent of the road capacity is occupied by existing traffic volumes. According to the figure, the County performs exceptionally well in this regard, with some of the highest V/C Ratios located along Route 40 immediately east and west of the Town of Gretna. Figures 5.16 and 5.17 pertain to the condition of bridges and culverts in the County. These structures are rated on a scale of 1 – 9, with 1, 2, 3, or 4 rated as poor, 5 or 6 as fair, and 7, 8, or 9 as good. The figure shows that the vast majority of bridges in the County are rated either fair or good.

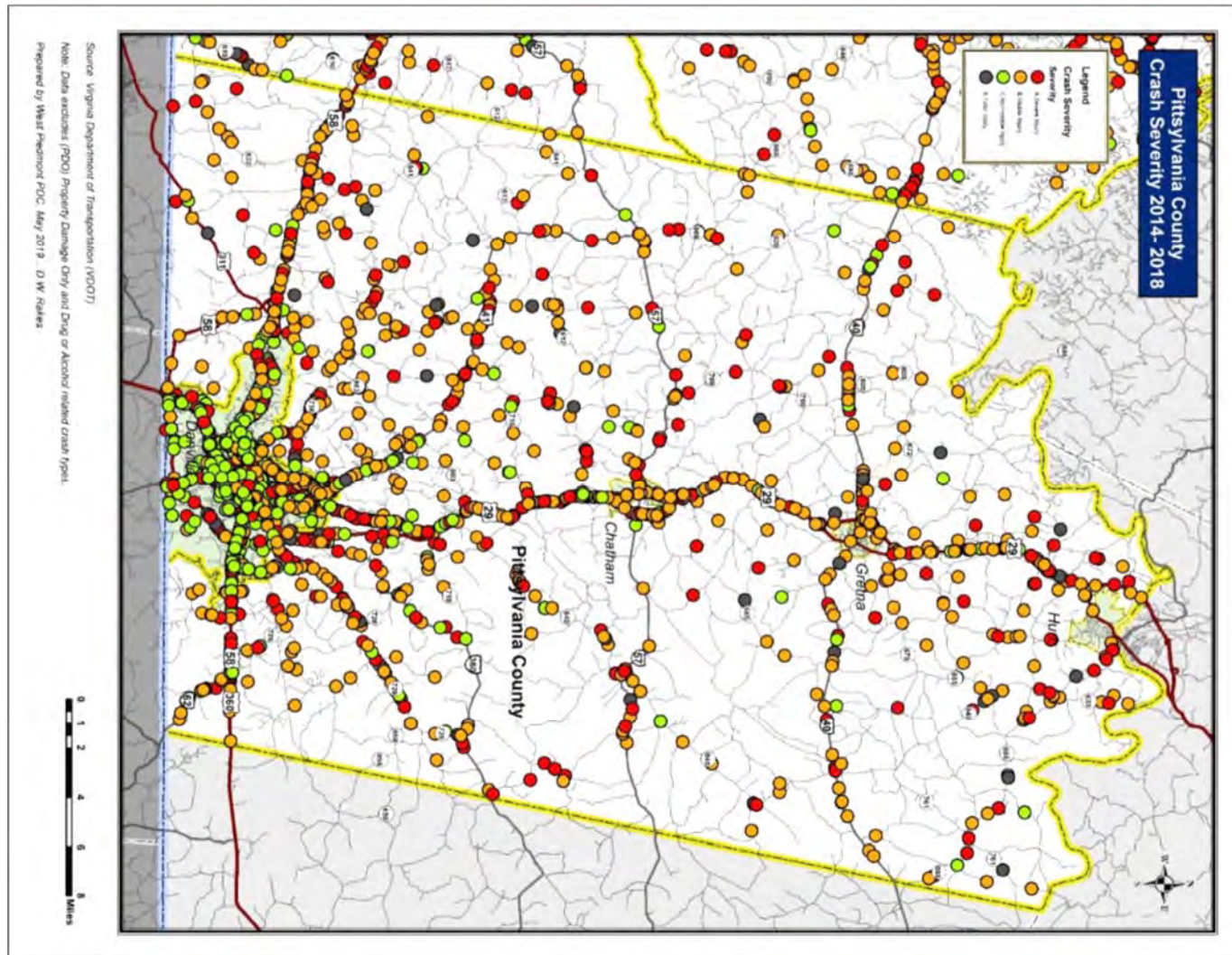


Figure 5.12

Pittsylvania County Crash Injury Classification, 2014 - 2018				
Year	Non-Visible Injury	Visible Injury	Severe Injury	Fatality
2014	14	135	46	9
2015	10	154	62	14
2016	21	135	64	9
2017	28	172	65	9
2018	28	185	60	13
Total	101	781	297	54

Source: VDOT

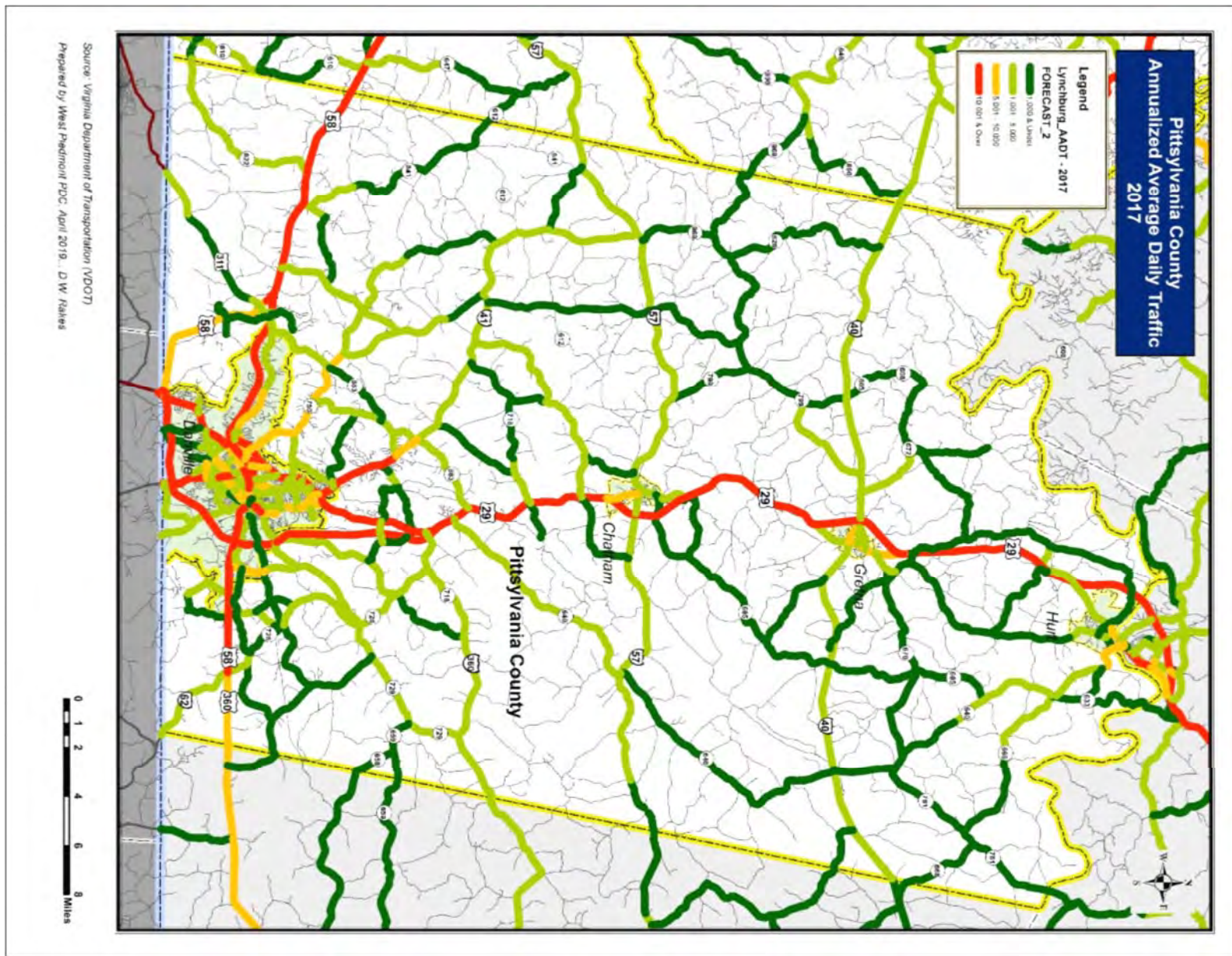


Figure 5.13

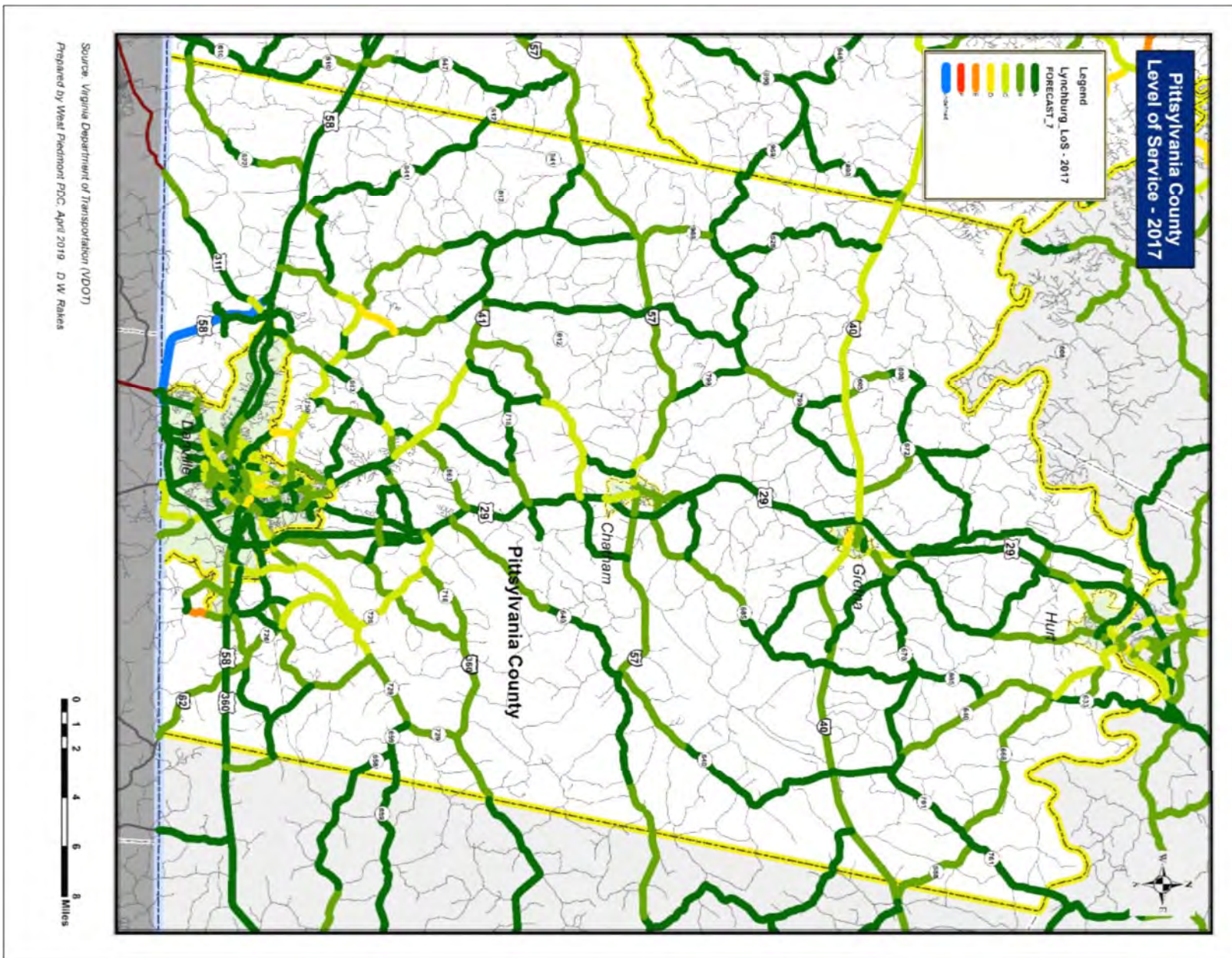


Figure 5.14

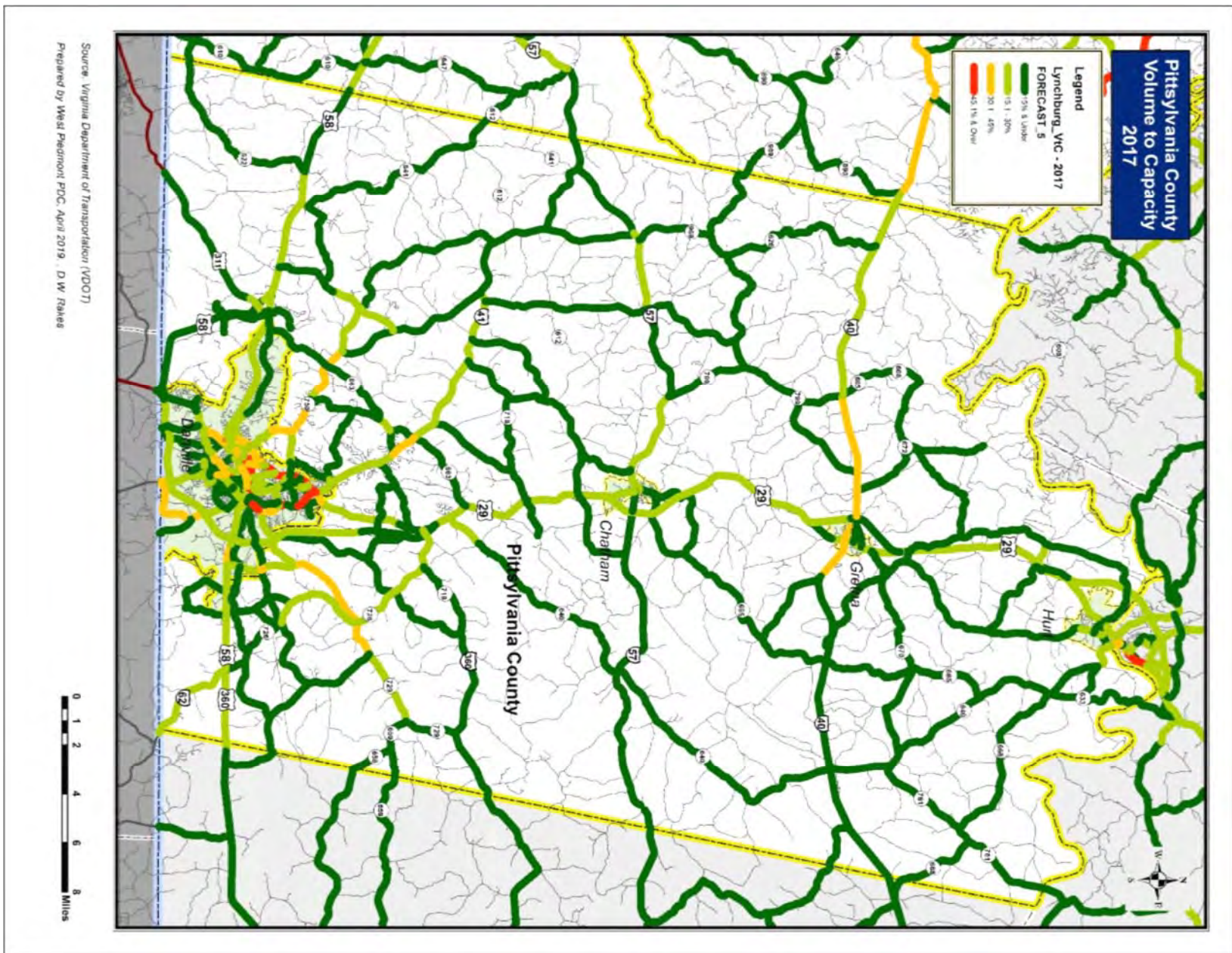


Figure 5.15

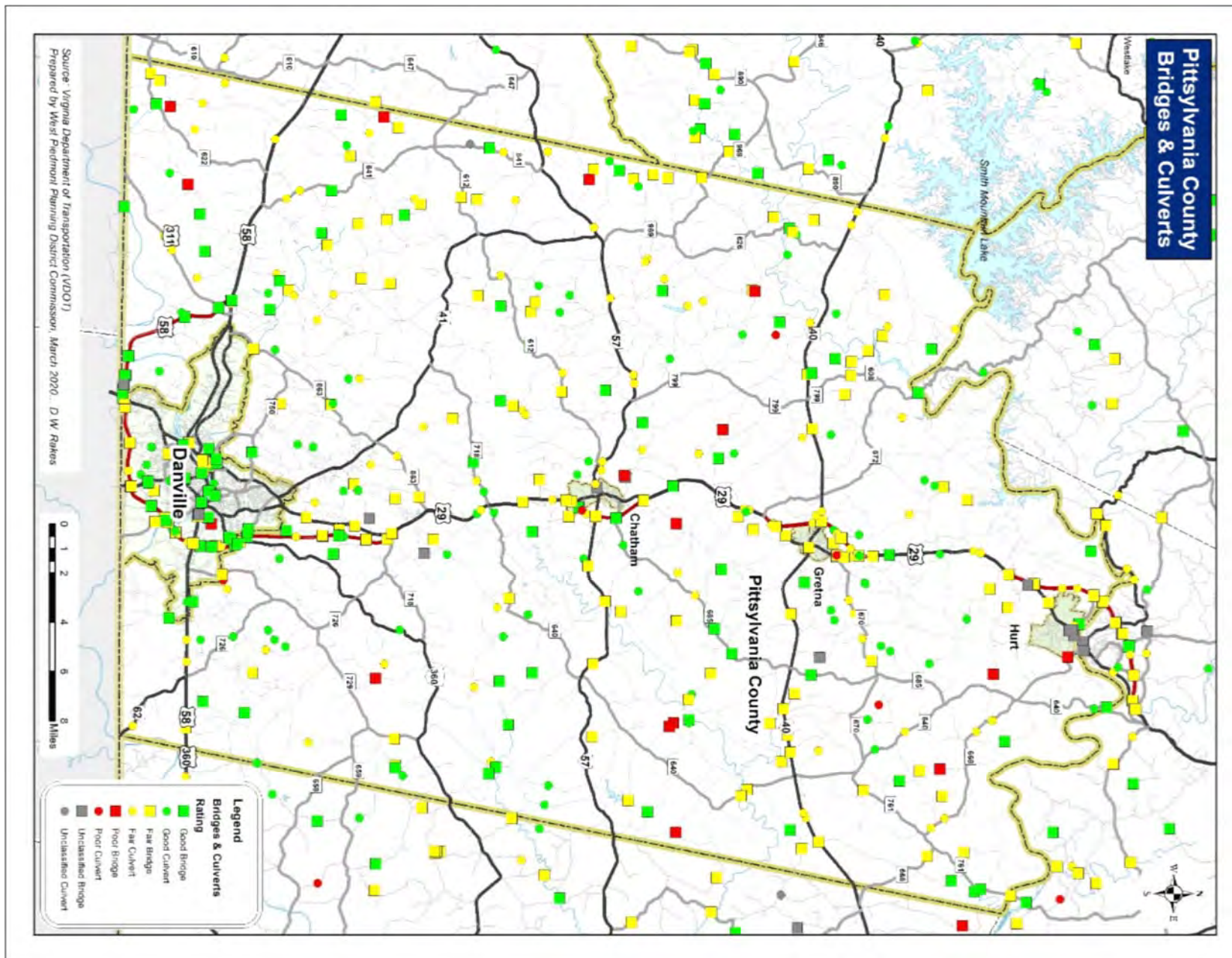
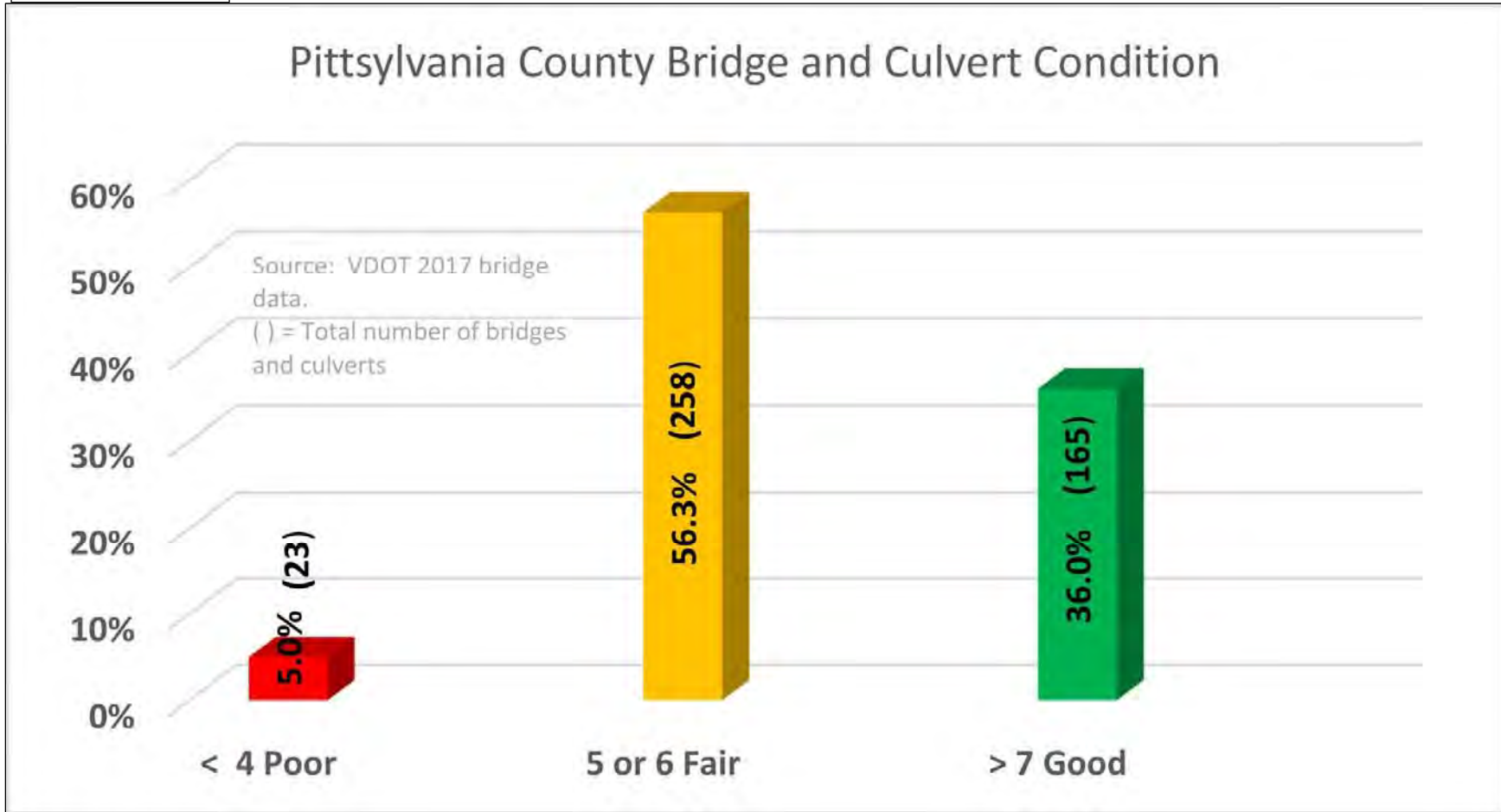


Figure 5.16

Figure 5.17



Pittsylvania County Transportation Recommendations

This section presents two distinct lists of transportation project recommendations for Pittsylvania County. The first is a list of priority projects, which includes those that ranked among the top 20 using the VDOT matrix ranking tool. Figure 5.18 is the map which corresponds with the Priority list. The second list comprises vision projects, which include those project recommendations ranking 21 and below, based on scoring via the VDOT matrix ranking tool. Figure 5.19 is associated with the Vision list.

In addition to the recommendations listed in both the Priority and Vision lists below, implement recommendations within the U.S. Route 29 Arterial Preservation Corridor Recommendations component of the *Route 29 Arterial Preservation Plan – Recommendations* (see Chapter 7). Recommendations referenced herein can be found at http://www.virginiadot.org/projects/resources/Arterial_Management_Plans/US29AMP_Appendices.pdf.

Pittsylvania County Priority Projects											
Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
1	US Route 29	Segment	Pittsylvania County DSS	Tightsqueeze Rd	8.48	18,000	A	0.24	30	PSI segment, Rural Long-Range Transportation Plan, #13, 47, 48, 49. VTrans 2040 Seminole Corridor Segment I-1, Need E; VTrans VMTP 2025 Needs Assessment, Danville Region, Need A - U.S. 29 Corridor Reliability, VTrans 2045 Draft Needs Segment.	<u>Short-term</u> : Shorten right-turn lane by restriping shoulder and adding delineators at both entrance to Chatham Center as well as US 29 south of gas station (#47 & #48 RLRP). <u>Mid-term</u> : Construct additional eastbound left-turn lane and additional northbound left-turn lane. <u>Long-term</u> : Replace signalized intersection with Restricted Crossing U-Turn (R-CUT) and Median U-Turn. Construct signalized median openings with loons to the north and south of the intersection to accommodate U-turns. Access management: close driveways along US 29 at McDonald's and Hardees, as access is also provided by other roadway links (#49 RLRP).
2	US Route 29 / Dry Fork Rd	Intersection	-	-	7.86	22,000	A	0.29	18	Rural Long-Range Transportation Plan, #58; crash cluster	<u>Short-term</u> : Add southbound right-turn lane (#58 RLRP). <u>Long-term</u> : Construct reverse frontage road from Dry Fork Rd to serve parcels north of intersection (Rt 29 Access Mgmt Study). Consider reconstructing intersection as innovative configuration.
3	US Route 58 (Martinsville Hwy) / Whispering Pines Rd	Intersection	-	-	7.74	14,000	A	0.22	33	Rural Long-Range Transportation Plan, #1, PSI segment	<u>Mid-term</u> : Apply access management techniques to intersection influence area; consider constructing mini service road in this location to link multiple businesses and existing apartments. <u>Long-term</u> : Consider converting intersection to innovative configuration.
4	Crossover North of US 29 Bus N of Chatham	Intersection	-	-	7.09	13,000	A	0.27	20	Crash cluster	Deficiency with low priority; continue to monitor for potential improvements.
5	US Route 29 N of Pittsylvania Career and Tech Center	Intersection	-	-	6.98	18,000	A	0.24	15	Rural Long-Range Transportation Plan, #55	<u>Short-term</u> : Install a new crossover to permit northbound U-turns only, add shoulder flare out to accommodate large vehicles.

West Piedmont Planning District 2045 Rural Long Range Transportation Plan – Chapter 5 Pittsylvania County

Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
6	US Route 29 / Fishers Autoparts Crossover	Intersection	-	-	6.68	18,000	A	0.24	10	Rural Long-Range Transportation Plan, #45	<u>Long-term:</u> Close driveway and add U-turn flare out for northbound U-turning vehicles. Sign crossover to prohibit southbound U-turns.
7	US Route 29 / Copart Auto Auction	Intersection	-	-	6.68	18,000	A	0.24	10	Rural Long-Range Transportation Plan, #53; road inventory ride-along	<u>Short-term:</u> Install southbound left and right turn lanes, and northbound left turn lane. <u>Long-term:</u> Close the driveway south of the intersection and install northbound right-turn bay. (RLRP #53)
8	US Route 29 / crossover S of Copart Auto Auction	Intersection	-	-	6.68	18,000	A	0.24	10	Rural Long-Range Transportation Plan, #54	<u>Short-term:</u> Add southbound right-turn bay. (RLRP #54)
9	US Route 29 / Atkinson Truck Sales	Intersection	-	-	6.68	18,000	A	0.24	10	Rural Long-Range Transportation Plan, #46; PSI Intersection	<u>Short-term:</u> Add southbound right-turn lane. (RLRP #46)
10	US Route 29	Segment	North MPO Limit	US 29 Bus (S Main St) S of Chatham	6.61	18,000	A	0.24	13	Rural Long-Range Transportation Plan, #74	<u>Mid-term:</u> Implement access management techniques and add turn lanes where appropriate along corridor. Consider constructing service roads where feasible along the corridor. Consider converting intersection of US Rt 29 and Dry Fork Rd to innovative configuration. <u>Long-term:</u> construct freeway as four-lane divided facility including constructing two new interchanges. Replace signalized intersection of Tightsqueeze Rd and US 29 with Restricted Crossing U-Turn (RCUT) and Median U-Turn. Construct signalized median openings with loons to the north and south of the intersection to accommodate U-turns. Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
11	US Route 29 / Woodlawn Academy Rd	Intersection	-	-	6.38	18,000	A	0.24	7	Rural Long-Range Transportation Plan, #51	<u>Long-term:</u> Relocate intersection to the south by approximately 600 feet and add right and left-turn lanes in both directions of US 29. (RLRP #51)

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
12	Spring Garden Rd / 0.2 mi S Snakepath Rd	Intersection	-	-	6.34	1,800	B	0.14	30	Crash cluster	<u>Short-term:</u> Improve curve signage. <u>Mid-term:</u> Consider widening road and adding shoulders in vicinity of the curve. <u>Long-term:</u> Consider straightening curve in the road.
13	US Route 29	Segment	0.04 Mi N NS Tracks	0.75 Mi S NS Tracks	6.19	13,000	A	0.27	10	Rural Long-Range Transportation Plan, #73; PSI segment; VTrans 2045 Draft Needs Segment	<u>Long-term:</u> Upgrade roadway to freeway standards as four-lane divided facility including upgrading an existing interchange and constructing a new interchange. (RLRP #73) Apply access management techniques along the corridor to consolidate driveways where possible. Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
14	US Route 29 / Chatham Middle School / Atkinson Truck Sales	Intersection	-	-	6.08	18,000	A	0.24	5	Rural Long-Range Transportation Plan, #56	<u>Long-term:</u> Install new median opening and combine the school & waste facilities driveways into a single access point. Relocate Atkinson driveway to opposite of new median opening. Add southbound and northbound left and right-turn lanes. Close existing main school access and median openings. (RLRP #56) Consider constructing new median opening providing access to Chatham Middle School and Atkinson Truck Sales as innovative configuration.
15	US Route 29 / US Route 29 Business N of Chatham	Intersection	-	-	5.97	15,000	A	0.17	6	Rural Long-Range Transportation Plan, #69	<u>Long-term:</u> Reconstruct interchange. (RLRP #69)
16	US Route 29 / Chalk Level Rd	Intersection	-	-	5.97	15,000	A	0.17	6	Rural Long-Range Transportation Plan, #70	<u>Long-term:</u> Reconstruct interchange.
17	US Route 29 / VA 57	Intersection	-	-	5.83	15,000	A	0.17	7	Rural Long-Range Transportation Plan, #71; PSI segment	<u>Long-term:</u> Reconstruct interchange.

West Piedmont Planning District 2045 Rural Long Range Transportation Plan – Chapter 5 Pittsylvania County

Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
18	US Route 29	Segment	US 29 Business S of Chatham	US 29 Bus N of Chatham	5.83	15,000	A	0.17	8	Rural Long-Range Transportation Plan, #59	<u>Long-term:</u> Upgrade roadway to freeway standards as four-lane divided facility, including upgrading three intersections (RLRP #59)
19	US Route 29 / Samuel Harris Ln	Intersection	-	-	5.78	18,000	A	0.24	3	Rural Long-Range Transportation Plan, #50	<u>Short-term:</u> Add southbound right-turn bay. (RLRP #50)
20	US Route 29 / Meadow's Service Center	Intersection	-	-	5.78	18,000	A	0.24	0	Rural Long-Range Transportation Plan, #52	<u>Short-term:</u> Add southbound right turn bay. (RLRP #52)

Source: 2017 Level of Service, Volume to Capacity Ratio, and 2014 - 2018 crash data provided by VDOT. 2017 AADT data obtained from VDOT website.

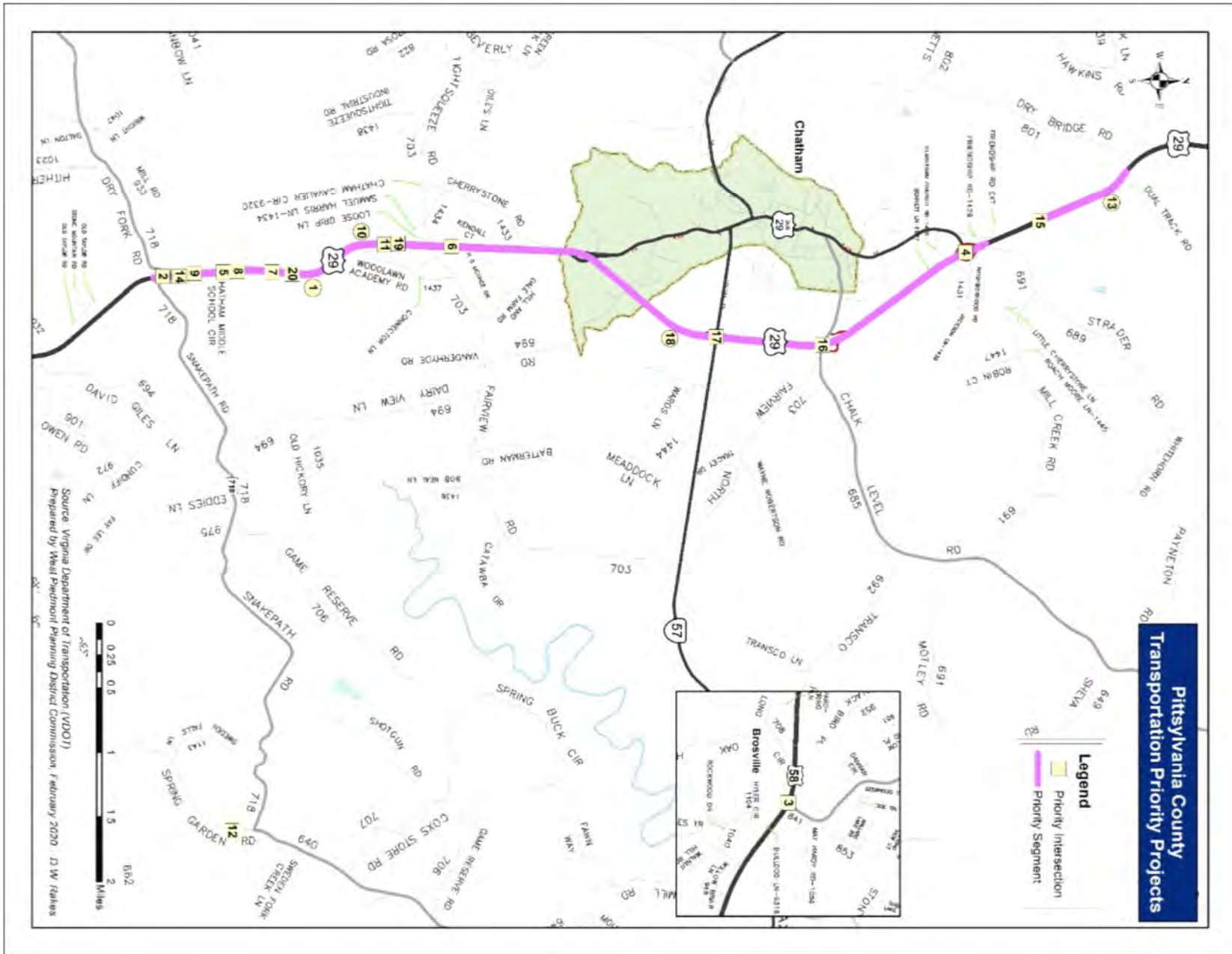


Figure 5.18

West Piedmont Planning District 2045 Rural Long Range Transportation Plan – Chapter 5 Pittsylvania County

Pittsylvania County Vision Projects											
Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
21	US Route 29 / Anderson Mill Rd	Intersection	-	-	5.66	13,000	A	0.27	3	Rural Long-Range Plan, #68	<u>Short-term:</u> Deficiency with low priority, continue to monitor for potential improvements. <u>Long-term:</u> Construct new interchange.
22	US Route 29	Segment	US 29 Bus N of Chatham	US 29 Bus S of Gretna	5.52	13,000	A	0.27	6	Rural Long-Range Plan, #73	<u>Long-term:</u> Upgrade roadway to freeway standards as four-lane divided facility including upgrading an existing interchange and constructing a new interchange.
23	US Route 29 / Cherrystone Rd	Intersection	-	-	5.51	18,000	A	0.24	7	Rural Long-Range Plan, #44	<u>Short-term:</u> Install northbound left turn lane. <u>Long-term:</u> Close driveway and add southbound taper.
24	Mount Cross Rd / Tunstall High Rd	Intersection	-	-	5.48	2,900	D	0.30	10	2013 - 2017 and 2014 - 2018 PSI Intersection; County Road Inventory	<u>Short-term:</u> Consider traffic signal at the intersection, which would serve as a conventional traffic signal during periods of peak school traffic, and as a flashing signal at all other times. <u>Mid-term:</u> Consider shaving back sloping lawn at the northeast end of the intersection, and constructing a retaining wall, to improve sight distance for vehicles entering the intersection from Tunstall High Road. Consider converting conventional intersection to an innovative configuration.
25	Route 57 (Callands Rd) / Route 41 (Franklin Tpke)	Intersection	-	-	5.38	2,100	B	0.17	17	2013 - 2017 and 2014 - 2018 PSI Intersection	<u>Short-term:</u> Continue to monitor for potential improvements. Consider lowering slope on southeast quadrant of intersection to improve sight distance.
26	Irish Rd / Jones Mill Rd	Intersection	-	-	5.23	2,500	C	0.14	17	2013 - 2017 and 2014 - 2018 PSI Intersection; crash cluster; Vtrans 2045 Draft Needs Node	<u>Short-term:</u> Consider lowering speed limit in the vicinity of the intersection. <u>Long-term:</u> reconstruct road to address geometric deficiencies (including full width lanes and shoulders) in vicinity of the intersection; consider realigning roadway to reduce curvature.
27	Tightsqueeze Rd	Segment	Beverly Heights Rd	Deep Run Rd	5.20	2,500	C	0.14	7	Vtrans 2045 Draft Needs Segment	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
28	US Route 29	Segment	Riddle Rd	0.6-mile S Riddle Rd	5.01	13,000	A	0.27	7	Rural Long Range Plan, #73; PSI Segment	<u>Long-term:</u> Upgrade roadway to freeway standards as four-lane divided facility including upgrading an existing interchange and constructing a new interchange.
28	US Route 29	Segment	Payneton Rd	0.14-mile S Galveston Rd	5.01	13,000	A	0.27	9	Rural Long Range Plan, #73; PSI Segment	<u>Long-term:</u> Upgrade roadway to freeway standards as four-lane divided facility including upgrading an existing interchange and constructing a new interchange.
30	VA 40	Segment	Piney Rd	US Route 29	5.00	3,200	C	0.33	10	Crash cluster; VTrans 2040 - Danville Regional Network, Need E, VTrans 2045 Draft Needs Segment	<u>Short-term:</u> Consider reducing speed limit. <u>Long-term:</u> implement access management techniques along the corridor where warranted. Reconstruct road to address geometric deficiencies (including 12' travel lanes and 10' paved shoulders).
31	VA 41 (Franklin Tpke) / Irish Rd	Intersection	-	-	4.87	3,800	B	0.30	13	Vtrans 2045 Draft Needs Node	<u>Long-term:</u> Realign Irish Rd with Franklin Tpke to eliminate offset angle. Implement access management techniques if former business on northeast corner of intersection redevelops.
32	US 29 Bus (S Main St)	Segment	VA 57 (Depot Rd)	US Route 29	4.83	6,000	C	0.25	3	Rural Long Range Plan, #17	<u>Short-term:</u> Deficiency with low priority, continue to monitor for potential improvements. <u>Long-term:</u> Widen to four lanes with median.
33	US Route 29 / Pocket Rd	Intersection	-	-	4.80	14,000	A	0.16	1	Rural Long Range Plan, #62	<u>Long-term:</u> Reconstruct interchange.
34	US Route 29 / VA 40	Intersection	-	-	4.76	11,000	A	0.24	1	Rural Long Range Plan, #66; VTrans 2040 - Danville Regional Network	<u>Long-term:</u> Reconstruct interchange.
35	US Route 29	Segment	US 29 Bus N of Gretna	Campbell CL	4.68	15,000	A	0.19	5	Rural Long Range Plan, #61	<u>Long-term:</u> Upgrade roadway to freeway standards as four-lane divided facility including upgrading an existing interchange and constructing a new interchange.
36	Whitmell School Rd / Tunstall High Rd	Intersection	-	-	4.68	2,900	D	0.30	7	Rural Long Range Plan, #3; road project inventory.	<u>Mid-term:</u> Reconfigure intersection to standard T-Plan, #3; road project intersection with left and right lanes on VA 869 and appropriate turn lanes on VA 750.

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
37	Kentuck Rd / Laurel Grove Rd	Intersection	-	-	4.67	2,500	B	0.20	13	Vtrans 2045 Draft PSI Node	<u>Short-term:</u> Install signage and rumble strips on southbound approach of the intersection to alert drivers to intersection.
38	US Route 58 (Martinsville Hwy) / Cascade Rd	Intersection	-	-	4.66	13,000	A	0.19	13	Rural Long Range Plan, #7	<u>Mid-term:</u> Lengthen westbound left turn lane. Install westbound right turn lane and convert eastbound right turn taper to full right turn lane. <u>Long-term:</u> Implement access management techniques within influence area of the intersection.
38	US Route 58 (Martinsville Hwy) / Long Circle W	Intersection	-	-	4.66	13,000	A	0.19	13	Crash cluster	<u>Short-term:</u> Deficiency with low priority; continue to monitor for potential improvements. <u>Long-term:</u> Consider implementing access management techniques at southwest corner of intersection.
40	US Route 29 / US Route 29 Bus S of Gretna	Intersection	-	-	4.64	13,000	A	0.27	5	Rural Long Range Plan, #67	<u>Long-term:</u> Reconstruct interchange.
41	US Route 29	Segment	US 29 Bus S of Gretna	US 29 Bus N of Gretna	4.61	11,000	A	0.24	4	Rural Long Range Plan, #60	<u>Long-term:</u> Upgrade roadway to freeway standards as four-lane divided facility including two new interchanges.
42	Whitmell School Rd / Clearview Dr	Intersection	-	-	4.50	1,600	B	0.12	10	Vtrans 2045 Draft Needs Node	Deficiency with low priority; continue to monitor for potential improvements.
43	E Hurt Rd / Ricky Van Shelton Dr	Intersection	-	-	4.49	7,000	C	0.25	7	Rural Long Range Plan, #11	<u>Short-term:</u> Install stop bar on VA 924. <u>Mid-term:</u> Implement access management.
44	VA 40 (W Gretna Rd) / Lotus Dr	Intersection	-	-	4.47	3,200	C	0.33	5	Rural Long Range Plan, #6; VTrans 2040 - Danville Regional Network, Need E	<u>Short-term:</u> Install stop bars. <u>Mid-term:</u> Consider signalization when volumes meet warrants to provide for gaps in the traffic stream. Implement access management to consolidate driveways within functional area of the intersection.
45	US Route 29 / US Route 29 Bus Hurt	Intersection	-	-	4.46	15,000	A	0.19	1	Rural Long Range Plan, #63	<u>Long-term:</u> Reconstruct interchange.
46	US Route 29 / Dewberry Rd	Intersection	-	-	4.41	15,000	A	0.20	13	Rural Long Range Plan, #64	<u>Long-term:</u> Construct new interchange.

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47	VA 40 (W Gretna Rd/Vaden Dr) / McBride Ln	Intersection	-	-	4.41	6,100	C	0.34	3	Identified as need by Pittsylvania Co.; past Smart Scale submissions	<u>Short-term:</u> Realign McBride Ln to the east with Leftwich St, with turn lanes at all approaches.
48	US Route 29 / US Route 29 Bus N of Gretna	Intersection	-	-	4.38	15,000	A	0.19	3	Rural Long Range Plan, #65	<u>Long-term:</u> Reconstruct interchange.
49	VA 57 (Halifax Rd) / Spring Gareen Rd	Intersection	-	-	4.35	1,600	A	0.09	10	Crash cluster; VTrans 2045 Draft Needs Node	<u>Short-term:</u> Trim vegetation on northwest and northeast quadrants of intersection to improve driver sight distance. <u>Long-term:</u> Realign northbound and southbound approaches to meet VA 57 at 90-degree angle.
50	Fairview Rd	Segment	US Route 29	VA 57 (Halifax Rd)	4.18	520	A	0.05	3	Rural Long Range Plan, #30	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
51	VA 40 (W Gretna Rd)	Segment	Climax Rd	Piney Rd	4.10	3,200	C	0.33	3	Rural Long Range Plan, #14; VTrans 2040 - Danville Regional Network, Need E	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders, turn lanes and access management).
52	US Route 29 / Andrew Rd	Intersection	-	-	4.07	13,000	A	0.27	7	2013 - 2017 PSI Intersection	Deficiency with low priority; continue to monitor for potential improvements.
53	Jay Bird Hill Rd	Segment	Clover Rd	Hurt S Town Limit	3.93	5,100	C	0.26	2	Rural Long Range Plan, #15	<u>Long-term:</u> Widen to four lanes with median.

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
54	US Route 29 Bus / Northside Dr	Intersection	-	-	3.89	5,600	C	0.22	0	Rural Long Range Plan, #12; Road Project Inventory	Deficiency with low priority; continue to monitor for potential improvements. Consider the addition of a right-turn lane from the northbound lane of Main Street (U.S. 29 Business) onto Northside Drive (VA 792) to mitigate traffic congestion. Consider removing the inactive railroad track on Northside Drive, located just west of the two active tracks, to facilitate smoother traffic flow. Consider realigning Northside Drive (VA 792) slightly to the north so that it properly aligns with Center Street (VA 1307). Elba Park, located on the southeast end of town, is a major traffic generator for Northside Drive (VA 792). Attempts should be made to encourage drivers to access Elba Park via Vaden Drive (VA 40) to Chaney Lane (VA 1308), rather than from Northside Drive (VA 792).
55	VA 40 (W Gretna Rd) / Climax Rd	Intersection	-	-	3.89	3,200	C	0.33	8	Rural Long Range Plan, #4; VTrans 2040 - Danville Regional Network, Need E	<u>Short-term:</u> Install stop bars on northbound and southbound approaches, and install rumble strips on both approaches of VA 40. <u>Mid-term:</u> Install left and right turn lanes on VA 40. Implement access management to consolidate driveways.
56	US Route 58 (Martinsville Hwy)	Segment	Cascade Mill Rd	Marlin Rd	3.88	11,000	A	0.15	6	2013 - 2017 PSI Segment, HSIP	<u>Short-term:</u> Widen shoulder, add rumble strips/GR upgrade.
57	VA 40 (W Gretna Rd)	Segment	Franklin CL	Climax Rd	3.86	2,800	C	0.23	2	Rural Long Range Plan, #14; VTrans 2040 - Danville Regional Network, Need E	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders, turn lanes and access management).

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
58	Level Run Rd	Segment	Spaniel Rd	0.3-mi S Spaniel Rd	3.85	1,500	B	0.12	17	Crash cluster	<u>Short-term:</u> Install chevron signs to minimize road departure crashes. <u>Long-term:</u> reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
59	US Route 29 Bus	Segment	Northwest Cir	US Route 29	3.82	5,600	C	0.22	1	Rural Long Range Plan, #16	<u>Long-term:</u> Widen to four lanes with median.
60	US Route 29 Bus (Main St)	Segment	Hurt Rd	Roanoke River	3.72	5,100	C	0.18	0	Rural Long Range Plan, #18	Long-term: widen to four lanes with median.
61	Wards Rd / Level Run Rd	Intersection	-	-	3.66	1,600	B	0.13	13	Crash cluster	<u>Short-term:</u> Install signage and rumble strips on northbound approach of the intersection to alert drivers to intersection.
62	Java Rd	Segment	McCormick Rd	Yeatts Store Rd	3.65	670	A	0.04	4	Vtrans 2045 Draft Needs Segment	Deficiency with low priority; continue to monitor for potential improvements.
63	VA 41 (Franklin Tpke) / Mt Cross Rd	Intersection	-	-	3.61	2,100	A	0.05	7	Vtrans 2045 Draft Needs Node	<u>Long-term:</u> Implement access management techniques at southwest corner of intersection.
64	Spring Garden Rd	Segment	Sandy Creek	Snakepath Rd	3.56	1,800	B	0.14	3	Rural Long Range Plan, #32	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
65	Rock Springs Rd	Segment	Countryside Dr	Kentuck Rd	3.50	840	B	0.07	1	Rural Long Range Plan, #34	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full width lanes and shoulders).
66	Java Rd	Segment	VA 57 (Halifax Rd)	Markham Rd	3.44	830	B	0.06	2	Rural Long Range Plan, #41	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
67	Cascade Rd	Segment	Henry CL	Tender Ln	3.43	1,000	B	0.08	1	Rural Long Range Plan, #40	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
68	Old Richmond Rd	Segment	Keeling Dr	Halifax CL	3.43	1,000	B	0.08	1	County Road Inventory	<u>Long-term:</u> Make geometric improvements to Old Richmond Road (VA 360), including straightening and widening of the roadway. As a component of the widening, shoulders should be added.
69	Spring Garden Rd	Segment	Snakepath Rd	VA 57 (Halifax Rd)	3.38	1,200	A	0.27	3	Rural Long Range Plan, #31; VTrans 2045 Draft Needs	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
70	VA 40 (E Gretna Rd) / Riceville Rd	Intersection	-	-	3.36	1,600	B	0.15	8	Vtrans 2045 Draft Needs Node	Deficiency with low priority; continue to monitor for potential improvements.
71	Whitmell School Rd / FC Beverly Rd	Intersection	-	-	3.33	1,800	B	0.12	7	County Road Inventory	<u>Long-term</u> : Reconfigure to a T-shaped intersection with appropriate turn lanes on Whitmell School Road (VA 750) and F.C. Beverly Road (VA 703).
72	Milton Hwy	Segment	Childress Rd	Cardwell Ln	3.29	3,500	B	0.25	5	2013 - 2017 and 2014 - 2018 PSI Segment	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
73	Tunstall High Rd	Segment	Mt Cross Rd	Whitmell School Rd	3.13	2,900	D	0.30	4	Rural Long Range Plan, #36	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
74	Pittsville Rd	Segment	Brights Rd	VA 40 (W Gretna Rd)	3.12	1,100	B	0.10	2	Rural Long Range Plan, #20	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
75	Shula Dr / Blue Ridge Dr	Intersection	-	-	2.93	990	B	0.07	5	Vtrans 2045 Draft Needs Node	<u>Short-term</u> : Install rumble strips on eastbound and westbound approaches to intersection. <u>Long-term</u> : implement access management techniques within intersection influence area.
76	Shula Dr / Rockford School Rd	Intersection	-	-	2.89	1,600	B	0.19	3	Rural Long Range Plan, #2	<u>Short-term</u> : Install stop bar and centerline on both approaches of VA 665. <u>Mid-term</u> : Install turn lanes on VA 642 based on traffic volume demand. <u>Long-term</u> : Realign south leg of VA 665 to eliminate skew of the approach.
77	Blue Ridge Dr	Segment	US Route 29 Bus	Rockford School Rd	2.73	1,200	B	0.11	1	Rural Long Range Plan, #26	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
78	Climax Rd	Segment	VA 40 (W Gretna Rd)	Toshes Rd	2.56	370	B	0.06	0	Rural Long Range Plan, #22	<u>Long-term</u> : Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).

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Rank	Route	Segment or Intersection	From:	To:	Average Score	2017 AADT	2017 Level of Service	2017 Volume to Capacity Ratio	Fatal + Injury Crashes per Mile (2014 - 2018)	Justification	Recommendations
79	Old Richmond Rd	Segment	MPO Limit	Keeling Rd	2.49	520	B	0.06	2	County Road Inventory	<u>Long-term:</u> Make geometric improvements to Old Richmond Road (VA 360), including straightening and widening of the roadway. As a component of the widening, shoulders should be added. Consider adding turn lanes at the intersection of Old Richmond Road (VA 360) and Kentuck Church Road/Malmaison Road (VA 726).
80	Rockford School Rd / Deer View Rd	Intersection	-	-	2.43	480	A	0.06	5	Rural Long Range Plan, #5	<u>Long-term:</u> Consider adding turn lanes at the intersection of Old Richmond Road (VA 360) and Kentuck Church Road/Malmaison Road (VA 726).
81	Keeling Rd	Segment	Malmaison Rd	Old Richmond Rd	2.25	1,300	B	0.10	1	Rural Long Range Plan, #33	<u>Long-term:</u> Reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).
82	Wards Rd	Segment	Easome Rd	0.32 mi S Stone Mill Rd	2.20	640	A	0.07	2	2013 - 2017 ans 2014 - 2018 PSI segment, VTrans 2045 Draft Needs Segment	Deficiency with low priority; continue to monitor for potential improvements.

Source: 2017 Level of Service, Volume to Capacity Ratio, and 2014 - 2018 crash data provided by VDOT. 2017 AADT data obtained from VDOT website.

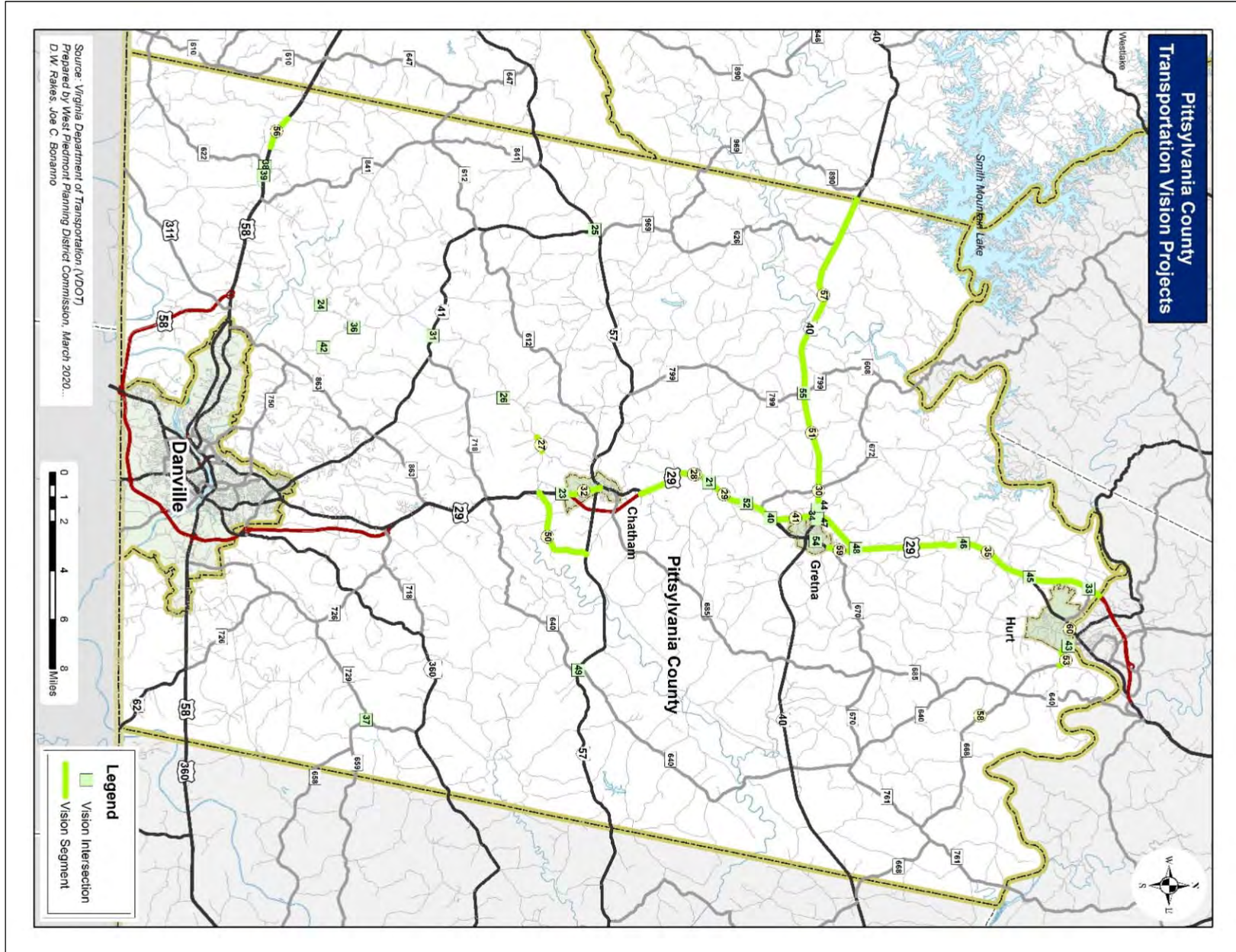


Figure 5.19

