

2040 COMPREHENSIVE PLAN



Prepared by the:

Town of Appomattox Planning Commission

With assistance provided by

Central Virginia Planning District Commission

Adopted on September 14, 2020 by the:

Town of Appomattox Town Council

2040

TOWN OF APPOMATTOX COMPREHENSIVE PLAN

TABLE OF CONTENTS

INTRODUCTION	2
GOALS AND OBJECTIVES	5
FUTURE LAND USE MAP	10
TRANSPORTATION	12
COMMUNITY FACILITIES AND RESOURCES	26
APPENDIX	32

THE PURPOSE OF THE PLAN

This Comprehensive Plan should be used as a guide for future land use policy and other Town decision making. It provides the foundation and framework for policies and action items that will grow the community vision.

The following principle project goals guided the development of this Comprehensive Plan.

- ◇ Generate stakeholder involvement through the use of a community survey.
- ◇ Conduct a planning process, with the Town Planning Commission based on these survey responses to validate goals, objectives, and action items that will move the Town toward the vision.
- ◇ Create an Action Plan that articulates clear goals and objectives that will help guide the prioritization of future Capital Improvement Programs.
- ◇ Develop a Future Land Use Map based on existing conditions that identify pathways to achieving the most desirable future land use mix and configuration.
- ◇ Provide transportation improvements for the Town in accordance with Virginia State Code 15.2-2223.



Downtown. Credit: Hurt and Proffitt

SURVEY!

- **12%** of Town households returned community surveys.
- **Small town charm, history and sense of community listed as a strength of the Town by 85% of respondents.**
- **Working to grow businesses, capitalizing on tourism connections listed as an opportunity to address by 77%.**

COMMUNITY SURVEY

In order to identify the needs of the community, the Town Planning Commission approved the creation of a community survey which was available to citizens via online portal and through hard copies provided at the Town office. The questions asked citizens to identify strengths, opportunities, and aspirations. The survey was “live” for 30 days and garnered 92 responses from a total of 773 households. The survey was covered twice by the local newspaper: The Times Virginian. Complete Survey Responses and summary available in the Appendix.

Instructions: On a scale of 1 to 10, with 1 being "very satisfied" and 10 being "very dissatisfied", please indicate your level of satisfaction with the services in your community by circling the corresponding number. If you do not know your opinion, leave it blank. Feel free to make additional comments at the end of this section.

	Very Satisfied	Neutral	Very Dissatisfied
5. Condition of city streets	0 1 2 3 4 5 6 7 8 9 10		
6. Availability of community sidewalks	0 1 2 3 4 5 6 7 8 9 10		
7. Quality of parks	0 1 2 3 4 5 6 7 8 9 10		
8. Accessibility to parks	0 1 2 3 4 5 6 7 8 9 10		
9. Water quality and service	0 1 2 3 4 5 6 7 8 9 10		
10. Sewer quality and service	0 1 2 3 4 5 6 7 8 9 10		
11. Gas and electric quality	0 1 2 3 4 5 6 7 8 9 10		
12. Fire department service	0 1 2 3 4 5 6 7 8 9 10		
13. Police department service	0 1 2 3 4 5 6 7 8 9 10		
14. Ambulance/emergency medical services	0 1 2 3 4 5 6 7 8 9 10		
15. Availability of general health care	0 1 2 3 4 5 6 7 8 9 10		
16. Quality of elementary school	0 1 2 3 4 5 6 7 8 9 10		
17. Quality of middle school and high school	0 1 2 3 4 5 6 7 8 9 10		
18. Quality of recreational programs	0 1 2 3 4 5 6 7 8 9 10		
19. Quantity of recreational programs	0 1 2 3 4 5 6 7 8 9 10		

As one heads east across the Blue Ridge Mountains of Virginia and approaches the Piedmont Plateau, the road starts to straighten out giving way to vast views of agrarian landscapes and forests. The driver observes the rural landscape and considers its rich history. It is not hard for them to imagine a troop of Civil War soldiers walking along a dusty gravel road. Huge white oaks are scattered across wide open pastures where cows have been grazing for the last century or more. The driver starts to imagine that most of this southern Piedmont Region between Lynchburg and Richmond hasn't changed much since the Civil War. They would be correct in this assumption—the population of Appomattox County has only doubled in size since 1865 (from approximately 7,500-15,000). This area of Virginia has withstood the test of time—largely vacant of big box stores and sprawling development that has infiltrated similarly rural areas in Northern Virginia. Small towns such as Appomattox welcome visitors with historic brick buildings and railroad depots from another time. These small towns pride themselves on their quaint character and laid back feel.



Most people immediately associate the Town of Appomattox with the Civil War. A vision of Robert E. Lee meeting Ulysses S. Grant on a foggy morning in April of 1865 is what comes to mind if one has ever even heard of this small town of 1,748 residents (ACS 2017). The Town was first named “Nebraska” in 1855, then “West Appomattox” in 1895—presumably named for the Appomattox River. The town is the county seat of Appomattox County, a rural county made up of only 15,462 residents—or 45 residents per square mile (ACS 2017). To give some context, Campbell County has 108/square mile, Bedford County has 90/square mile, Amherst County has 67/square mile.

The town is located three miles west of the restored historic village of Appomattox Court House—the actual site of Confederate General Robert E. Lee’s surrender to Union General Ulysses S. Grant on April 9, 1865. The village of Appomattox Court house is preserved by the National Park Service and was visited by 103,044 visitors in 2018, a decrease of 9.6% from 2017 (NPS 2018).

The Town of Appomattox prides itself on being a close knit community. The community of 1,748 has come together every year since 1973, along with county and regional residents, to celebrate the Appomattox Railroad Festival—a town-wide two day festival in downtown Appomattox that commemorates the Norfolk & Western Railroad’s donation of the Appomattox Depot to the Town of Appomattox. Neighbors greet neighbors on the street just as their forefathers greeted each other 4 and 5 generations ago. Many of the names found in historical documents of the town are still around today—the first postmaster of Appomattox (formerly known as Nebraska) was Samuel D. McDearmon—the great, great grandfather of C. Lewis McDearmon, Jr. who recently served several stints on the Town Council. Any visitor to Appomattox that walks up and down the Town’s charming Main Street immediately feels relaxed and mesmerized by the slow, old town feel that permeates the air.

However, the most recent census data paints a cautionary picture of the town—one of a declining population that is in economic distress. According to the US Census 2017 estimates, one out of every fourth town resident (25% of the population) in the town is disabled in some way, compared to 14% in the Central Virginia Planning District region (region hereafter) and 12% in Virginia. Fifteen percent of families in Appomattox have an annual income of less than \$10,000—compared to 8% in the region and 6% in Virginia. The median household income of Town residents is \$32,056, nearly half of the state’s median household income of \$68,766 (ACS 2017).

The Census numbers paint a different picture though, than what Town residents see on a day to day basis. Nearly all (88%) of the residents that responded to the survey administered during the comprehensive planning update process listed the “small town” feel as one of the Town’s greatest strengths and one of the reasons they loved living in the Town of Appomattox. Town residents enjoy the sense of place that comes with a population of 1,748. There are also underlying issues to consider when reviewing these Census numbers. The number one is that living in a small town is cheaper than living in a city or more densely populated area. Town residents enjoy lower property taxes, cheaper housing costs, lower car insurance rates, and most services are generally cheaper. There are also invisible cost savers that come with the higher likelihood of town residents helping each other out vs. their city counterparts—this peer to peer safety net spreads into savings in child-care costs, handyman services, etc.

Historically, small town residents have become accustomed to a lower rate of amenities than their counterparts in cities. The approximately 15 restaurant options in the Town of Appomattox are a tiny fraction of the amount of restaurants in neighboring City of Lynchburg—which isn’t a “big city” by any stretch of the imagination. Shopping centers and boutique stores are something that many small towns in America have not been able to support simply because the demand isn’t there.

Some town residents didn’t seem surprised by the US Census statistics of poverty and median income. The response was usually, “We don’t need a lot, we are content with living simply”. Unfortunately, there isn’t a US Census measure for “contentedness” or “happiness”, but if there were Appomattox would rate very high in both categories according to survey responses received throughout this update process.



Appomattox, like many small Towns in Virginia and the Southeastern United States, was home to a large-scale furniture manufacturing plant for many years. Thomasville Furniture Industries, Inc. came to Appomattox in 1972 and was the heartbeat of the town for many years—employing nearly 1,300 at its peak. Sadly, Thomasville—like many of its Southern compatriots—lost the battle to global outsourcing and cheaper labor and closed in 2011. During its last months of operation, the factory was a far cry from what it had been at one point—employing less than 200 people at its closing.

The town has struggled with finding an identity after the fall of Thomasville and the decline of manufacturing jobs. Many people in the Town are advocates for tapping into the vast world of tourism as a job generator. However, the National Park Service annual visitation numbers—which fluctuate widely for the Appomattox Courthouse National Historic Park—suggests that Civil War tourism is very cyclical. This begs the question of whether the next generation of tourists will be as interested in visiting places with such great historical value as the Town of Appomattox.

This plan represents a general planning document for the Town of Appomattox as required by the Code of Virginia. This plan is the culmination of planning efforts that have been carried out with the Town's Planning Commission and provides guidance for future land use decisions. Additionally, the plan addresses the governmental action items which will be necessary to encourage desired results from the plan. In developing this Comprehensive Plan, the Town of Appomattox Planning Commission is illustrating their long-range recommendations for the general development of the Town by forming specific goals, objectives, and action items.

The goals capture the guiding principles that arose during the comprehensive planning process and correspond with the long term vision of the Town. These goals and objectives were discussed by the Town Planning Commission who considered public input from a SOAR analysis (Strengths, Opportunities, Aspirations, Results) exercise carried out with Town citizens and Planning Commission members through a survey process.

The action items are listed under each objective and will be reviewed and updated with each iteration of the comprehensive plan to insure that it remains a living document.

The Inventory and Analysis section provides a detailed analysis of data that describes the Town of Appomattox. This analysis of town demographics, land use, education, resources (natural, cultural and historical), community facilities, housing, and future land use—help serve as the factual basis for establishing the goals, objectives and specific action items.



VISION STATEMENT

We will be recognized as a cooperative, creative and conscientious community that enhances its' citizens quality of life through planning and implementation in preparing for the future while maintaining the Town's cultural heritage.



The historic train depot. Photo courtesy the Town of Appomattox

GOALS

- I. Maintain and enhance the Town's community character to expand economic vitality and improve the quality of life for those living, working and visiting the Town.
- II. Provide an efficient, safe and connected transportation system.
- III. Support measures that enhance the tourism experience, increase visitor numbers, duration, and amount of local purchases.
- IV. Promote the availability, attractiveness and diversity of the Town's housing market.
- V. Strive to improve the level of educational and job attainment for all citizens.



GOAL 1: MAINTAINING CHARACTER

Maintain and enhance the Town’s community character to expand economic vitality and improve the quality of life for those living, working and visiting the Town.

Community Character/Urban Design Objectives

- ◇ Create an action plan, and update yearly, of prioritized HDLA Master Plan projects that strengthen the business and commercial districts.
- ◇ Create and implement an educational program for property owners, target blighted properties.
- ◇ Improve the community parks to expand active and passive recreational opportunities.
- ◇ Explore establishing a Farmer's Market in town.
- ◇ Explore establishing a Med First Center.



Supporting Actions

The following actions are recommended:

- Conduct feasibility studies in a phased approach according to the Town Master Plan.
- Delineate a downtown district and offer incentives to businesses that relocate within it.
- Continue to support and expand the ROSE Program.
- Pursue public/private investments in order to encourage downtown district revitalization.
- Install Splash Pad
- Seek grant funding to research feasibility of Med Fist Center

“When people visit, we need to make them want to stay in this wonderful little town.”
-Town citizen



GOAL 2: TRANSPORTATION

Provide an efficient, safe and connective transportation system.

Transportation Objectives

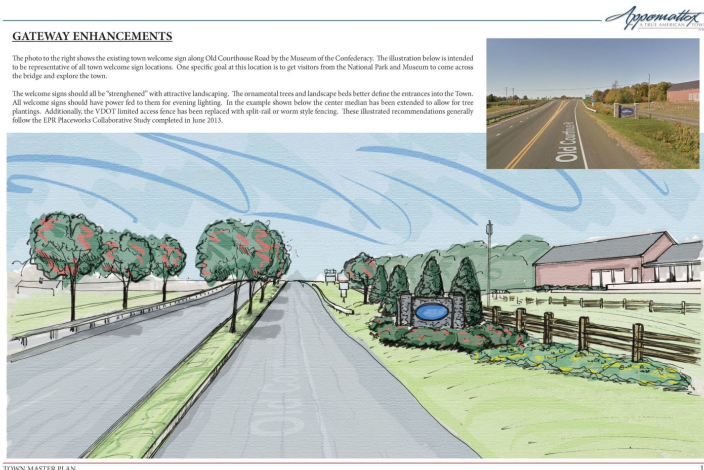
- ◇ Implement the Route 24 corridor plan in a phased approach (ongoing).
- ◇ Establish and map priority projects.
- ◇ Incorporate pedestrian and bicycle facilities (e.g bicycle lanes, sidewalks, multi-use paths) to expand multimode options to access resources.
- ◇ Support commuter programs that expand transportation access options.
- ◇ Explore the options of a town-wide public transit system.

Supporting Actions

The following actions are recommended:

- Conduct a safety study at the intersection of Harrell St. and Church St.
- Fund sidewalk improvements in a phased approach.
- Seek VDOT funding to address safety improvement needs along Lee Grant Avenue between Church and Court Streets.
- Work with VDOT on a town-wide street widening identification process.
- Conduct a public transit system feasibility study.

“The town seems to constantly have a large project underway which is great.”
-Town citizen



GOAL 3: TOURISM

Support measures that enhance the tourism experience, increase visitor numbers, duration, and amount of local purchases.

Tourism Objectives

- ◇ Increase regional, statewide, and national awareness through a professional marketing program.
- ◇ Continue to support the connectivity between the Town and the National Park by supporting the Route 24 Corridor Plan.
- ◇ Using existing sidewalk, trails and paths, explore additional walking/biking routes to highlight the historic features and resources.



Civil War re-enactors "stack the arms" at the nearby Appomattox Court House National Historical Park.

Supporting Actions

The following actions are recommended:

- Conduct a feasibility study for renovations to the Train Depot according to the Town Master Plan (ongoing).
- Conduct a feasibility study on signage within the town and how it could enhance tourists' ability to navigate town businesses and resources.
- Conduct a feasibility study on the Battlefield Park Entrance on Old Courthouse Road (ongoing).
- Conduct a feasibility study on a pedestrian trail according to the Town Master Plan.
- Establish a tourism steering committee to lead the marketing program efforts and initiatives.
- Identify and eliminate signs that are redundant and or could be combined.

**"To achieve the All-American atmosphere that we crave, we must grow our small business footprint."
-Town citizen**

GOAL 4: HOUSING

Promote the availability, attractiveness and diversity of the Town’s housing market.

Housing Objectives

- ◇ Establish a marketing committee and campaign to highlight advantages of living in the Town.
- ◇ Support safe and affordable housing that serves the needs of all residents.

Supporting Actions

The following actions are recommended:

- Start a “Live Healthy” campaign in the Town complete with publications, poster, and branding.
- Review the current zoning ordinance to determine the availability of all housing classifications, particularly multi-family housing.

“I believe the Town has an opportunity to grow the tourism sector and influence the growth of small businesses.”
-Town citizen

GOAL 5: EDUCATION

Strive to improve the level of educational and job attainment for all citizens.

Education Objectives

- ◇ Increase post-high school graduation education, including collegiate and technical trades, opportunities.

Supporting Actions

The following actions are recommended:

- Establish a working group that will promote advancement opportunities through marketing efforts with Workforce Investment Boards and CVCC.
- Create a marketing campaign that promotes the benefits of higher education and technical trades certification programs.

HOW TO USE THE FUTURE LAND USE MAP

The **Future Land Use Map** is an element of the Comprehensive Plan and is advisory in nature. The Future Land Use Map is not a regulatory document. It is a policy statement on which future zoning is supported. It is intended to help achieve the town's long-range vision of growth conceived with a 2040 time horizon in mind.

Future Land Use Maps in established towns are inevitably based on the existing uses, because some land uses are much less susceptible to change once they have been established. The Future Land Use Map provides guidance and recommendations on the parcel level for the general type of new development, which may be the same or may differ from current land uses.

Six future land use categories are shown on the future land use map. They are as follows:

Residential - Low Density – These are areas in our town that are now developed as primarily single family homes or are vacant or underdeveloped properties that due to their size, location, topography, and access are suitable for low density development. Supportive uses such as parks, schools, and places of worship are common in these areas.

Residential – Medium Density - These are areas in our town now developed as primarily smaller lot single family homes. A few locations are developed as multi-family housing (apartments, townhouses, etc.) or are vacant or underdeveloped properties that due to their size, location, topography, surrounding land uses, and access are suitable for a higher density development. Supportive uses such as parks, schools, and places of worship are also common in these areas.

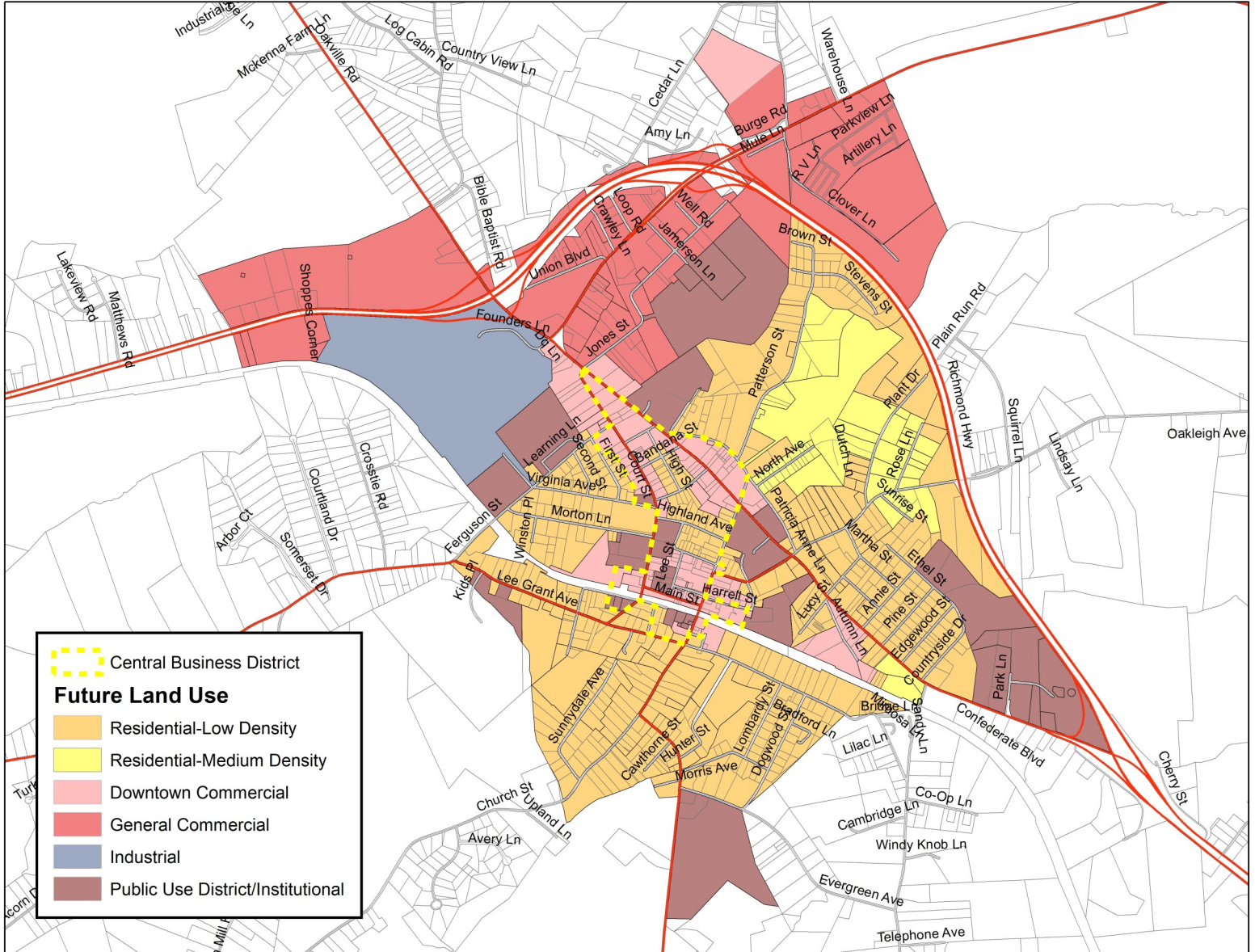
Downtown Commercial – These areas are generally located along Confederate Ave., and the Central Business District. Uses and structures in this classification should be pedestrian oriented and of an architectural design and scale that is compatible with existing uses downtown. Multi-storied buildings are preferred to promote a mixture of uses in one building. Existing buildings that are historically or architecturally significant should be preserved and/or adapted for reuse. New auto oriented land uses, and large-scale “big box” retail are not appropriate in this classification. New structures downtown should be constructed close to adjacent rights-of-way. Parking, if provided, should be located at the rear of buildings and heavily landscaped.

General Commercial - These areas are generally located along Route 460 and Route 24 and at major highway intersections. They are suitable locations for highway/auto oriented uses and large scale commercial uses such as shopping centers and “big box” retailers. Because of traffic generated/attracted by these large uses, special concern must be given to site design issues such as access and turning movements, and the design capacity of public access roads

Industrial – These areas which are now occupied by industrial uses but are suitable for future industrial development due to their location, topography, and/or access to rail or major highways.

Public Use District/Institutional - These are larger scale properties devoted to public or quasi-public uses such as cemeteries, schools, and larger scale places of worship.

FUTURE LAND USE MAP 2040



RECOMMENDATIONS FROM THE PLANNING COMMISSION

There is a strong linkage between land use planning and transportation planning. Current and future land use decisions will directly impact the adequacy of existing transportation networks. This chapter discusses the major elements of the Town’s transportation system with a focus on the public highway network. In addition, state code requires each locality to address transportation project recommendations in their comprehensive planning efforts.

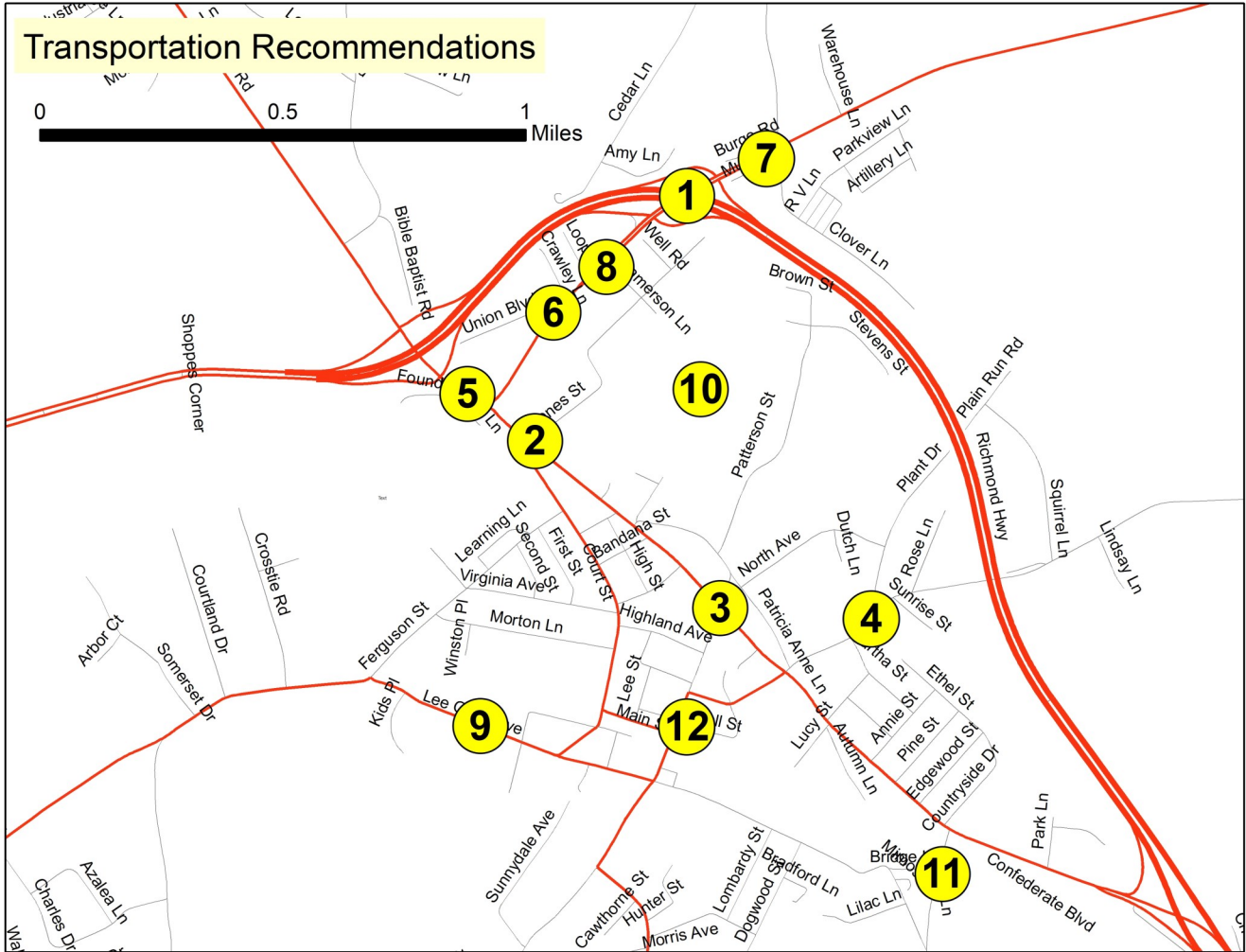
Road Class	Miles	Paving Type	Miles
Primary Roads	12.68	Improved	27.35
Secondary Roads	13.73	Unimproved	0
Frontage Roads	0.94	Not Classified	2.85
Other	2.85		
TOTAL	30.2	TOTAL	30.2

Roads in the Town of Appomattox. Source: VDOT

As part of the comprehensive planning process, the planning commission developed a transportation plan that designates a system of transportation infrastructure needs and recommendations that include the designation of new and expanded transportation facilities that support the planned development of the town. The table below shows those recommendations for the Town of Appomattox:

ID	Road Name	Type of Improvement	Recommended from:
1	US460 Bus. at VA 131 (Old Courthouse Rd.)/VA 631 (Oakleigh Ave.)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2035
2	US460 Bus. at VA 131 (N. Court st.)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2035
3	US460 Bus. at VA 727 (N. Church st.)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2035
4	VA 631 (Oakleigh Ave.)/Appomattox Eastern Town Limit to US460	Widen to urban two-lane roadway	Rural Long Range Transportation Plan 2035
5	Us 460 Bus./VA 131 w. To VA 131 E. (Old Courthouse Rd.)	Widen roadway and add turn lanes near intersections	Rural Long Range Transportation Plan 2035
6	Old Courthouse Rd./Union Blyd.	Redevelop intersection according to the neighborhood green concept.	Old Courthouse Road Corridor Study
7	Old Courthouse Rd. (Immediate vicinity of the American Civil War Museum)	Redesign streetscape and redevelop the area across from the Canaan Baptist Church.	Old Courthouse Road Corridor Study
8	Jamerson Ln. / Jones St.	Create a new entrance to the battlefield area.	Old Courthouse Road Corridor Study
9	Lee-Grant Ave.	Petition VDOT to give state road status to Lee-Grant Ave. from Church St. to Maple St.	Planning Commission Recommendation
10	Entire Town	Conduct a feasibility study of a public transit system.	Planning Commission Recommendation
11	Harrell St./ Church St.	Conduct a safety study at the intersection.	Planning Commission Recommendation

RECOMMENDATIONS MAP



PLANNING ASSUMPTIONS

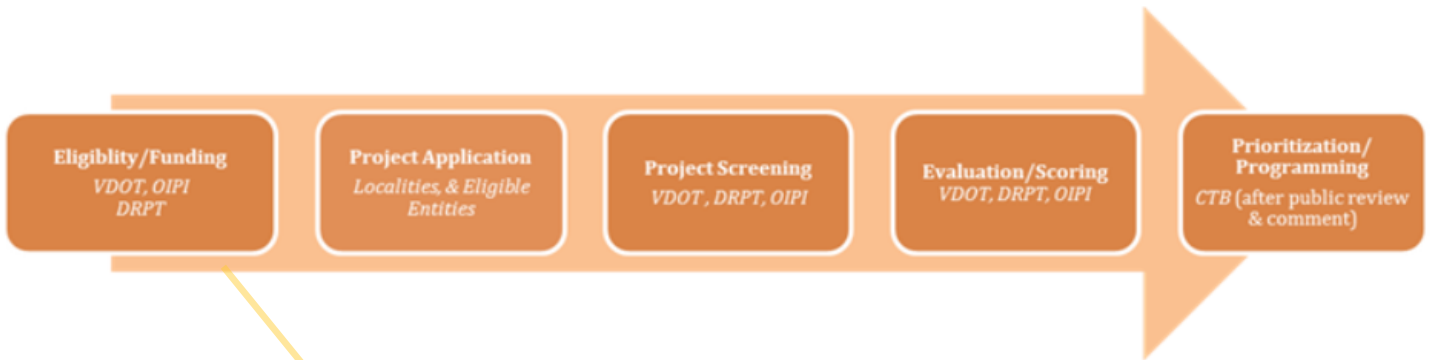
The Town’s population increased steadily from 1940 to 2000, but has experienced a slight decrease since then. The Town’s population is projected to remain steady over the next 25 years. The population projections suggest that that the town’s existing road infrastructure is likely to provide adequate service well into the future.

FUNDING OPPORTUNITIES



Virginia’s SMART SCALE is about picking the right transportation projects for funding and ensuring the best use of limited tax dollars. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public. Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) is able to select the right projects for funding based on the best information available.

Smart Scale Process:



The Town is eligible to apply for transportation funding for roads identified as part of a:

- ◇ **Corridor of Statewide Significance:** Heartland Corridor (US460)
- ◇ **Urban Development Area** (Entire Town)
- ◇ **Potential for Safety Improvement (PSI) Location** (See pg. 18)

See Appendix for detailed information on other state funding programs including Highway Safety Program, Transportation Alternatives, Revenue Sharing, and State of Good Repair (Locally Owned Bridges and Primary Extensions).

URBAN DEVELOPMENT AREA

Appomattox County has designated the Town of Appomattox as a “Village Center”. The County’s zoning code defines village centers as areas which will serve as the focal point for cultural and commercial activity for the rural service areas of the county, with a recommended density average between one and three units per acre. Hence, the Town was designated as an Urban Development Area in the VTRANS 2040 Plan and the following needs were inventoried.

Current Place Type - Small Town or Suburban Center



Planned Place Type - Small Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines for details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming

External UDA Needs

High

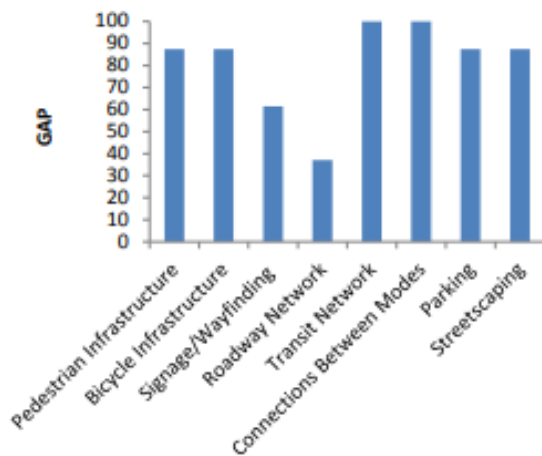
- ✓ None listed

Moderate

- ✓ None listed

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

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



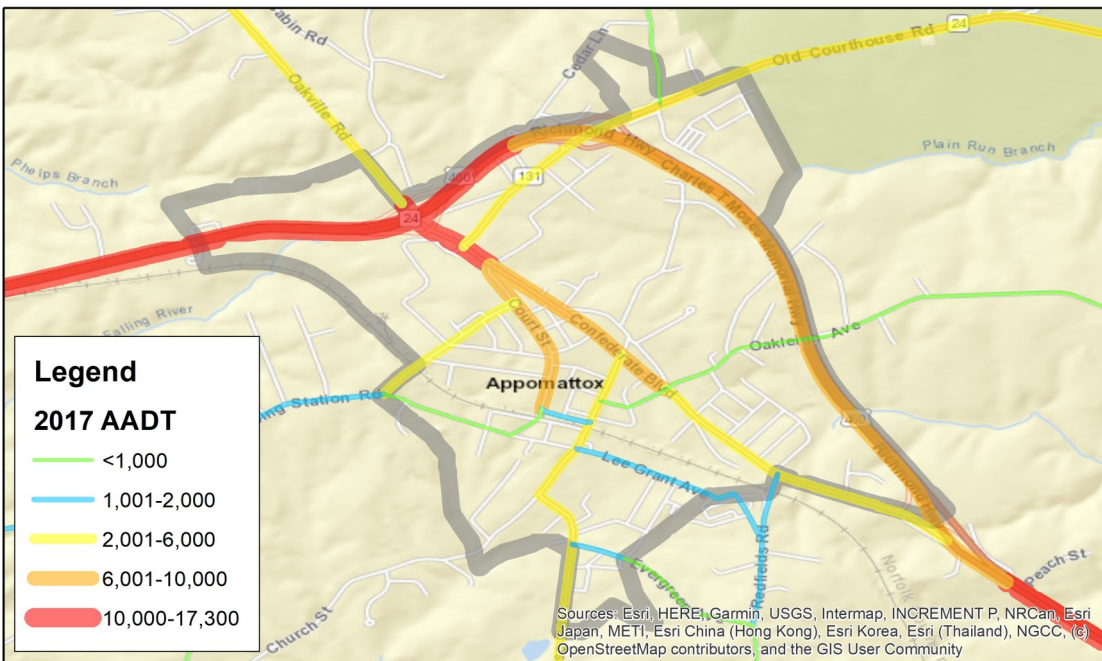
Access to Transportation networks beyond UDA



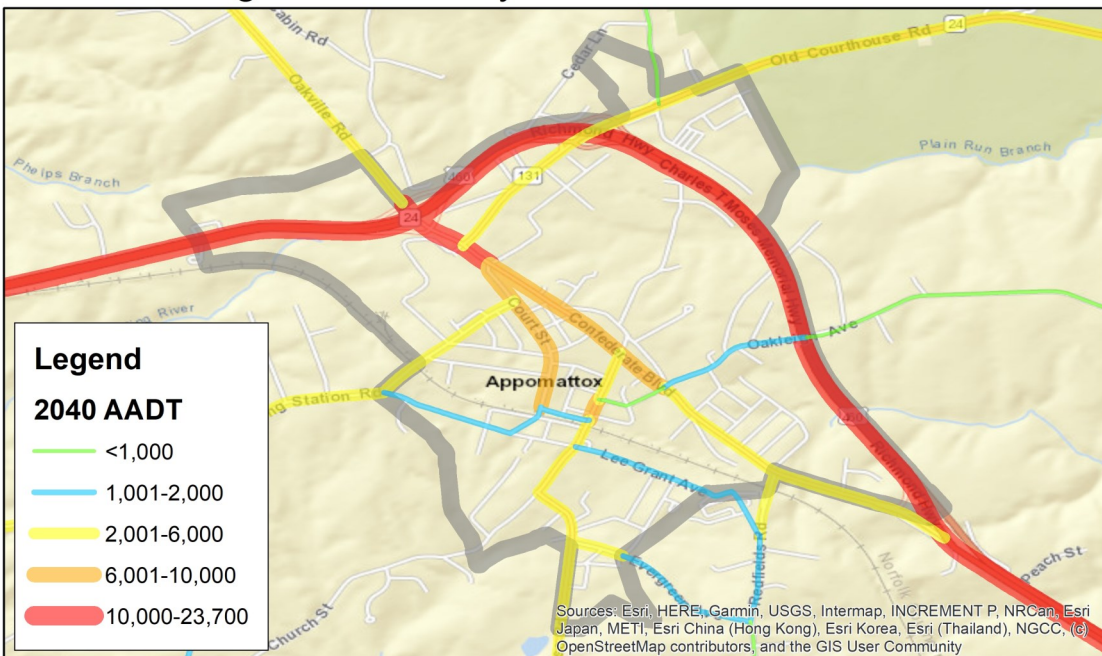
AVERAGE ANNUAL DAILY TRAFFIC

According to 2017 VDOT estimates, the highest Annual Average Daily Traffic (AADT) counts for the Town of Appomattox primary roads exist in the vicinity of the interchange of US 460 and US 460 Business on the western side of town (17,000 AADT). The vicinity of the interchange on the eastern side of town has an AADT of 13,000. The portion of Confederate Blvd. in the vicinity of the western 460 interchange has an AADT of 13,000 as well. The figure ow shows 2017 AADT counts vs. projected AADT counts in 2040.

2017 Average Annual Daily Traffic



2040 Average Annual Daily Traffic



LEVEL OF SERVICE

VDOT defines the flow of traffic by the following definitions:



Level of Service A: Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.



Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.



Level of Service B: Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.



Level of Service E: Unstable flow at or near capacity levels with poor levels of comfort and convenience.



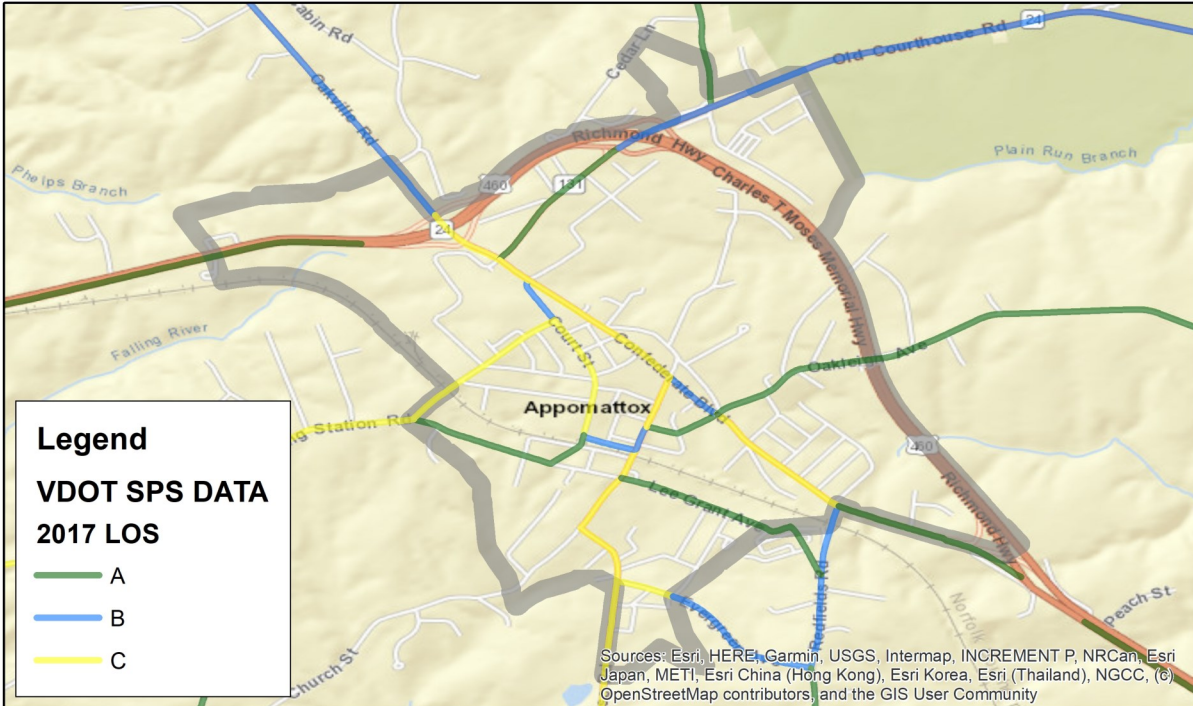
Level of Service C: Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.



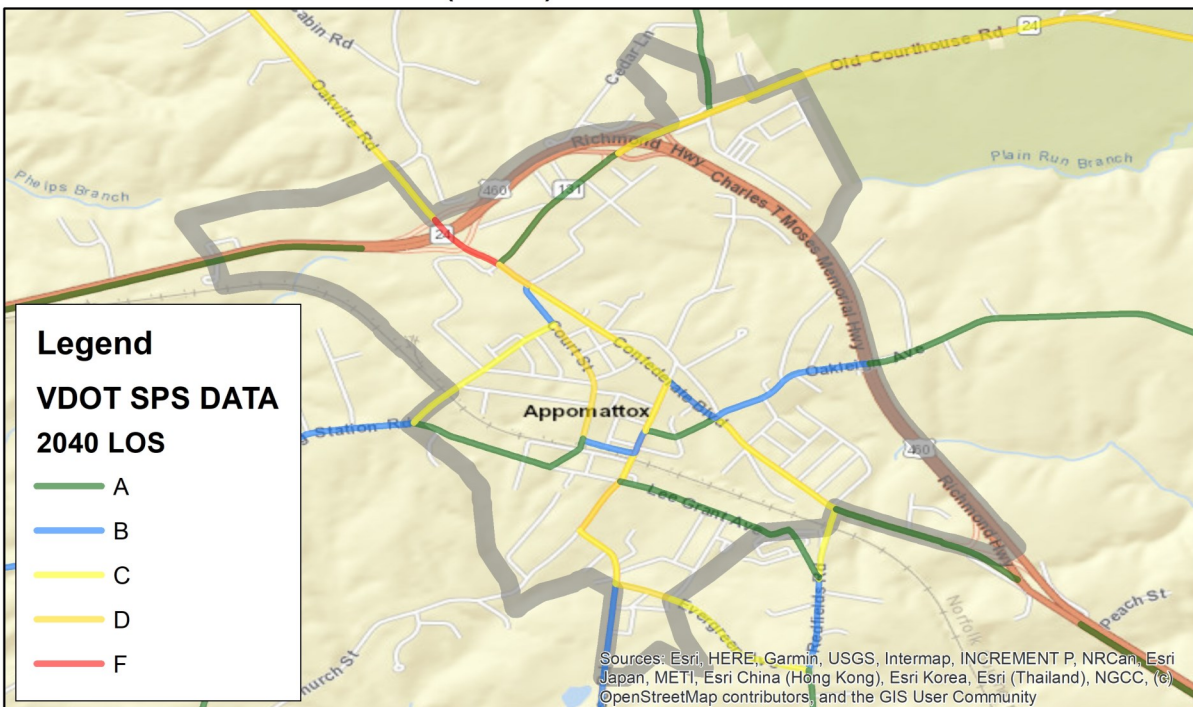
Level of Service F: Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

LEVEL OF SERVICE

2017 Level of Service (LOS)



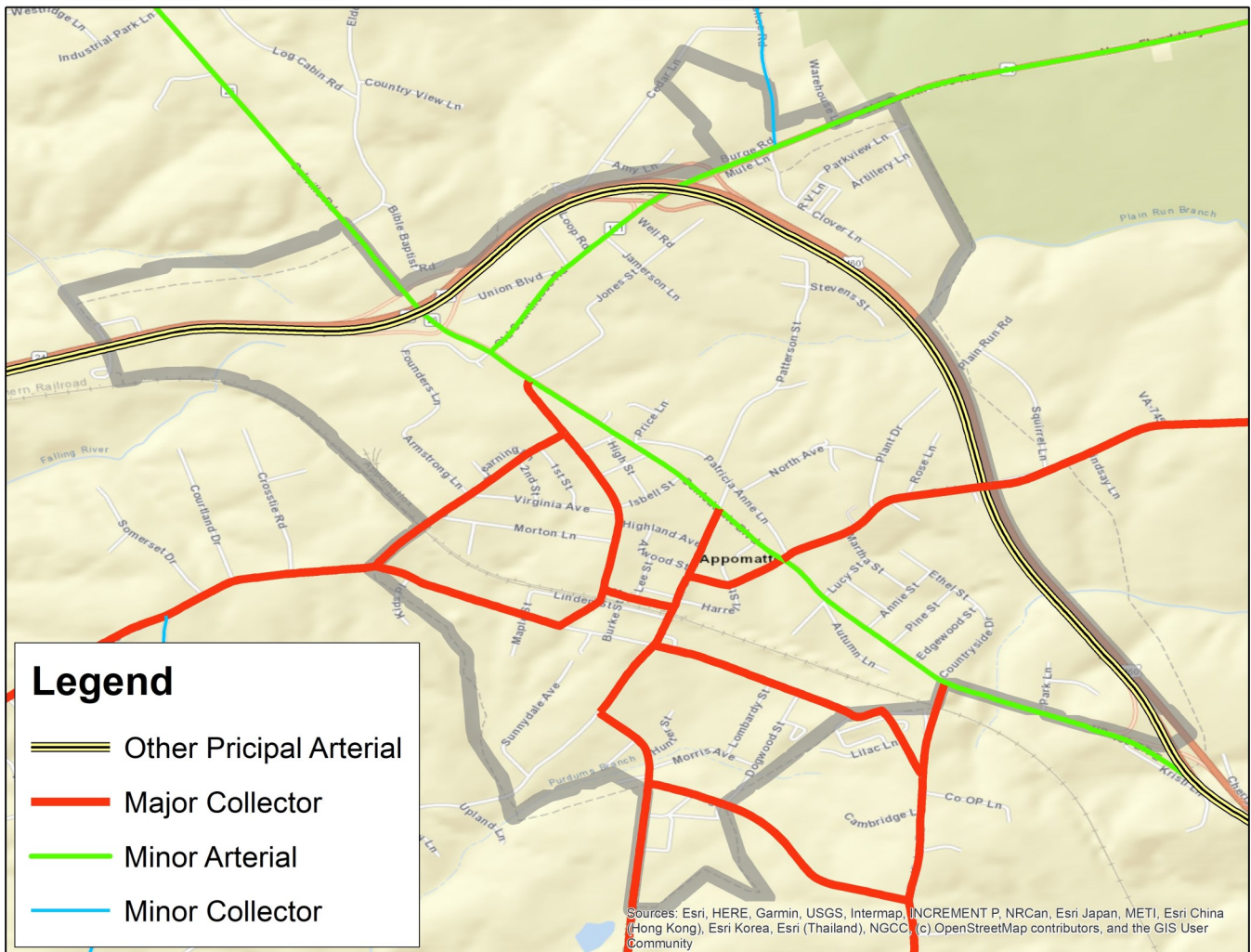
2040 Level of Service (LOS)



FUNCTIONAL CLASSIFICATION

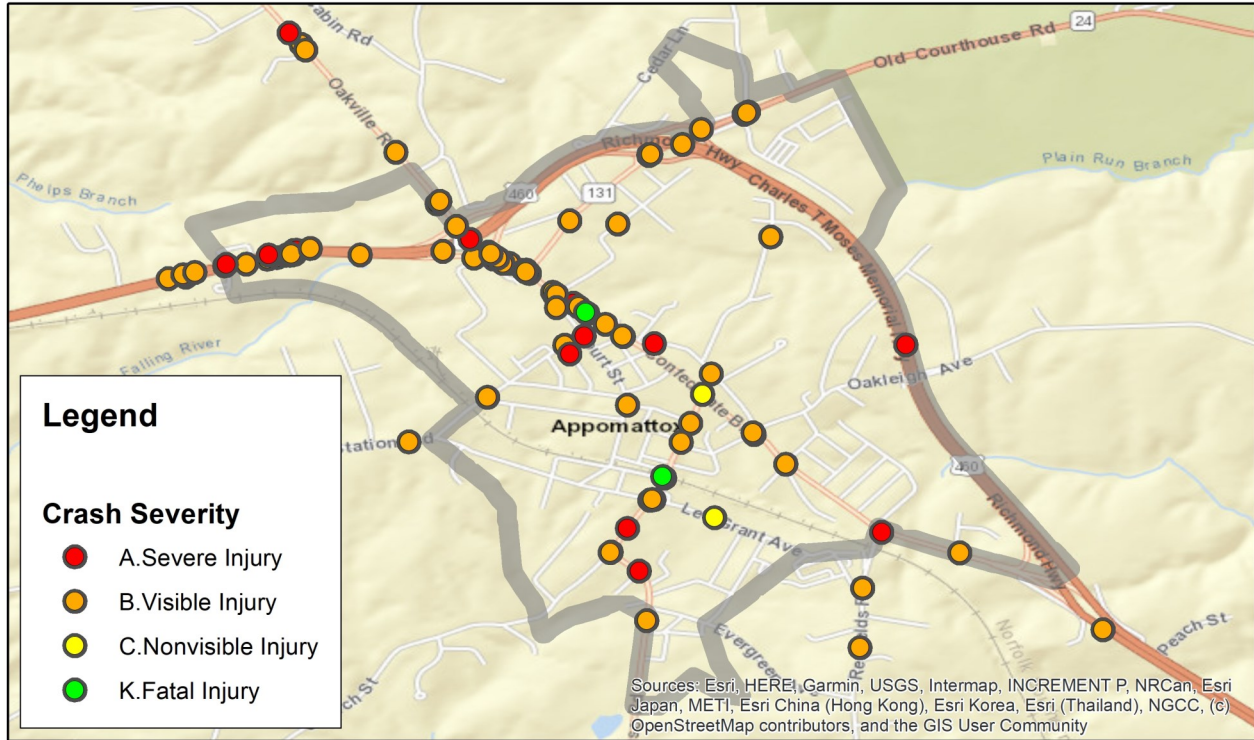
The FHWA sets functional classification guidelines to preserve consistency between states. FHWA sets the functional classifications, which changed since the last update in 2014. This document covers the basic concepts needed to identify the functional classification of a roadway in two different sections. The first section covers the definitions and features of FHWA’s functional classifications. The second section explains other concepts related to the functional classification of roadways.

FHWA has seven functional classifications, interstate, other freeways and expressways, other principal arterial, minor arterial, major collector, minor collector and local. Each classification is based on the roadway’s function within the roadway system. FHWA sets requirements for the functional classifications. FHWA provides descriptions of typical features of each functional classification.

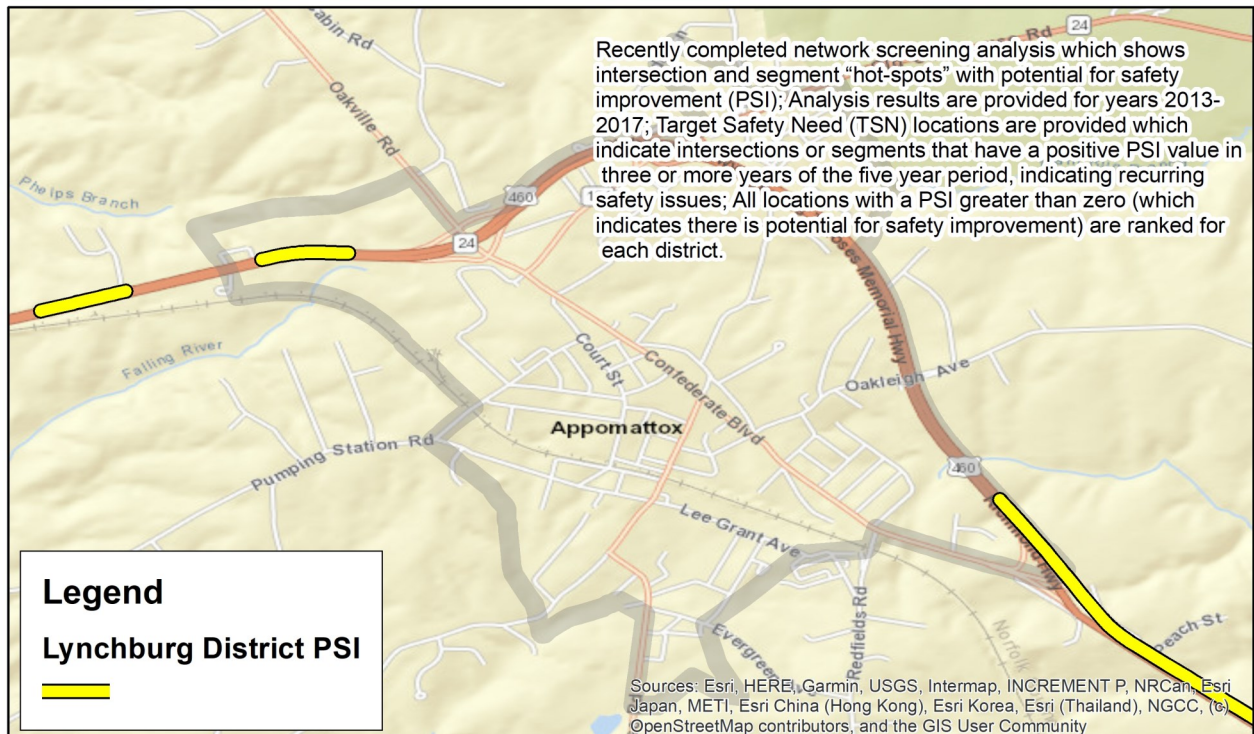


ROAD SAFETY

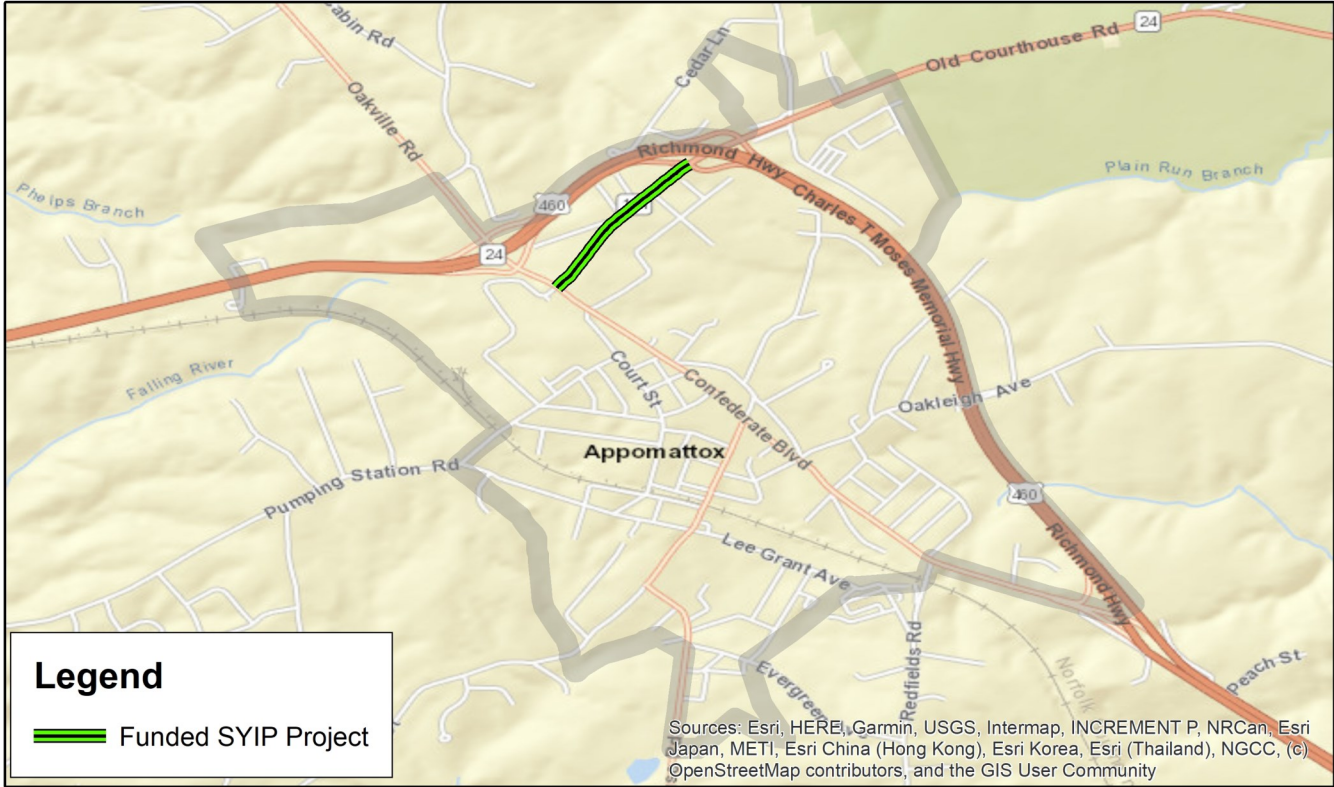
2014-2018 VDOT CRASH DATA



2013-2017 VDOT POTENTIAL SAFETY IMPROVEMENTS (PSI)



VDOT SIX YEAR IMPROVEMENT PLAN PROJECTS



Six-Year Improvement Program

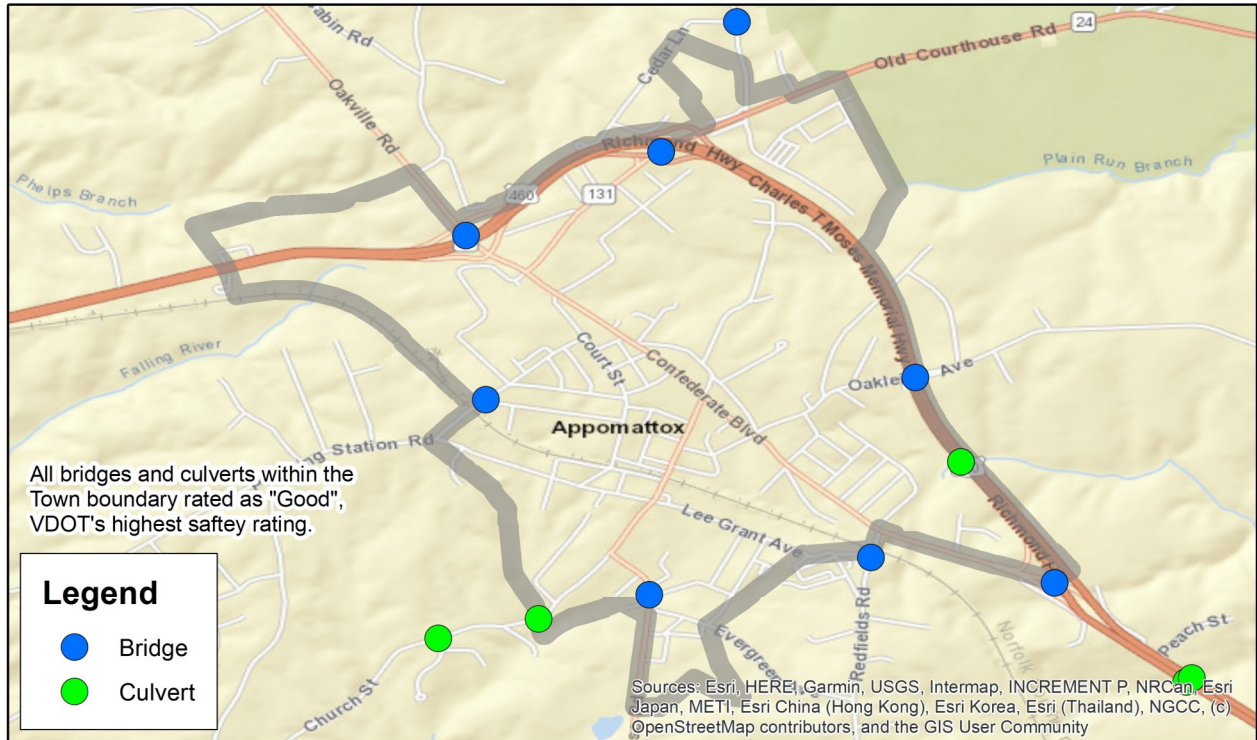
All Projects		Major Projects		MPO		Fund		Reports	
Home User's Guide About									
Line Item Details									
Project Summary									
UPC	111306								
Project	#SMART18 - RTE 131 - RECONSTRUCTION								
Scope of Work	Reconstruction w/ Added Capacity								
Description	FROM: BUS 460 TO: 0.080 NORTH OF RTE 1014								
Report Note									
Fund Source	HB1887DG								
Project Location					Estimates & Schedule				
District	Lynchburg	Jurisdiction	Appomattox		Estimated Cost (Thousands)		Schedule		
Road System	Primary	Length	0.4500 MI						
Route	0131	Street	OLD COURTHOUSE ROAD		Prelim. Eng. (PE)	\$833	Underway		
MPO Area	NonMPO				Right of Way (RW)	\$2,917	FY2021		
					Construction (CN)	\$7,797	FY2023		
					Total Estimate	\$11,546			
Required Allocations									
	Previous Allocations	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Required After FY2025	
Values in Thousands of Dollars									
Fund Sources									
High Priority Projects: Federal	\$0	\$0	\$0	\$0	\$2,961	\$0	\$0		
High Priority Projects: State	\$300	\$200	\$794	\$6,000	\$1,292	\$0	\$0		
Total Funding	\$300	\$200	\$794	\$6,000	\$4,252	\$0	\$0		\$0

The project is designed to improve public safety and drainage by reconstructing the roadway, addressing drainage issues and constructing a shared-use path for pedestrian and bicyclist travel. VDOT also plans to add lighting and landscaping. The project was selected through the 2018 Smart Scale program.

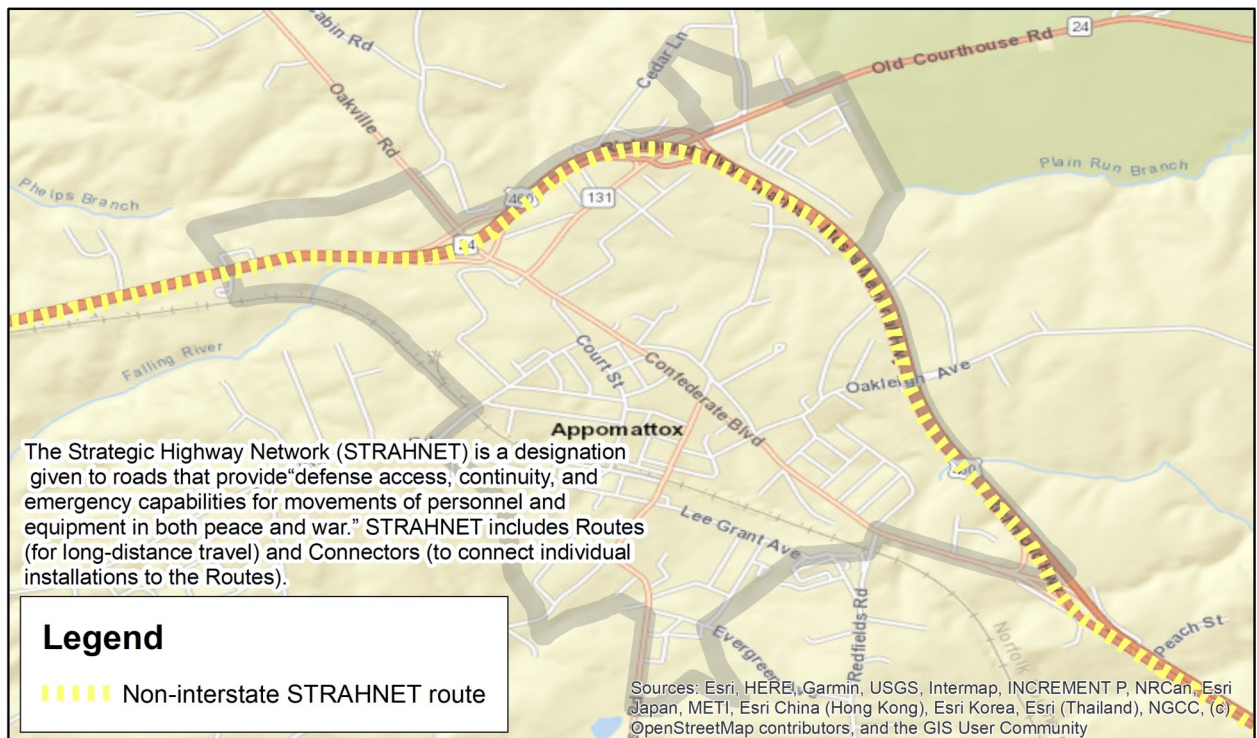


ADDITIONAL TRANSPORTATION INFRASTRUCTURE INFORMATION

VDOT MAINTAINED BRIDGES AND CULVERTS



NATIONAL HIGHWAY SYSTEM INVENTORY

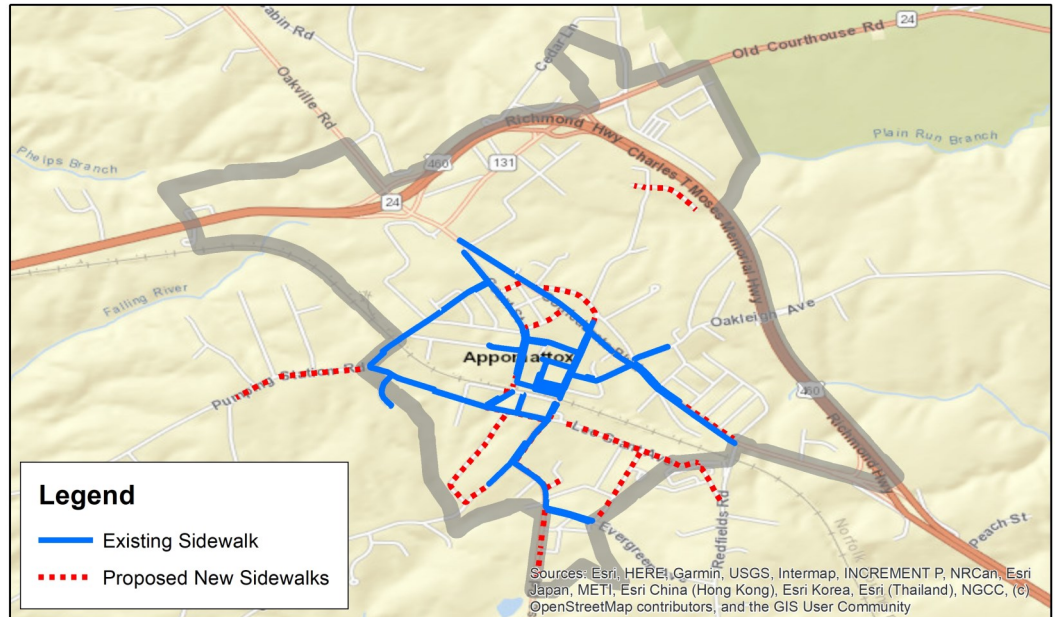


BICYCLE AND PEDESTRIAN ACCOMODATIONS

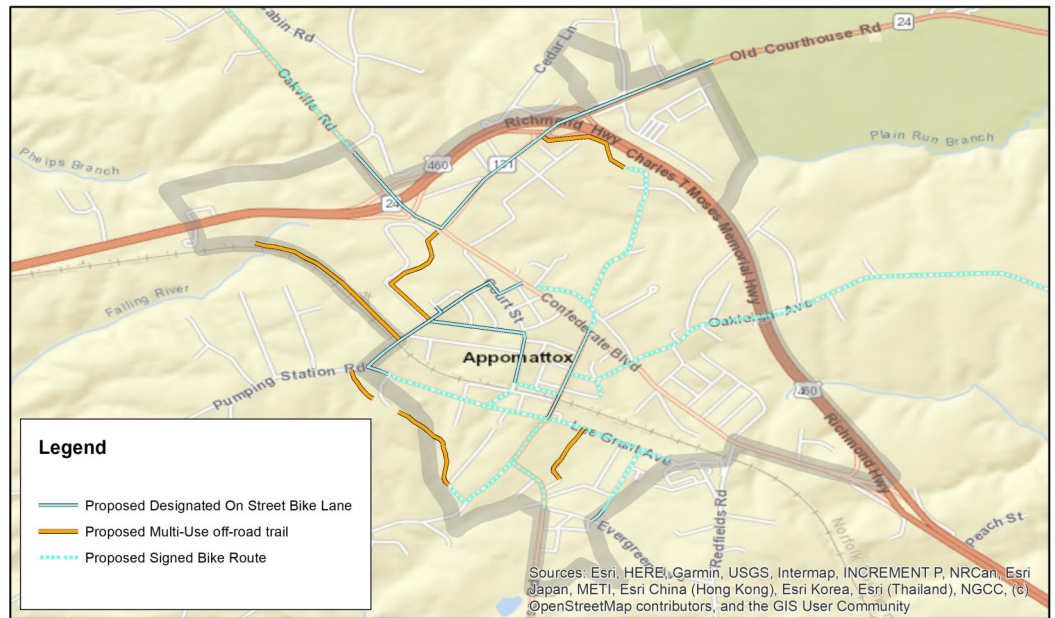
In 2008, the Town of Appomattox contracted with the CVPDC in order to form a guiding document for the creation of a connective bike and pedestrian network that would increase accessibility of key community destinations within the Town. The document established three primary principals as the driving force in developing the connection vision:

- Establishing linkages between community destinations, such as residential areas, parks, cultural sites, and schools.
- Expand opportunities to protect and appreciate the cultural heritage and natural resources surrounding the Town.
- Increase access to recreation and healthy life style options.

PEDESTRIAN INFRASTRUCTURE

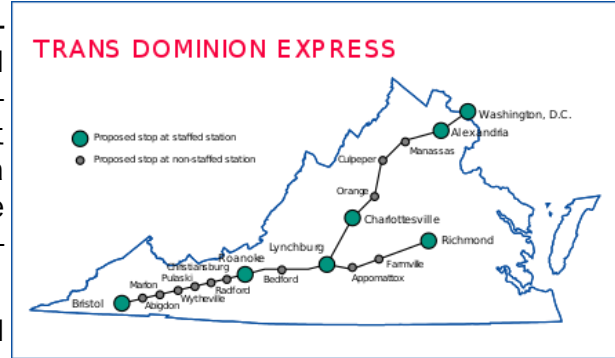


BICYCLE INFRASTRUCTURE



PASSENGER RAIL SERVICE

- ◆ One main rail line—operated by CSX Transportation’s James River Division serves industry and general freight customers along the James River and then along the 460 corridor and straight through the Town. This line is designated as a “high traffic density” line. Coal and scrap waste materials are the major commodities transported through the town by this line.
- ◆ The Trans Dominion Express (TDX) is a proposed passenger rail service, crossing the Commonwealth of Virginia on existing tracks—using modern “European-style” rail cars for maximum safety and comfort. A non-staffed station is proposed in Appomattox that would connect the Town to Richmond, Lynchburg and other major Virginia cities.
- ◆ Nationwide Amtrak service is accessible through the Kemper Street Station in Lynchburg.



AIR SERVICE

- ◆ **Lynchburg Regional** – is the air service provider for the greater Lynchburg area. The airport is located along U. S. 29 within Campbell County, just outside the City of Lynchburg. With 12 daily flights—6 arriving and 6 departing—Lynchburg Regional Airport provides a variety of flight times for all passengers. The airport has two runways; one measuring 7,100 feet in length; and the other measuring 3,387 feet. Lynchburg Regional Airport also provides general aviation and air freight service.



RURAL TRANSIT/VANPOOLING

- ◆ Per the Lynchburg Connectivity Study, DRPT has recommended greater park and ride shuttle services for rural employers as well as the potential for super regional transit options. Vanpooling is also recommended to provide transit-like access in rural areas that cannot support fixed-route transit services. Studies for implementation currently underway.

BUS SERVICE

- ◆ Nationwide Greyhound Bus service available through the Kemper Street Station in Lynchburg.

WATER SUPPLY AND TREATMENT

Water for the Town of Appomattox is supplied by the Campbell County Utility Service Authority (CCUSA) through an agreement with Appomattox County. The Town is connected to CCUSA in Concord by a water pipeline owned by Appomattox County. The Town has signed documents with Appomattox County to take ownership and maintenance responsibilities for the water line that connects the Town's water system with CCUSA's system. Maintenance responsibilities began on January 1, 2020, while ownership will come later.

Water is stored in a 1,000,000-gallon ground storage tank, a 100,000-gallon elevated tank in Town; and a 100,000-gallon elevated tank at Spout Spring. Water from the CCUSA system is pumped to the Town by a pumping station at Concord. The Town's system serves approximately 1100 connections with an average use of 200,000 gallons per day.

Prior to the installation of the waterline to connect with CCUSA, the Town's primary water source was through wells. If a long-term agreement cannot be negotiated beyond the year 2030 with CCUSA, the Town may have to return to well water. These wells will have to pass all the necessary local, state, and federal requirements to come back online. Additional wells may be needed to provide for current and future needs. However, a water study for alternative sources should be conducted no later than 2022.

The town has a Water Conservation Plan to respond to climatic, hydrological and other extraordinary conditions. The plan is intended to ensure that a dwindling water supply is conserved and managed prudently to meet the Town's needs of water supply availability. The Town projects that there is an adequate supply and treatment capacity to serve the current and projected water needs of the community's residential, commercial, and industrial customers. No capacity upgrades to the water system are planned for the next five years.

The wastewater treatment system in the Town of Appomattox treats an average of 160,000 gallons of wastewater per day through 2 treatment plants—a 75,000 gallons per day plant and an 85,000 gallons per day plant. However, the Town's Trickling Filter Plant is scheduled to be replaced by 2022. Wastewater from the Trickling Filter Plant will be directed to the Town's SBR plant by a force main to be constructed by 2022 as well. These projects are being funded by a combination of a low interest rate loan and grant through the USDA. The SBR plant will process all wastewater beginning in 2022 and it too is scheduled to have up-grades and a possible increase in capacity. Sewer collection lines ranging in size from 4 inches to 12 inches serve most of the Town. The Town is currently updating its sewer lines. The Town realizes the importance of maintaining the infrastructure delivery and receiving systems and has plans in place to accomplish this goal.

The wastewater treatment facility provides an essential service to the businesses, industries, and residents of Appomattox and the surrounding area. In addition to contributing significantly to the overall health and safety of the community, and with potential for expansion, the Town's wastewater treatment system provides a foundation for our locality's future economic growth.

SOLID WASTE COLLECTION AND DISPOSAL

The Town's Public Works Department provides a high-level of service to town residents and small businesses with regards to refuse collection. Solid waste collection is provided through a commercial contractor and is provided to all residences and small businesses located within the town limits. One garbage collection pickup per week is provided to each household and business. Garbage is collected on Tuesday of each week. Each household/business is issued one 96-gallon roll-out cart for garbage. The schools and larger entities hire private haulers to provide solid waste collection and disposal services. The Town has a garbage collection policy that explains the policy and regulations regarding refuse collection and disposal procedures. All waste collected by the Town is disposed at the Region 2000 landfill on Livestock Rd. in Campbell County.



Photo by [Gary Chan](#) on [Unsplash](#)

The Town pays for its solid waste collection and operating expenditures out of its General Fund tax revenues. Town residents and small businesses pay no additional sanitation fees for the refuse services provided. The Town offers several other services for the disposal of waste in addition to regular household waste. These include the following:

Brush Collection - Citizens must schedule with the Public Works Department.

Leaf Collection - Bulk collection provided in the fall using a leaf vacuum machine; all other times leaves must be bagged and will be picked up when a citizen calls the Public Works Department.

Special Pick Up - For bulk waste items such as old furniture, appliances, and the like, citizens must schedule pick-up with the Public Works Department.

Also, during snow events, the Town of Appomattox clears the roads to make them safe for travel.

EMERGENCY SERVICES

Appomattox County Sheriff's Office – The Appomattox County Sheriff's Office has law enforcement authority for the Town's corporate limits. The Department of Public Safety is responsible for operating the County's 911 Call Center. The Sheriff's Office is responsible for providing security and prisoner escort for the court system. Sheriff's deputies also serve civil process papers, criminal warrants, and all other documents required by court order.

Virginia State Police – The Virginia State Police Department services include a 24-hour communications system, monitoring and enforcement of state highway traffic laws, supervision of vehicle inspection stations, adoption of standards for vehicle safety programs, and drug and narcotic investigations. The State Police office is located in Appomattox and serves sixteen (16) counties.

Fire Protection – The Appomattox Volunteer Fire Company is a 36-member volunteer fire department chartered in the Commonwealth of Virginia by the Town of Appomattox. Located on Confederate Blvd., the department utilizes three (3) engines, one (1) ladder vehicle, two (2) brush fire fighting vehicles, one (1) tanker, and two (2) crash vehicle.

The department is operated as an independent corporation with funding from the Town, County, and State as well as donations and fundraisers. The town partially funds the fire company's annual operating costs.

Emergency Medical Services (EMS) – The Appomattox County Rescue Squad (located at 763 Confederate Blvd.) provides 24-hour emergency medical services to the greater Appomattox County area. In 2020 the agency had approximately fifty-five (55) volunteer members comprised of a mixture of both basic life support and advanced life support providers. The agency also employs a staff of one (1) administrative personnel and five (5) paid EMT's. A six (6) member Board of Directors provides for total oversight of the agency's fiscal management. (Source: Appomattox County Rescue Squad)



Image courtesy of Elizabeth Tyree, WSET

EDUCATIONAL SERVICES: PUBLIC SCHOOLS

Appomattox County Public Schools - The public schools in the Town are part of the Appomattox County Public School System. The Appomattox County Public School System serves approximately 2,300 students in two (2) elementary schools, four (1) middle schools, and one (1) high school—all of which are fully accredited by the Virginia Department of Education. The school division also offers adult literacy programs, GED classes, and job skill development to adults within the community. Night classes are held at the Adult Learning Center at 136B Carver Lane and day classes at New Jerusalem Church at 14287 Richmond Hwy.



The school division is the largest employer in Appomattox County with a staff of over 200 professional and 180 support staff employees.

A fully equipped and staffed library media center is the hub of each school. A wide variety of print and technology materials enable students to pursue interests and school research. Furthermore, the school division has been a leader in this region in the use of technology. Each classroom is equipped with several networked, multimedia, Internet connected computers. Several interactive white boards are installed and used at each school. Each school has at least two labs of computers for large group instruction. There is also at least one mobile computer lab in each school. Specialty areas such as mathematics, business, and Computer Assisted Drawing (CAD) and desktop publishing classes use dedicated computer labs as a part of the instructional program. Distance learning and Internet-based classes are also available.

Through a cooperative arrangement with Central Virginia Community College, high school students are offered the opportunity to take college credit courses at CVCC in heating, ventilation, and air conditioning (HVAC), machine tools, welding, CISCO systems and Emergency Medical Technician. A required college level math course for these students will be offered as an Internet-based course at the high school.

HUMAN SERVICES/SOCIAL SERVICES

The Appomattox County Department of Social Services (Located at 318 Court St.) administers a variety of human service programs available to residents of the Town as well as Appomattox County in accordance with state and federal regulations. The mission of the Department is to promote self-reliance and provide protection for Virginians through community-based services.

The Department of Social Services provides services in two (2) primary areas: financial assistance and social work services. Developing and upgrading program information systems for the Department of Social Services will continue to be a priority.

HEALTH SERVICES/HEALTH CARE

The City of Lynchburg is the primary medical center for Town residents. The City has two (2) hospitals, both of which are owned and administered by Centra Health, Inc. Lynchburg's General Hospital (LGH) is a 270-bed emergency and critical care center specializing in cardiology, emergency medicine, orthopedics, neurology, and neurosurgery. LGH is recognized nationally for its orthopedic and cardiac programs.

Virginia Baptist Hospital, founded in 1924, is a 317 licensed bed facility serving Central Virginia with quality health care for the whole family. It is the regional hospital for cancer care, women's and children's care, mental health and chemical dependency treatment, outpatient surgery, physical rehabilitation, and home health. Virginia Baptist Hospital has received Press Ganey's prestigious Summit Award, healthcare's most coveted symbol of achievement in patient satisfaction. Of the 6,000 hospitals in the United States, only one percent received this honor, making Virginia Baptist Hospital only one of 60 hospitals in the nation to earn this award.

In addition to the two hospitals in Lynchburg, the Southside Community Hospital in Farmville—also owned and administered by Centra Health, Inc.—is an additional resource to Town residents. Centra Southside Community Hospital is a 86-bed, state-of-the-art facility committed to meeting the needs of the community through quality cost effective healthcare, delivered by a progressive, highly trained medical staff and an efficient, friendly workforce.

There are also several family physician offices in the Town. Although these smaller facilities can generally provide for the general health maintenance needs of Town citizens, their hours of operation and facilities are not designed to respond to the urgent care needs of local citizens. Lynchburg hospitals are the closest option for emergency/urgent care patients.

LIBRARY FACILITIES

The J. Robert Jamerson Memorial Library is a focal point of the Town. Appomattox County Public Library system is headquartered at 157 Main Street, Appomattox, VA 24522. Access to the library is free to all. Town and county residents can obtain a library card to check out library items. These include books, books on compact discs and cassette tapes, and VHS/DVDs movies.

In addition to these items, people visit the library to use print and electronic reference resources, access the Internet, and enjoy state-of-the-art Wi-Fi service. There is a weekly story-time for children on Wednesday mornings at 11:00. The summer reading program offers outstanding activities and events to thrill any age child. The Library also has a conference room that can be used by community groups and organizations for their meetings.

PUBLIC RECREATION AREAS AND FACILITIES

The Town offers its residents and guests many different forms of recreation. Watkins M. Abbitt, Sr. Memorial Park is located on Main St. next to the Jamerson Library. The park offers picnic tables and a quiet setting for lunch. The park is available to rent for special occasions. The Appomattox Town Park (also known as the Kiddie Park)—located near the Appomattox County High School—is a popular park for families that contains a walking trail, picnic pavilion, playground and an original caboose. The Master Plan effort—carried out in 2014—offers various possibilities for new Town Parks in the future. Town Planning Commission members have noted that the parks and recreation opportunities in the Town contribute significantly to quality of life, and are therefore open to exploring possibilities for new parks in the future.

The Appomattox County Parks, Recreation, and Tourism Department also provides a variety of quality recreational programs and leisure activities for Appomattox County and Town residents along with providing of parks, recreation areas, and civic facilities.

The Appomattox County Parks and Recreation Department currently manages six sites:

- Appomattox County Community Center
- Appomattox County Ball Park
- Appomattox County Community Park
- Oakville Ruritan Building
- Old Appomattox Elementary School Gym
- Courtland Field (Newly renovated with stage and pavilions)



APPENDIX

CONTENTS

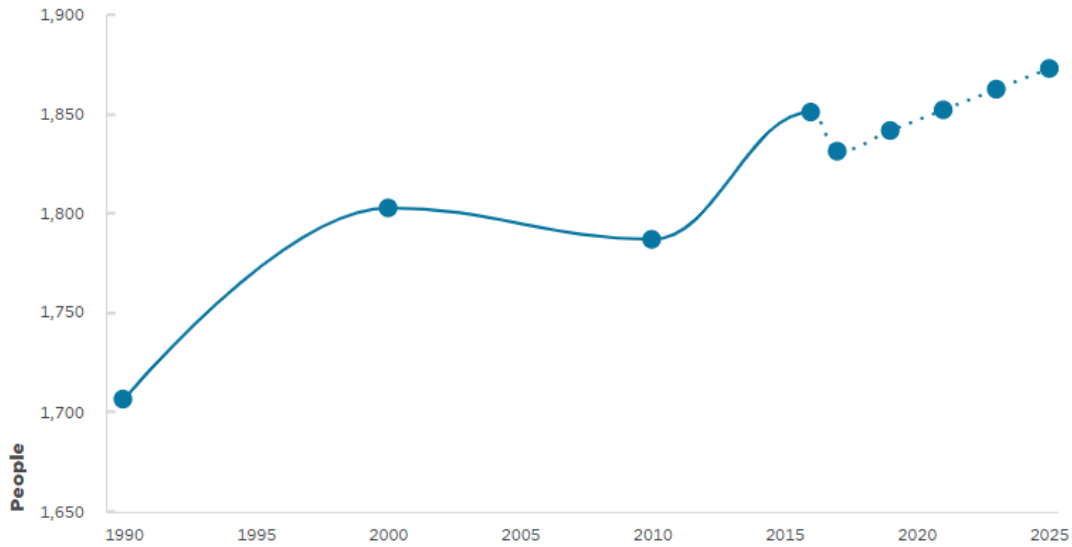
DEMOGRAPHICS	32
HOUSEHOLD INFORMATION	33
EMPLOYMENT	38
EDUCATION	39
TRANSPORTATION FUNDING SOURCES	40
COMMUNITY SURVEY RESPONSES	45
ZONING MAP	47



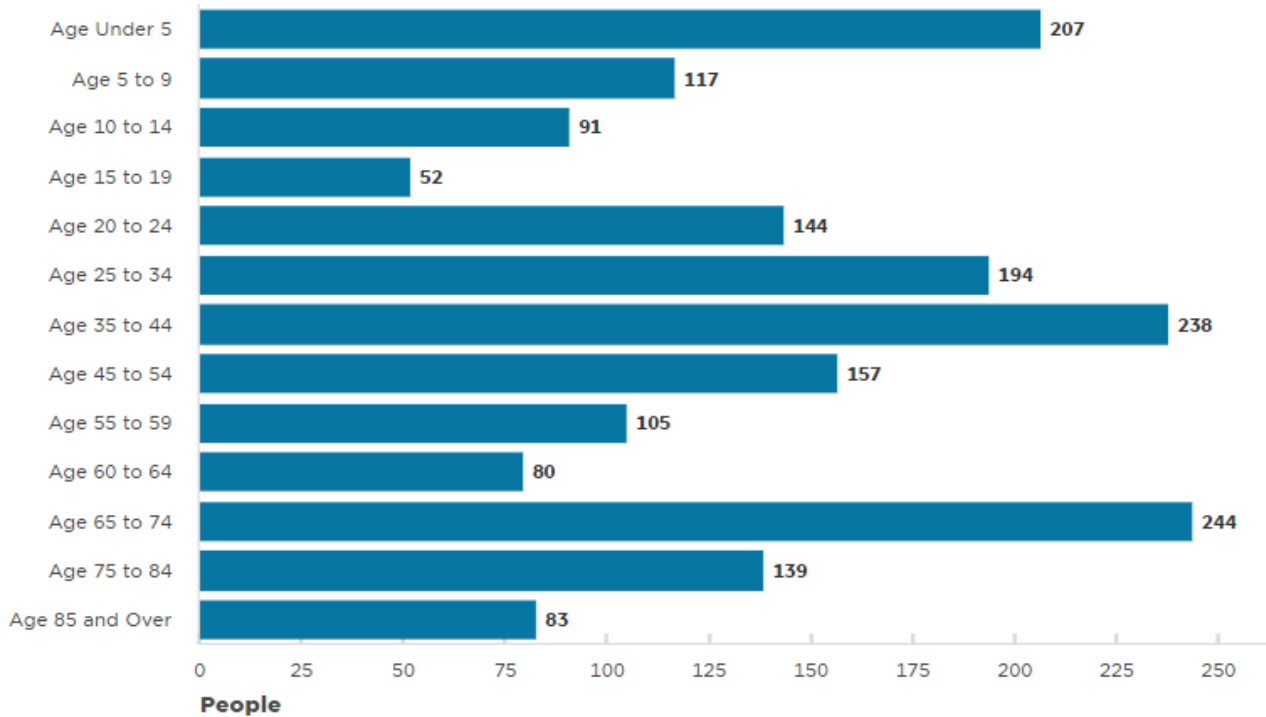
POPULATION

1,851
 People
2018 Population
 Appomattox, VA

Total Population



Age Totals



*2018 American Community Survey Data unless noted otherwise

HOUSEHOLD (HH) SIZE

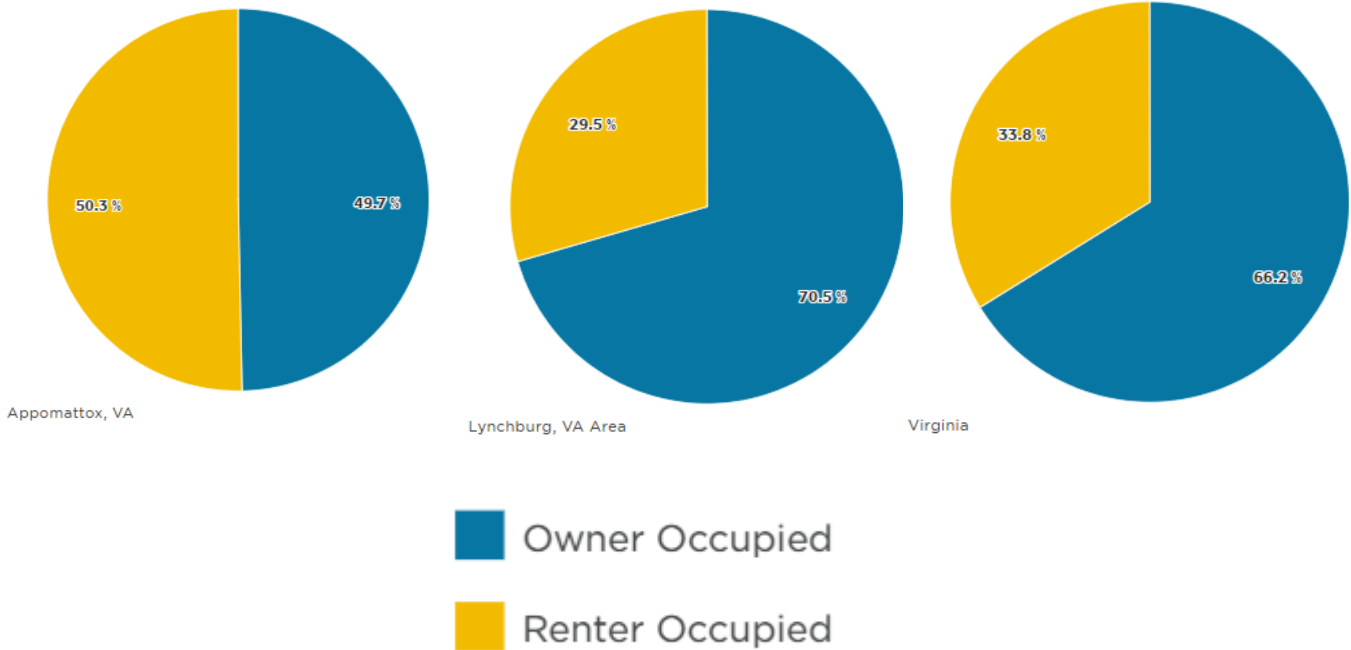
Household Size - 1 Person per household	41%
Household Size - 2 People per household	26%
Household Size - 3 People per household	19%
Household Size - 4 People per household	8%
Household Size - 5 People per household	3%
Household Size - 6 People per household	2%
Household Size - 7 or More People per household	1%

793
Households
Appomattox, VA

2.28
People
Average Household Size

OWNER VS RENTER OCCUPIED

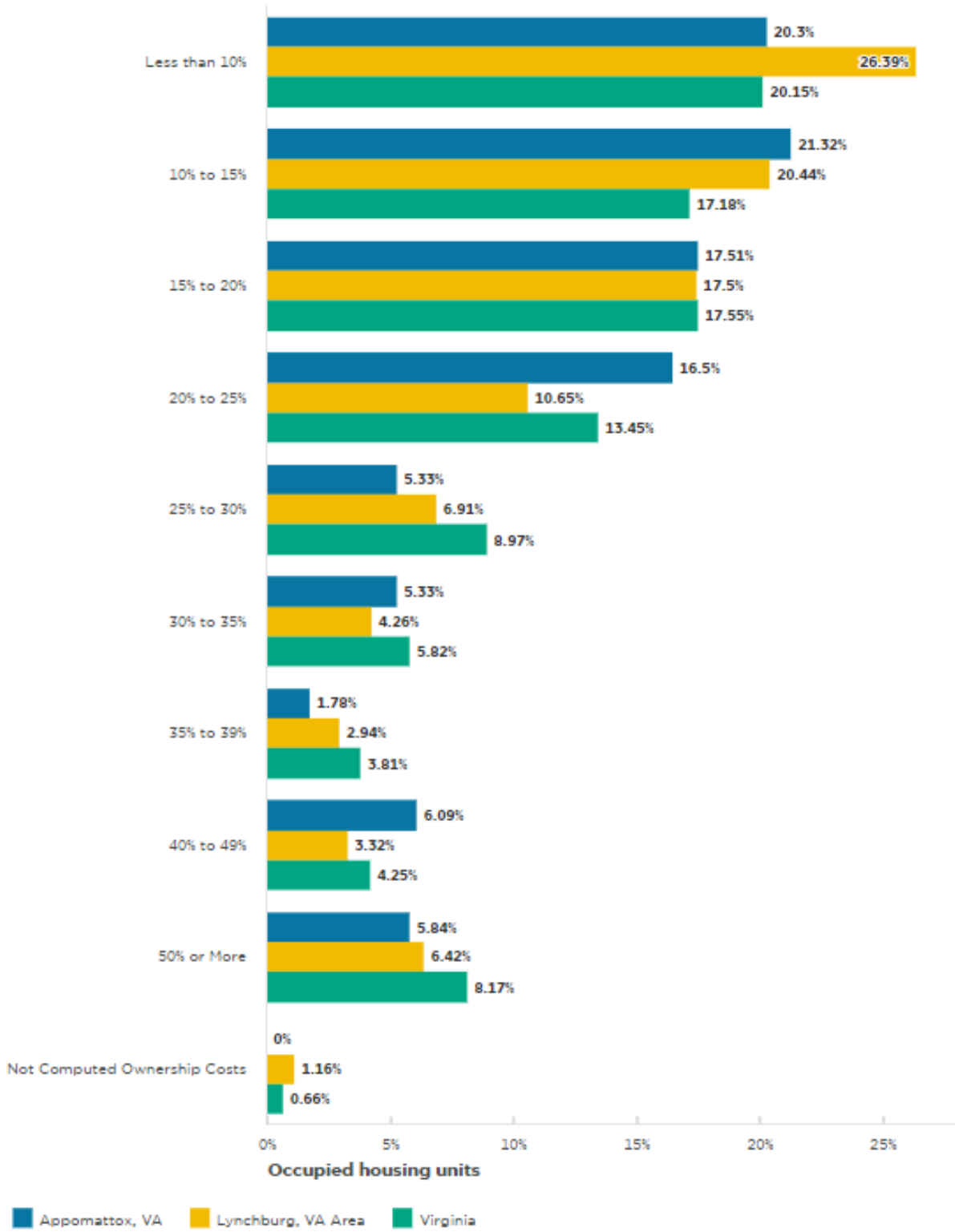
Owner vs Renter Occupied



*2018 American Community Survey Data unless noted otherwise

**Lynchburg, VA Area includes planning area of the Central Virginia Planning District Commission

HOUSING COST AS PERCENTAGE OF INCOME



*2018 American Community Survey Data unless noted otherwise

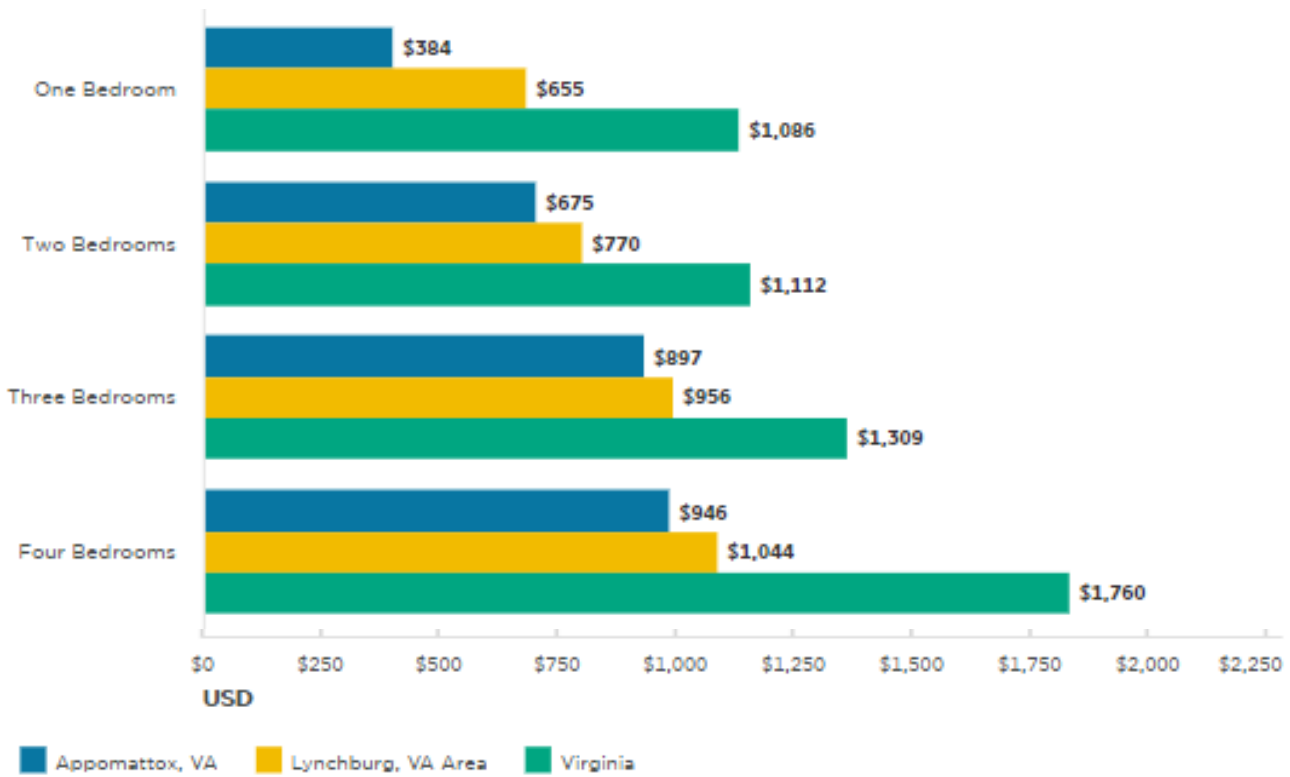
HOUSEHOLD (HH) SIZE

Household Size - 1 Person per household	41%
Household Size - 2 People per household	26%
Household Size - 3 People per household	19%
Household Size - 4 People per household	8%
Household Size - 5 People per household	3%
Household Size - 6 People per household	2%
Household Size - 7 or More People per household	1%

793
Households
Appomattox, VA

2.28
People
Average Household Size

MEDIAN RENT BY NUMBER OF BEDROOMS



*2018 American Community Survey Data unless noted otherwise

OWNER OCCUPIED HOME VALUES

Median Home Value
\$125,900

Appomattox, VA

\$167,300

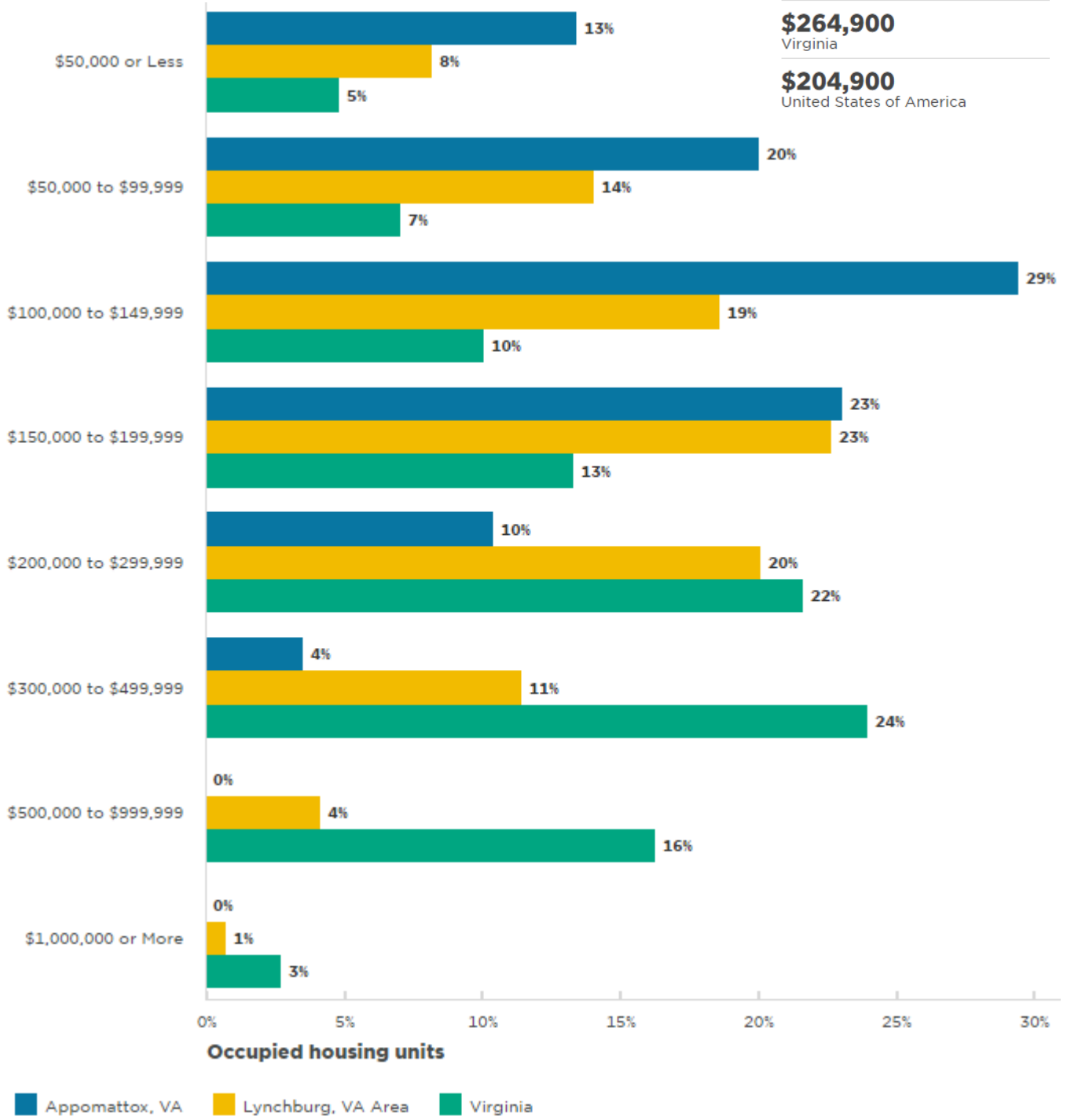
Lynchburg, VA Area

\$264,900

Virginia

\$204,900

United States of America



*2018 American Community Survey Data unless noted otherwise

MEDIAN HOUSEHOLD INCOME

Median Household Income

\$30,766

USD

Appomattox, VA

\$52,076

USD

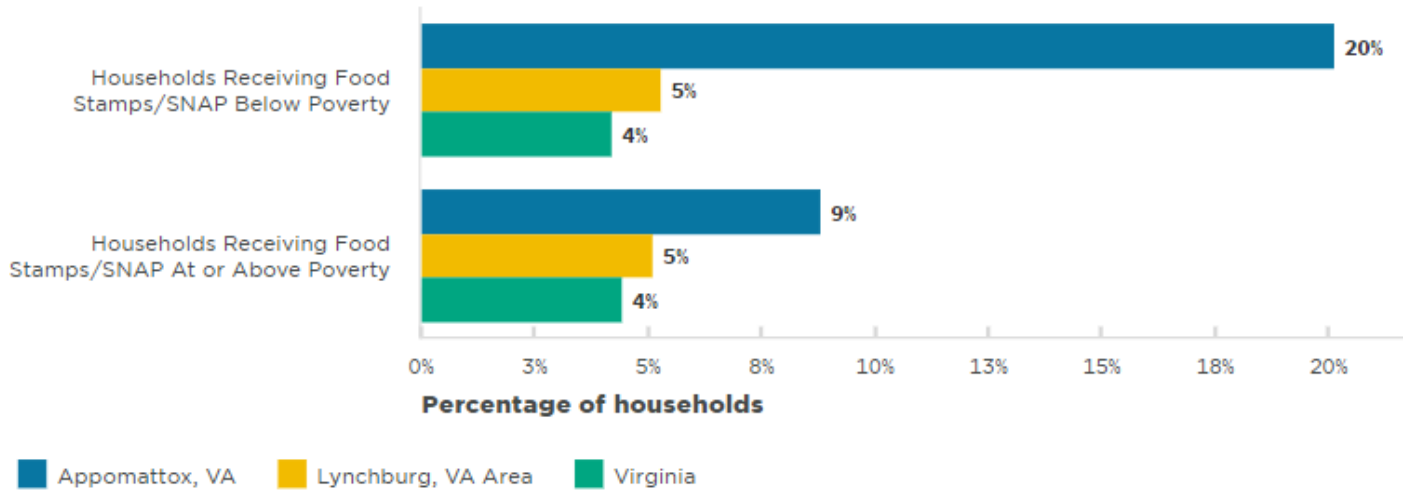
Lynchburg, VA Area

\$71,564

USD

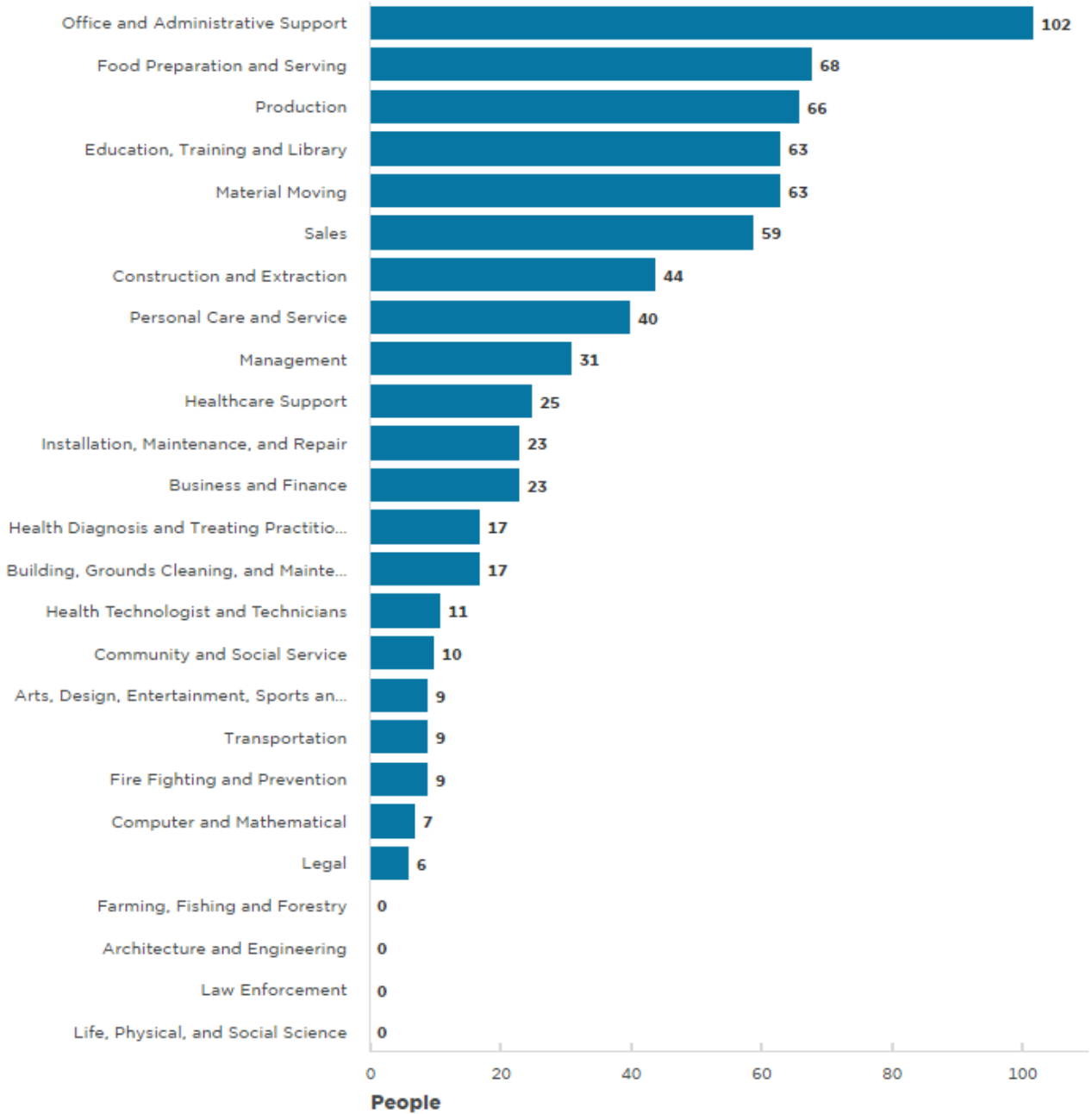
Virginia

HOUSEHOLDS RECEIVING FOOD STAMPS



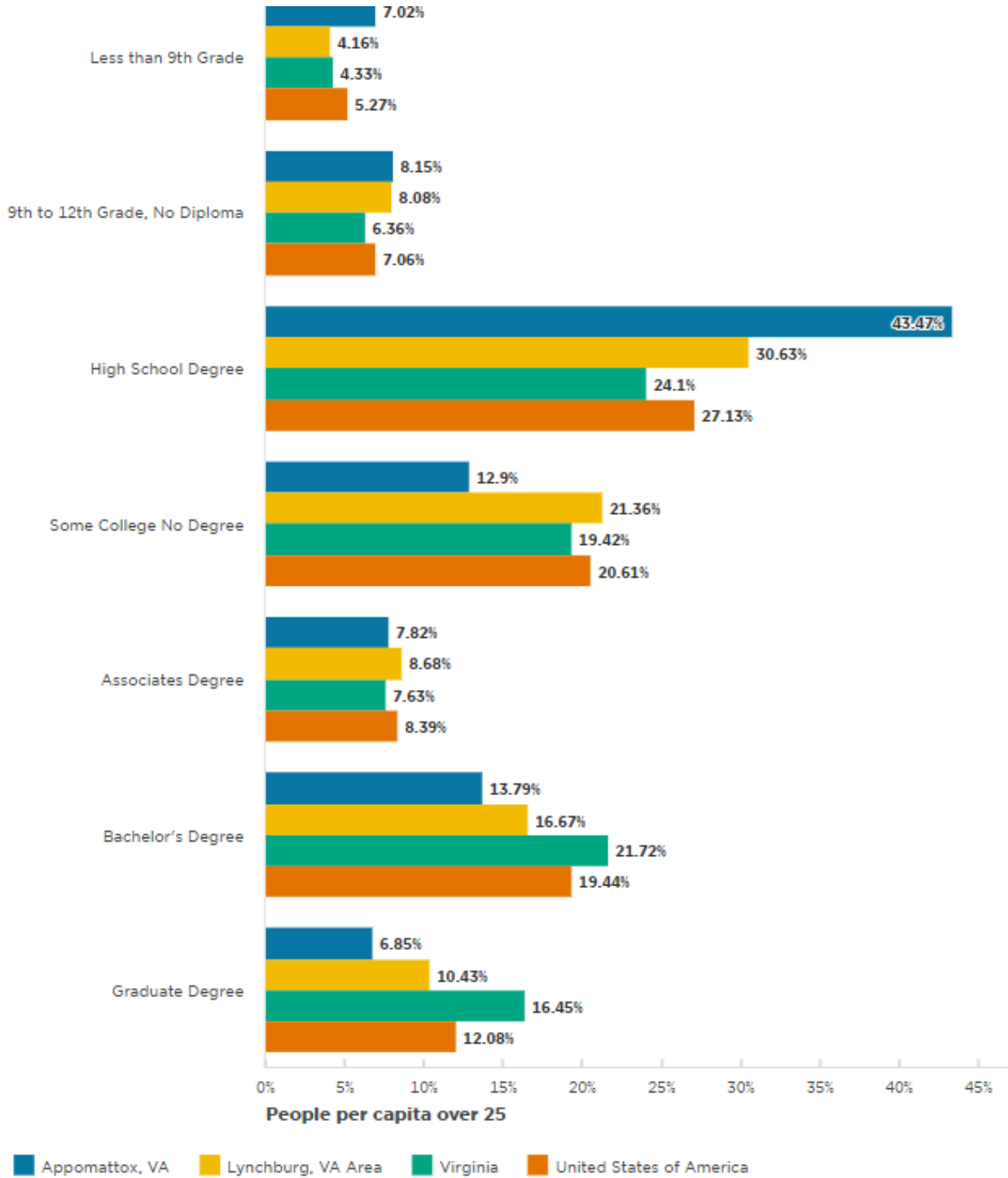
*2018 American Community Survey Data unless noted otherwise

EMPLOYMENT BY SECTOR



*2018 American Community Survey Data unless noted otherwise

EDUCATIONAL ATTAINMENT



*2018 American Community Survey Data unless noted otherwise



Purpose

SMART SCALE is a statewide program that distributes funding based on a transparent and objective evaluation of projects that will determine how effectively they help the state achieve its transportation goals.

Funding

There are two main pathways to funding within the SMART SCALE process—the Construction District Grant Program (DGP) and the High Priority Projects Program (HPPP). A project applying for funds from the DGP is evaluated against other projects within the same construction district. A project applying for funds from the HPPP is evaluated against projects statewide. The Commonwealth Transportation Board (CTB) then makes a final decision on which projects to fund.

Eligible Projects

Projects must address improvements to a Corridor of Statewide Significance, Regional Network, or Urban Development Area (UDA) that meet a need identified in the statewide multimodal long-range transportation plan, VTrans. Project types can include highway improvements such as widening, operational improvements, access management, intelligent transportation systems, transit and rail capacity expansion, and transportation demand management, including park and ride facilities. Projects may also address a documented safety need.

Eligible Applicants

Applications may be submitted through the SMART Portal by regional entities including Metropolitan Planning Organizations (MPOs) and Planning District Commissions (PDCs), along with public transit agencies, and counties, cities, and towns that maintain their own infrastructure. Projects pertaining to UDAs and safety needs can only be submitted by localities. Applications may be for eligible project types only and sufficiently developed such that benefits can be calculated.

Evaluation Criteria

There are five factors evaluated for all projects: Safety, Congestion Mitigation, Accessibility, Environmental Quality, and Economic Development. Projects in MPOs with a population greater than 200,000 are also evaluated by a land use factor.

Funding Cycle

Beginning with the FY2018-FY2023 SYIP Update, the application cycle will alternate every other year with funding generally applied to projects in the last two years of the SYIP. Applications are generally accepted beginning in the Spring through July. Approximately \$500-600 million in each program is expected to be available per cycle. Funding includes both state and federal sources. Projects that can be developed as federal projects will follow the federal process.

Website

<http://www.vasmartscale.org/>



Purpose

This federal transportation program is structured and funded to identify and improve locations where there is a high concentration, or risk, of vehicle crashes that result in deaths or injuries and to implement strategies to attain Virginia's Towards Zero Deaths vision.

Funding

There are several core safety programs, including Highway Safety, Systemic Safety, Bicycle and Pedestrian Safety, and Highway-Rail Safety.

Eligible Projects

Projects involve the identification of high-crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects. Submitted projects must demonstrate a cost benefit and must:

- Be relevant to the program purpose of reducing severe crashes or risk to transportation users.
- Address hazardous situations through good safety planning and identified by safety data driven network screening.
- Demonstrate compliance with the appropriate VDOT design guideline and standards.

Eligible Applicants

The Highway Safety Programs (HSP), Rail-At-Grade-Crossing (Rail) and the Bicycle Pedestrian Safety Program (BPSP) applications must be submitted through the SMART Portal by local governments, VDOT District and Regional Staff.

Evaluation Criteria

The eligibility criteria and process for the safety programs are different. The Portal automatically scores each application based upon the various factors such as: Benefit/Cost ratio, PSI listing, supporting documents, complete cost estimate/schedule etc. The (HSP) application targets vehicle only crashes and requires a benefit-cost (B/C) ratio analysis, or the Systemic Safety Improvement (SSI) application can utilize a risk assessment methodology that addresses these risks throughout a network of roadways. The Rail Safety and Bicycle and Pedestrian Safety applications require a risk analysis due to the unpredictability of the crash types.

Funding Cycle

The funding cycle for the Highway Safety program will be every year. Approximately \$60 million is available per year. Applications are generally accepted August through October of each year. All funding is federal.

Website

http://www.virginiadot.org/business/ted_app_pro.asp



Purpose

This program is intended to help sponsors fund projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. It focuses on providing pedestrian and bicycle facilities and other community improvements.

Funding

TAP is not a traditional grant program and funds are only available on a reimbursement basis. The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match. These are federal transportation funds and therefore require strict adherence to federal and state regulations including Americans with Disability Act (ADA) design standards. Funding is allocated statewide and to specific population areas as set forth in federal regulation. Funds are awarded by the CTB and the MPOs in Virginia's Transportation Management Areas (TMAs).

Eligible Projects

- Pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths
- Infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
- Conversion and use of abandoned railway corridors for rails-to-trails facilities
- Construction of turnouts, overlooks and viewing areas
- Inventory, control or removal of outdoor advertising (billboards)
- Preservation and rehabilitation of historic transportation facilities including train depots, lighthouses and canals
- Vegetation management practices in transportation rights-of-way
- Archeological activities relating to impacts from implementation of a transportation project
- Environmental mitigation activities to decrease the negative impacts of roads on the natural environment
- Wildlife mortality mitigation activities to decrease negative impacts of roads on wildlife and habitat connectivity

Eligible Applicants

Applications may be submitted through the SMART Portal by local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, and any other local/regional entity with responsibility for oversight of transportation or recreational trails.

Evaluation Criteria

- Project funding
- Project concept
- How the project improves the existing transportation network
- Sponsor's experience administering federal-aid projects
- Project's readiness to proceed

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle will alternate every other year with allocations available in the first and second year of the SYIP. Approximately \$20 million is available per year with a maximum request of \$1M per year (\$2M per application). Applications are generally accepted August through October of every other year. All funding is federal.

Website

<http://www.virginiadot.org/business/prenhancegrants.asp>



Purpose

This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

Funding

Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB. The Revenue Sharing program will match, dollar for dollar, eligible project costs up to limitations specified in CTB Policy

Eligible Projects

- Supplemental funding for projects listed in the adopted in the SYIP
- Construction, reconstruction, or improvement projects not including in the adopted SYIP
- Improvements necessary for the specific subdivision streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions)
- Maintenance projects consistent with the department's operating policies
- New hardsurfacing (paving)
- Deficits on completed construction, reconstruction, or improvement projects

Eligible Applicants

Applications may be submitted through the SMART Portal by any county, city, or town in the Commonwealth.

Evaluation Criteria

- Priority 1: Construction projects that have previously received Revenue Sharing funding
- Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan
- Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation
- Priority 4: All other projects

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle will alternate every other year with allocations available in the first and second year of the SYIP. Approximately \$100 million in state funding is available per year. Applications are generally accepted August through October of every other year. All funding is non-federal.

Website

http://www.virginiadot.org/business/local-assistance-accessprograms.asp#Revenue_Sharing



State of Good Repair
Locally Owned Bridges



State of Good Repair
Primary Extensions

Purpose

SGR provides funding for the Commonwealth of Virginia’s pavements and bridges. The funds are used for the reconstruction and rehabilitation of deteriorated pavements on the Interstate and Primary Systems, including Primary Extensions, as well as the replacement and rehabilitation of structurally deficient bridges on all systems.

Funding

Funding is allocated to each district based on needs for VDOT and locality owned bridges and pavements. Allocation of the funding is based on a needs prioritization methodology as approved by the CTB. All nine construction districts will receive funding in a given year, with no district receiving less than 5.5% or more than 17.5% of the funds in a given year.

The Code of Virginia allows for two waivers in the SGR. The first waiver allows the CTB to remove the cap and allocate the SGR funds to a key need or project. The second waiver allows the CTB to allocate 20% of the funds to secondary pavements if the Department does not meet its secondary pavement performance targets.

Eligible Projects

Projects must meet the three tests as depicted in the following chart prior to receiving funding:

Tests	Pavement	Bridge
1	Improves to fair or better status	Removes from structurally deficient status
2	Meets definition of pavement rehabilitation and reconstruction in FHWA’s memo dated 9/12/2005	Meets definition of bridge rehabilitation and replacement in FHWA’s Bridge Preservation Guide dated August 2011
3	Adds or restores strength	
FHWA Memo Links	FHWA’s Memo – September 12, 2005 - Pavement Preservation Definitions FHWA's Memo - February 25, 2016 - Pavement Preservation	FHWA’s Bridge Preservation Guide – August 2011 – Maintaining a State of Good Repair Using Cost Effective Investment Strategies

Eligible Applicants

Localities may submit applications for primary extensions and work notification forms for structurally deficient bridges through the SMART Portal. If a locality has multiple structurally deficient bridges, the locality is required to submit work notification forms for all bridges to show what work will be completed in order to remove the deficiency.

Evaluation Criteria

The SGR Program requires the prioritization process to consider mileage, condition and costs for pavements while considering number, condition and costs for bridges. For additional detail related to the prioritization process, refer to the following link: <http://www.ctb.virginia.gov/resources/2016/june/reso/Resolution1.pdf>

Funding Cycle

The funding cycle for SGR will be every year. Approximately \$300 million is available per year beginning in FY 2021. Applications are generally accepted November through January. Funding includes both state and federal sources.

Website

http://www.virginiadot.org/business/local_assistance_division_funding_programs.asp

COMMUNITY SURVEY TEMPLATE



Town of Appomattox Community Survey:

Please take a few minutes to answer the questions in this survey as they will aide the ongoing effort of improving the Town of Appomattox. This survey should be filled out by one adult in your household; however, please feel free to consult with other family members. To complete the survey, please circle or check your response. Please do not write your name or address on this survey.

SOAR (Strengths, Opportunities, Aspirations, and Results Survey)

Please list two things that make you proud to be a citizen of the Town of Appomattox:

Please list two opportunities you currently see for the Town of Appomattox:

Please list two things you wish future generations would have in this community:

How do you measure success for the Town of Appomattox?

Additional Comments:

COMMUNITY SURVEY RESULTS SUMMARY

Number of survey responses: 92 total

23 hard copy

69 online

Survey Results Summary

Qualitative Survey Questions:

Individual responses for first 5 questions have been distributed by Town Clerk.

Q1 Please list two things that make you proud to be a citizen of the Town of Appomattox.



Q2 Please list two opportunities you currently see for the Town of Appomattox:



COMMUNITY SURVEY RESULTS SUMMARY

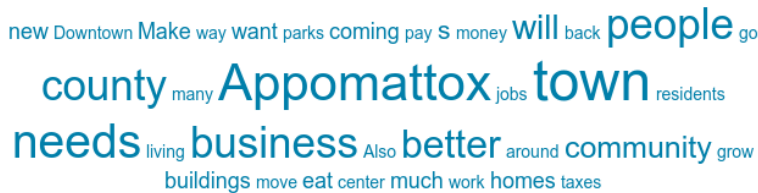
Q3 Please list two things you wish future generations would have in this community:



Q4 How do you measure success for the Town of Appomattox?



Q5 Additional Comments:



COMMUNITY SURVEY RESULTS SUMMARYQuantitative Survey Questions (weighted averages):

Fire department service: 7.98
Ambulance/emergency medical services: 7.84
Police department service: 7.60
Quality of elementary school: 7.26
Quality of middle school and high school: 7.07
Water quality and service: 7.07
Accessibility to parks: 6.81
Quality of parks: 6.74
Condition of city streets: 6.36
Quality of recreational programs: 5.87
Availability of general health care: 5.64
Availability of community sidewalks: 5.47
Quantity of recreational programs: 5.39

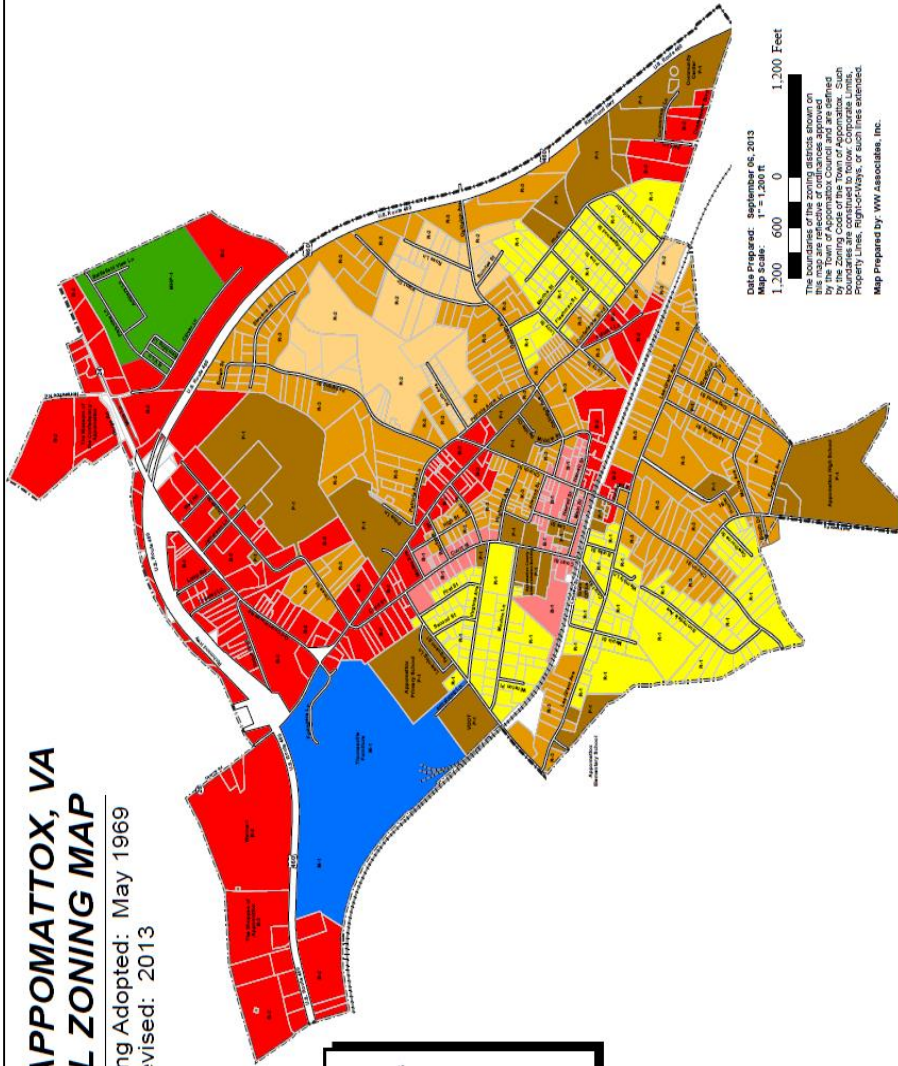
*****Instructions: On a scale of 1 to 10, with 10 being "Very Satisfied" and 1 being "Very dissatisfied", please indicate your level of satisfaction with the services in your community by circling the corresponding number. If you do not know your opinion, leave it blank. Feel free to make additional comments at the end of this section:**



TOWN OF APPOMATTOX, VA OFFICIAL ZONING MAP

Original Zoning Adopted: May 1969
Revised: 2013

Legend	
	R-1 Limited Residential
	R-2 Limited Residential, Village Homes
	R-3 General Residential
	B-1 General Business
	B-2 Intense Business
	M-1 Industrial
	MHP-1 Mobile Home Park
	P-1 Public Use District



Date Prepared: September 06, 2013
Map Scale: 1" = 1,200 ft
1,200 000 0 1,200 Feet

This map was prepared by WV ASSOCIATES, INC. The map is a representation of the information provided by the Town of Appomattox Council and is not intended to be used for any other purpose. All boundaries are contained to follow Corporate Limits, Property Lines, Right-of-Ways, or such lines extended.

Map Prepared By: WV Associates, Inc.

Paul D. Harvey
Town Mayor

May 1969
Original Adopted Date

August 12, 2013
Adopted Date