



SHAPING OUR SPACE

2019-2034 COMPREHENSIVE PLAN

Campbell County, Virginia



Tuesday, December 3, 2019

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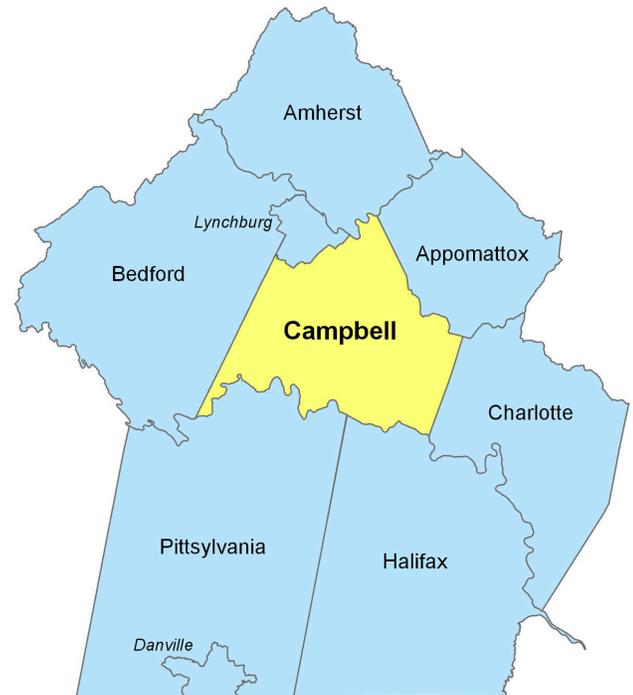
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CHAPTER 1: INTRODUCTION AND BACKGROUND

THE COUNTY

Campbell County was formed in 1781, the first Virginia county formed after the American Revolution. It is located in the southern part of central Virginia and is bordered by Bedford County to the west, Pittsylvania and Halifax Counties to the south, Appomattox and Charlotte Counties to the east and Amherst County and the City of Lynchburg to the north. Campbell County encompasses 511 square miles and includes the incorporated towns of Brookneal and Altavista. The County is home to more than 54,000 residents who enjoy living in areas that range from the established suburbs of the city to rural farms that are miles from any town or village. Campbell County affords a good quality of life and a diverse economy that are supported by an effective transportation network. Major roads in the County include U.S. Routes 29, 460 and 501. Charlottesville, Roanoke, and Danville are a one-hour drive away while Richmond, Greensboro, Raleigh and Durham can each be reached within two hours. An extensive network of rail lines supports the transportation of materials and products. Commercial flights are available through the Lynchburg Regional Airport, which is also located in Campbell County.



THE COMPREHENSIVE PLAN

The Commonwealth of Virginia requires local jurisdictions to prepare and adopt a comprehensive plan to be reviewed at least once every five years. A comprehensive plan takes into account the various trends affecting the physical development of the land within the jurisdiction. It is intended to be the mechanism for anticipating and dealing with change in the County over time, and in our case we have chosen fifteen years as the period of focus for the plan. It articulates policies, and establishes goals and objectives to influence development in both the private and public sectors. A comprehensive plan is implemented in large part by the

zoning and subdivision ordinances of the locality, as well as by capital improvement spending on public projects. The Code of Virginia, (VA. CODE ANN. §15.2-2223) states that “The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety morals, order, convenience, prosperity, and general welfare of the inhabitants...” The Campbell County Comprehensive Plan can be amended as needed by the Board of Supervisors, following a public hearing and a recommendation by the Planning Commission. The County is committed to maintaining its comprehensive plan as a functional document that accurately represents the community’s vision of the future.

THE PLANNING PROCESS

The Comprehensive Plan underwent a significant review and update process from November 2001 to February 2003. Minor updates to the Comprehensive Plan were then made when the plan was reviewed in 2008-2009. During the 2014 update, the demographic information was updated as a result of the 2010 U.S. Census data, the Goals and Objectives of each chapter were reviewed and updated, and the plan was updated to ensure that it accurately reflects the County’s long-term priorities.

For the 2019 update, County staff has been involved in reviewing and making recommended updates to each chapter. Planning staff made updates the chapters on population and demographics, housing, natural environment, historic and cultural preservation, and transportation systems and facilities to incorporate the most recent statistics and information available for each subject area. Relevant sections of the plan were distributed to department heads and suggested updates for each functional area of the County were incorporated to the plan. The Planning Commission has also reviewed each chapter as drafts were completed. Drafts of the chapters were available on the County website for the public to review. An on-line feedback form was available on the County website and the Department of Public and Employee Relations had a booth at several festivals in the County and had citizens complete the feedback form at those events.

THE MISSION

The Board of Supervisors adopted the following statement: *“Our mission is to serve our community by facilitating and encouraging an exceptional quality of life for all citizens.”* There are also eight core values common in our organization: trustworthiness, openness, the highest ethics, efficient stewardship, knowledge, collaboration, service and people. All of the goals, objectives, and strategies presented in the Comprehensive Plan support the mission statement and are consistent with our core values.



CHAPTER 2: POPULATION AND DEMOGRAPHICS

INTRODUCTION

The purpose of this chapter is to provide the demographic information needed for making sound decisions about Campbell County's future. In order to plan for the future it is necessary to understand the characteristics of the County's population, and how those characteristics are changing over time. Characteristics of population include social and economic indicators such as age, gender, household size, income, and education level. Population data serve as an indicator of future demand for various land uses, community facilities, and services from the public and private sectors. Studies of population distribution indicate where concentrations of people can be found and therefore the most desirable locations for the infrastructure needed to serve them. Some programs and facilities are targeted to specific segments of the population, thus information on those population segments is needed for the effective delivery of services.

The first section of this chapter is a profile of relevant statistics for Campbell County based on the 2010 U. S. Census and the American Community Survey Estimates. This chapter will be updated more completely after the 2020 Census to continue to compare trends decennially. The profile is a quick reference for characteristics of the County's population. Following the profile are several charts related to specific topics of importance to the planning process. Significant trends are discussed in the narrative following each graphic. The information provided is based largely on U. S. Bureau of the Census statistics. It has been supplemented with other state and local data where appropriate. Because more demographic information is available than can be put to practical use in this report, we are presenting the data that is key to an overall understanding of Campbell County. Additional information can be obtained through the Weldon-Cooper Center for Public Service at the University of Virginia and through the U. S. Bureau of the Census.

CAMPBELL COUNTY DEMOGRAPHIC PROFILE

POPULATION AND GROWTH

	<u>2010</u>	<u>2000</u>
TOTAL POPULATION:	54,842	51,078
RATE OF POPULATION INCREASE (2000-2010):	7.4%	-----

AGE AND DISABILITY

MEDIAN AGE (YEARS): (STATE MEDIAN IN 2010 IS 36.1)	41.1	38.3
PERCENTAGE OF TOTAL POPULATION OVER AGE 17:	78.0%	76.0%
PERCENTAGE OF TOTAL POPULATION OVER AGE 64:	15.8%	13.5%
PERCENTAGE OF POPULATION (OVER AGE 4) THAT HAS A DISABILITY:	14.4%	20.2%

RACE AND GENDER

PERCENTAGE OF POPULATION IDENTIFYING THEIR RACE AS WHITE:	82.7%	84.03%
PERCENTAGE OF POPULATION IDENTIFYING THEIR RACE AS BLACK:	14.3%	14.7%
PERCENTAGE OF POPULATION-MALE	48.4%	48.8%

INCOME AND POVERTY

MEDIAN HOUSEHOLD INCOME:	\$45,432	\$42,901
PERCENTAGE OF FAMILIES BELOW POVERTY LEVEL:	9.7%	7.9%
PERCENTAGE OF FAMILIES EARNING \$100,000 OR MORE PER YEAR:	17.5%	7.1%

WORK AND TRAVEL

PERCENTAGE OF POPULATION (OVER 15) IN THE LABOR FORCE:	62.3%	64.7%
PERCENTAGE OF WORKERS COMMUTING TO WORK BY DRIVING ALONE:	83.6%	85.0%
MEAN TRAVEL TIME TO WORK (IN MINUTES):	21.5	23.5
PERCENTAGE OF WORKERS WORKING AT HOME:	3.0%	2.8%

HOUSING AND HOUSEHOLDS

PERCENTAGE OF HOUSING UNITS THAT ARE OWNER-OCCUPIED:	76.5%	77.3%
PERCENTAGE OF HOUSING UNITS THAT ARE VACANT:	12.8%	6.6%
PERCENTAGE OF HOUSEHOLDS MADE UP OF MARRIED COUPLE FAMILY:	51.4%	56.0%
AVERAGE FAMILY SIZE (PERSONS):	3.03	2.91

EDUCATIONAL ATTAINMENT

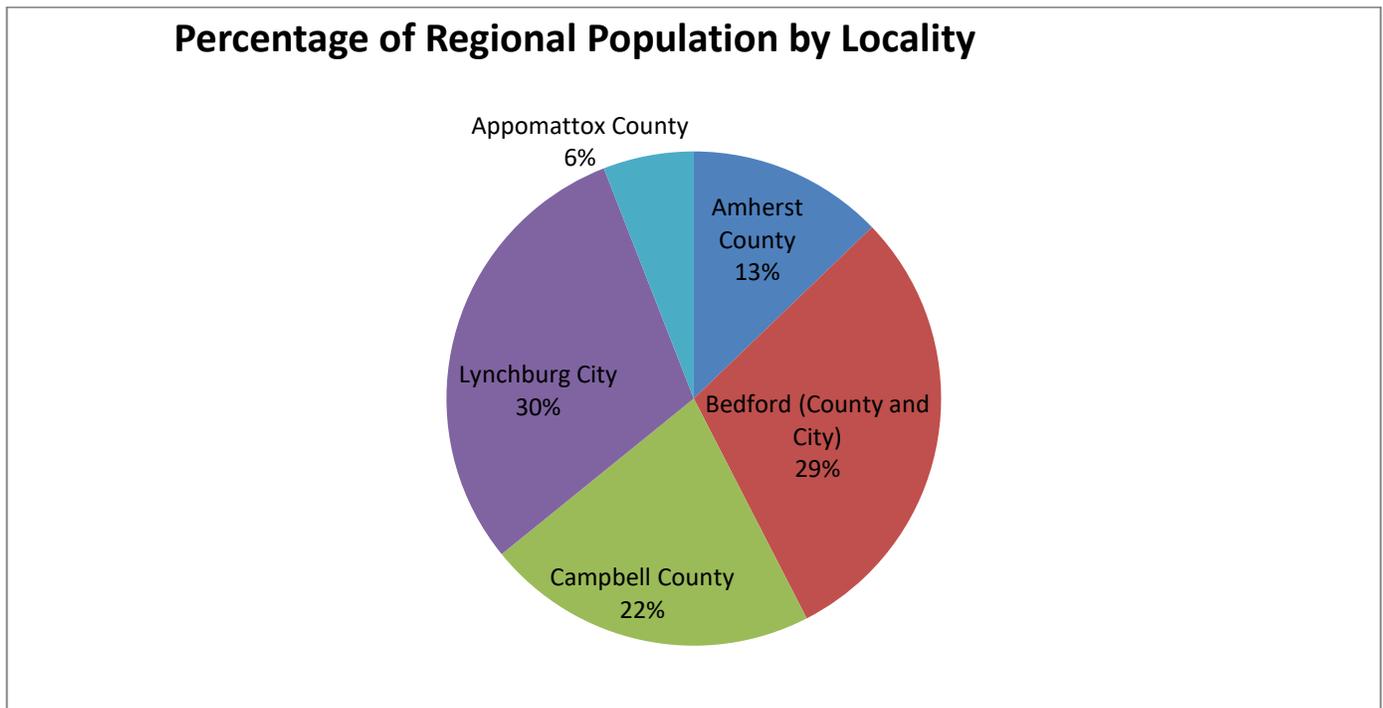
PERCENTAGE OF POPULATION (OVER AGE 24) WHO ARE HIGH SCHOOL GRADUATES OR HIGHER:	83.2%	73.5%
PERCENTAGE OF POPULATION (OVER AGE 24) WHO HAVE A BACHELOR'S DEGREE OR HIGHER:	16.4%	14.6%

NATIVITY

	<u>2010</u>	<u>2000</u>
PERCENTAGE OF POPULATION BORN IN VIRGINIA:	74.3%	78.8%
PERCENTAGE OF POPULATION BORN IN THE U.S.A.:	97.4%	98.4%

Sources: U.S. Census Bureau, Census 2010, American Community Survey, 2008-2012 5 Year Estimates, and U.S. Census Bureau, Census 2000

PERCENTAGE OF REGIONAL POPULATION BY LOCALITY



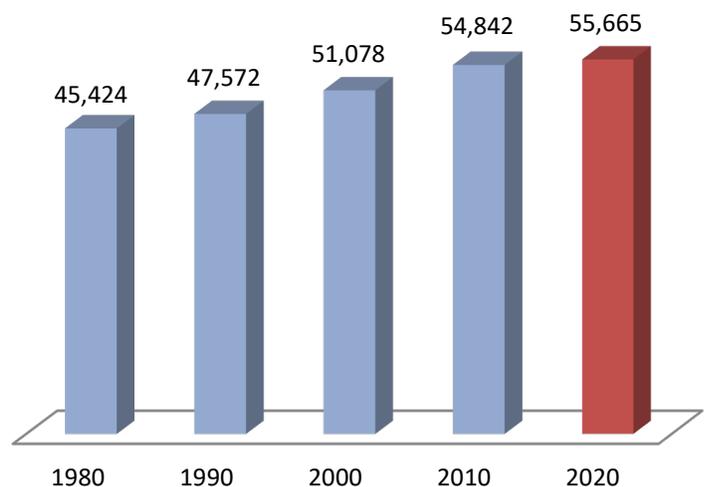
Source: U. S. Census Bureau, Census 2010

Our region includes the six localities shown in the chart above and has a total population of 252,638 according to the 2010 U. S. Census. Campbell County has a total population of 54,842 making it the third largest population in our region, representing twenty-two percent (22%) of the region's total, which has remained consistent since the last U.S. Census in 2000. Although Campbell County's population grew during the past decade, it did so at a slower rate than that of Bedford County, Appomattox County, and Lynchburg City. All localities in the region experienced an increase in population. Overall, our region experienced a total population growth rate of 10.5% between 2000 and 2010, while Campbell County had a growth rate of 7.4%.

Changes in total population are not, by themselves, necessarily positive or negative influences; however, they often impact other factors that contribute or detract from the quality of life in a community. Changes in transportation patterns and land use are examples of factors directly affected by shifts in population. These topics are discussed in more detail elsewhere in the Comprehensive Plan. Another consequence of population change is the effect on election district boundaries for the House of Delegates, State Senate, and U. S. House of Representatives. These districts must contain a certain population, but do not follow local jurisdictional lines. Any single locality can have its influence with state and federal legislators altered by a change in the makeup of the district, particularly if the locality is split among two or more districts or is included with another locality with different interests.

POPULATION GROWTH 1980-2020

Campbell County has experienced moderate growth in total population and that trend is expected to continue through this decade. The population grew 7.4% between 2000 and 2010. The Weldon Cooper Center projected a population of 55,665 by 2020, which represents a 1.5% increase. There are two major factors influencing total population growth: natural increase and net migration. Natural increase represents the difference between births and deaths of County residents over a given time period. Net migration is found by subtracting the number of persons leaving the County from those moving in. Natural increase is the leading component of past rises in total population. Recent data from the U.S. Census Bureau, Population Division shows that population growth is slowing. Between April 1, 2010 and July 1, 2018, there were 4,482 births and 4,443 deaths. There was a net migration of 170 during this same period, resulting in a net population change of 166. The population estimate as of July 1, 2018 for the County was 54,973.



Sources: 1980, 1990, 2000, 2010 = U. S. Census of Population;
2020 = Weldon Cooper Center 2019 Population Projections

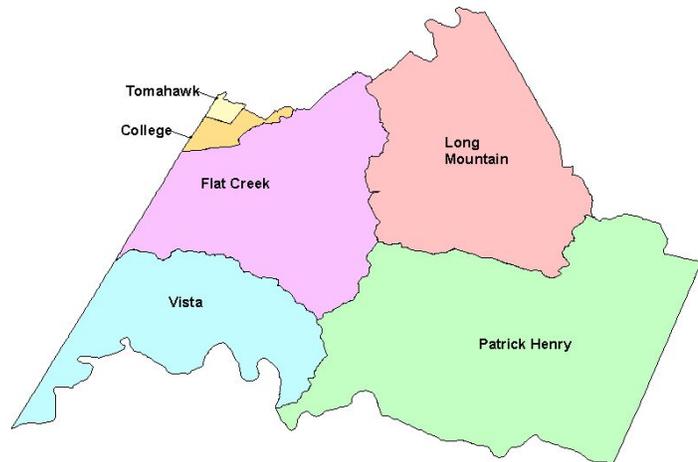
POPULATION GROWTH BY MAGISTERIAL DISTRICT 1980-2020

MAGISTERIAL DISTRICT	POPULATION BY YEAR				
	1980	1990	2000	2010	2020
College	4,762	5,979	6,365	7,509	7,783
Flat Creek	13,280	14,460	16,261	18,122	18,544
Long Mountain	8,171	8,664	9,855	10,731	10,925
Patrick Henry	7,373	7,047	7,090	7,123	7,096
Tomahawk	4,204	4,126	4,037	3,860	3,825
Vista	7,634	7,296	7,470	7,497	7,492
Total County	45,424	47,572	51,078	54,842	55,665

*Sources: 1980, 1990, 2000, 2010 = U. S. Census of Population;
2020 = Weldon Cooper Center Population Projections and Staff Estimates*

The preceding table illustrates the fact that general population growth is not uniform within all areas of the County. Knowing where population changes are occurring is important information in planning the most appropriate locations for public infrastructure and service delivery. It is also a factor in private sector business decisions regarding business location, marketing strategies and employment.

Flat Creek has grown steadily since 1980 and that trend is continuing. Many of the major residential developments currently under construction are within the Flat Creek area, which includes a large portion of Route 29 (Wards Road), the western portion of Route 24 (Colonial Highway), and the areas around



Evington, New London, and the Lynchburg Regional Airport.

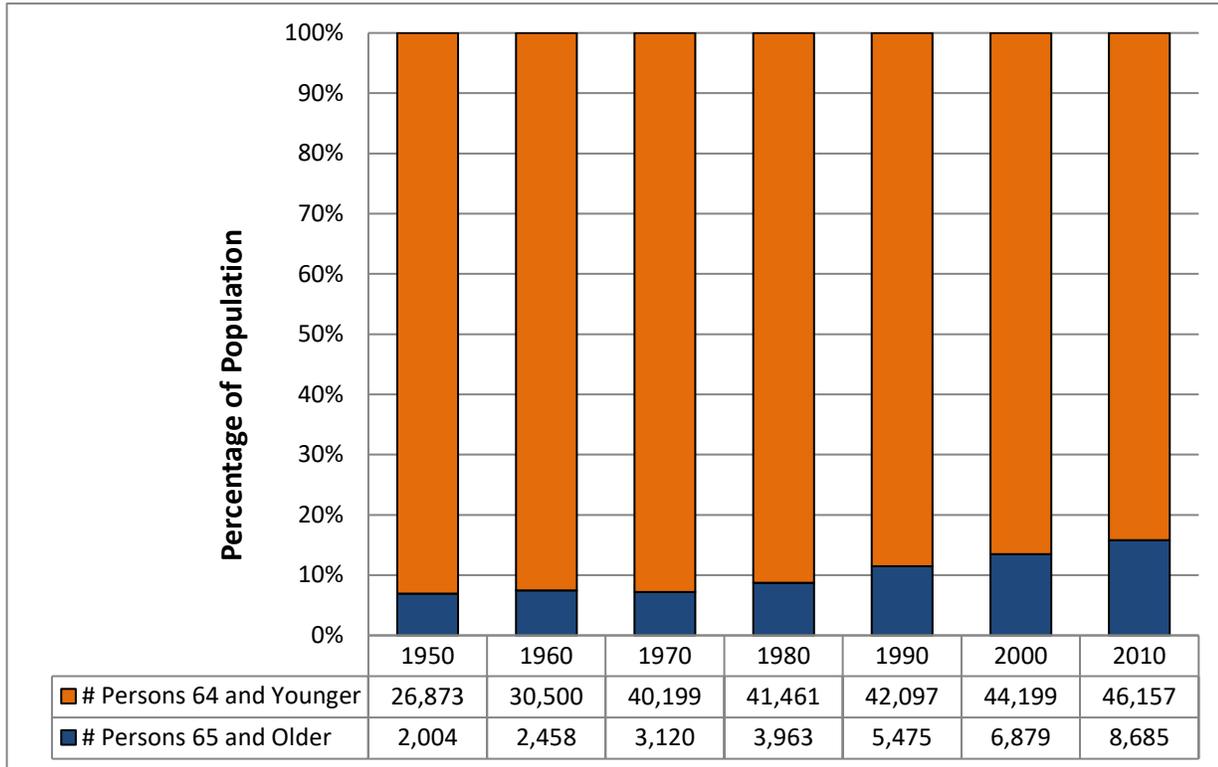
The **Long Mountain** area has grown steadily, but at a slower rate. There are currently no large-scale residential developments under construction in this area; however, the availability of land and the extension of public water to parts of the Long Mountain area could be growth factors later in the decade. Long Mountain includes Rustburg, Concord, the eastern portion of Route 24 (Village Highway), the northern portion of Route 501 (Campbell Highway), and eastern Route 460 (Richmond Highway).

The **College** area experienced significant growth in the 1980's, and then growth slowed in the following two decades. Between 2000 and 2010, the population growth increased again to the levels experienced in the 1980's due to new multi-family housing projects. The College district includes Timberlake and other long-established subdivisions and some of the commercial areas of Timberlake Road.

Tomahawk, Patrick Henry, and Vista districts all experienced a decrease in population in the 1980's. The Patrick Henry and Vista districts have maintained their population since 1990 and have experienced very modest growth since 1990. The **Tomahawk** area is the only district that experienced a reduction in population between 2000 and 2010. It is relatively small, but includes significant commercial property along Timberlake Road. Opportunities for residential growth in this area are limited; however, some multi-family development is occurring. The Vista and Patrick Henry areas have available land, but are not experiencing a significant demand for new housing. These areas have experienced decline in local employment with traditional manufacturing centers located in the towns of Altavista and Brookneal. The **Vista** district includes the southern portion of Route 29 (Wards Road), Route 43 (Bedford Highway), Altavista, Leesville Lake, and Lynch Station. The **Patrick Henry** area is the largest of the magisterial districts and includes most of the County's rural areas. It also encompasses much of the southern portion of Route 501 (Brookneal Highway), Gladys, Naruna, and the Town of Brookneal.

The Population Density Map shown at the end of this chapter shows the distribution of population throughout the County.

PERSONS 65 AND OVER AS A PERCENTAGE OF TOTAL POPULATION



Sources: U. S. Census of Population 1950, 1960, 1970, 1980, 1990, 2000, and 2010

The number of persons sixty-five (65) years of age and older represents an increasingly higher percentage of the total population of Campbell County as shown in the chart above. From 1950 to 1970 the elderly population remained relatively stable between 6.9 percent and 7.5 percent. The percentage rose to 8.7 in 1980, 11.5 in 1990, 13.5 in 2000, and 15.8 in 2010. This trend is occurring in many localities throughout the nation, as people are generally living longer and having fewer children than in previous generations. The trend is expected to continue in Campbell County and will be additionally influenced by the development of an age-restricted community that is currently under construction with healthcare services specific to the aging population.

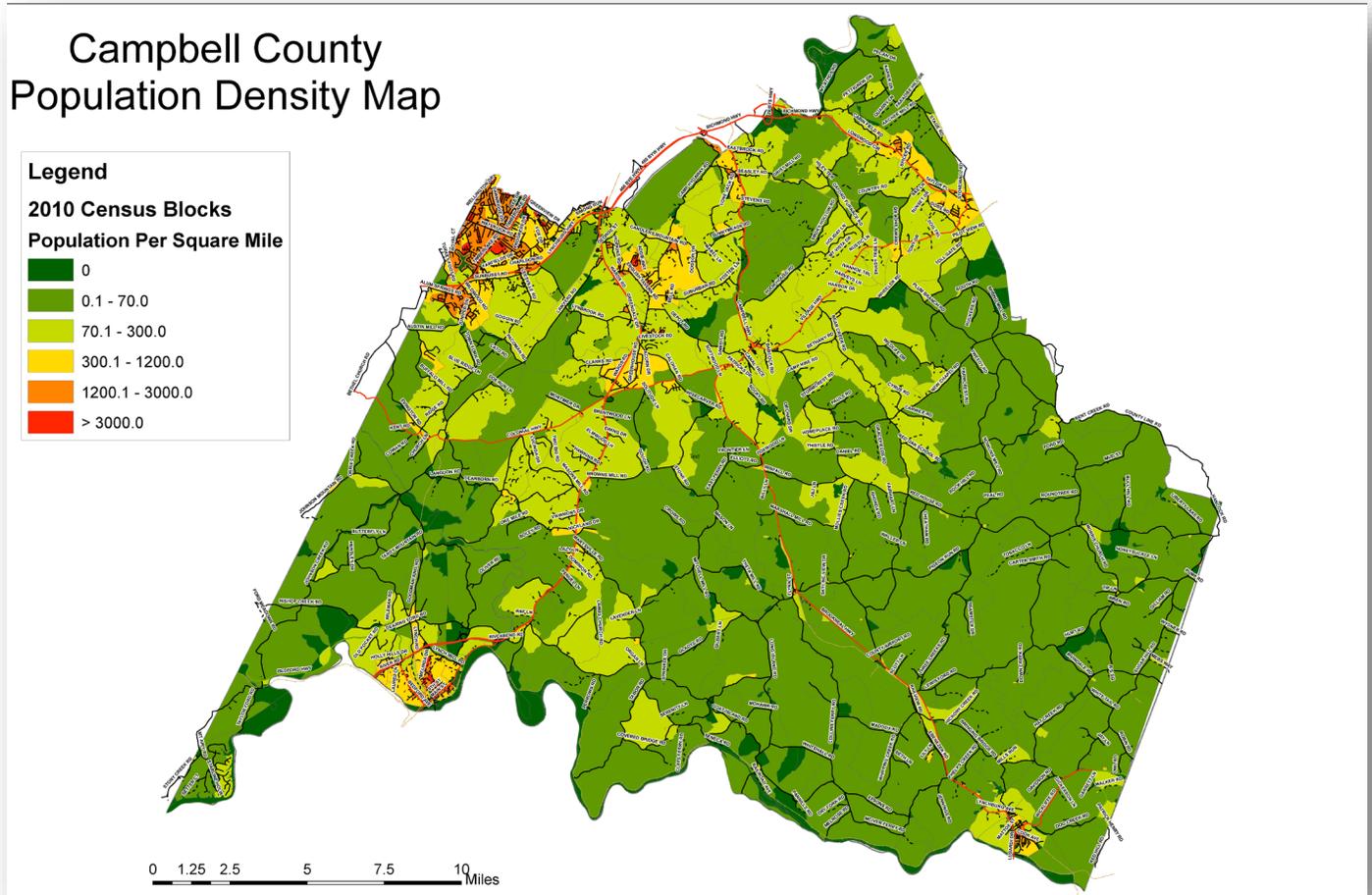
An increase in the 65 and over segment of the population can impact a locality in many areas. Those persons who retain reasonably good health and a good standard of living into their retirement years will generally be quite active in the community. They will often volunteer their time for various causes and/or work part-time for social opportunities as well as income. They often have different housing needs and sometimes prefer to move into smaller houses on smaller lots with less maintenance demands. They tend to exercise their right to vote in a

higher percentage than other age groups and can therefore influence governmental policies. As a group, they tend to have different spending patterns that can impact a local retail economy. They also increase the demand for leisure activities sponsored by both the public and private sectors. The elderly utilize the general health care resources of a community more than other age groups. They can also increase the demand for nursing homes, in-home health care, adult daycare and other services as they age or decline in health.

SCHOOL AGE POPULATION

In 2010, the U.S. Census reported that the population of school-aged children (ages 5 - 19) was 10,459. This does not transfer directly to the enrollment in public schools since some parents choose to send their children to private schools or home school, or send their children to schools outside of the Campbell County system. The Weldon Cooper Center projects that the school age population in 2020 will be 10,303, which represents a small decline. The expected decline in this population also indicates that enrollment in public schools is likely to continue to decline through 2020.

APPENDIX A: CAMPBELL COUNTY POPULATION DENSITY MAP



CHAPTER 3: ADMINISTRATION AND FINANCES

The Campbell County Board of Supervisors is an elected group consisting of seven members who serve in the capacity as the legislative body charged with the code and policy making responsibilities for the County. The Board operates using a traditional council/manager form of government and employs a County Administrator to oversee the day-to-day workings of the County and to guide the operations of the various County departments. Direct oversight is provided for Community Development, Economic Development, Public & Employee Relations, Information Technology, Libraries, Finance & Management Services, Public Safety, Public Works, Recreation, and Youth Services. Management and budget oversight is provided for the County school system, the Social Services Department, and the five constitutional offices: Clerk of the Court, Commissioner of the Revenue, Commonwealth Attorney, Sheriff and Treasurer. The Board is also responsible for providing support and appointment oversight for the Campbell County Utilities and Services Authority and a variety of boards, commissions and committees.

The Board of Supervisors is responsible for formulating County policy that staff implements. The County Administrator provides direct oversight of the general administration, human resources and budgeting functions of the County and works with the Board to promote regional cooperation and maintain effective working relationships with the various constitutional officers, state agencies, and appointed Boards and Commissions.

Financial administration is handled through the Department of Finance & Management Services which provides oversight of Accounting, Purchasing, Payroll, Budget and Finance. Additionally, the Finance & Management Services Department acts as the primary liaison with the operational functions of the Commissioner of the Revenue and Treasurer. Policy oversight is under the Board of Supervisors through the County Administrator.

FINANCIAL ANALYSIS

REVENUE SOURCES

The combined revenue for the County and County Schools for Fiscal Year (FY) 2018 was \$145,586,762; 53.31% of the total funding was provided by state and federal transfers of funds (46.06% of the total from the state and 7.25% of the total from the federal government). Local funding comprised the remaining 46.69% of total revenue. Comparatively, 35.88% of total revenue for all Virginia counties comes from state and federal funding (30.22% of the total from the state and 5.66% of the total from federal government) with local funding comprising the remaining 64.12% of total revenues for all counties (see Table F1 and Graph F1A).

LOCAL REVENUE

Local tax revenues make up 75.72% of total County local revenue compared to 85.40% of total local revenue for all counties in the state (see Table F2). On a per capita basis at \$1,224.69 the County generates local revenue at approximately one-half of the level for the state average per capita of \$2,464.75 local revenue all counties.

GENERAL PROPERTY TAX REVENUES

County property taxes on a combined basis per capita at \$724.32 are 58.67% lower than the average per capita for all VA counties of \$1,752.59.

Real estate taxes for the County account for 50.40% of total property tax revenue (see Table F3 and Graph F3). For all counties in the state, *real estate taxes* account for 77.18% of total real property tax revenue. *Real estate tax* revenues per capita for the County at \$365.06 are only 26.99% of the average for all counties per capita of \$1,352.61. The County's real estate tax rate of \$.49 per \$100 of assessed value for tax year 2018 is 22% below the median effective rate of \$.63 per \$100 of assessed value for all counties (See Table F4).

Personal property tax revenues are the second largest contributor to County property tax revenue at 27.76% of total property tax revenue. *Personal property tax* revenues per capita for the County at \$201.10 are only 65.98% of the average for all counties per capita of \$304.78. The County's effective personal property tax rate of \$2.23 per \$100 of assessed

value for tax year 2018 is 23.89% below the median effective rate for all counties of \$2.93 per \$100 of assessed value. (See Table F4).

Machinery and tools taxes (M&T) are much more important to Campbell County at 15.31% of total County property tax revenue than is true for the average for all counties where machinery and tools taxes average 1.38% of their total property tax revenue. M&T per capita County revenues are greater than 4.5 times the average for all other counties. M&T effective tax rates cannot be compared with other localities since there are so many differences in the basis of assessment and the assessment schedules used throughout the state. The County is fortunate to have a relatively high manufacturing base in comparison to most Virginia counties. This relatively high manufacturing base is the reason for the County's high percentage of total property tax coming from M&T. This tax revenue source has helped subsidize the County's low effective real estate and property tax rates.

OTHER LOCAL TAX REVENUES

Business, Professional & Occupational License taxes: BPOL taxes generated revenue in the amount of \$2,276,263 in FY2018 and are classified as Other Local Taxes. Another component of Other Local Taxes, *Sales Tax*, generated \$5,291,809 in revenue in FY2018. On a combined basis Other Local Taxes for the County per capita of \$203.09 is 57.68% of the state average of \$352.13 per capita.

CONCLUSION

Campbell County relies on local tax funding to a significantly lesser degree than is true for the average county in Virginia. In most local tax categories and in total local tax revenues per capita the County is half or less than half of the average for all counties. This means that Campbell County residents carry a low local tax burden in relation to the average county in the state. The potential for revenue increases via local tax increases by the Board of Supervisors is a viable option while still keeping the local tax burden well below the average for Virginia counties.

OPERATIONAL EXPENDITURES

Total operational expenditures for the County are only 70.45% of the State average for all Virginia counties on a per capita basis comparison, \$2,400 per capita for Campbell County versus \$3,407 per capita for all counties (see Table F5). On a per capita basis, County general administration expenditures are 28.65% lower than the per capita State average for all counties. On a per capita basis, County expenditures for Education are 25.60% lower than the per capita state average for all counties.

As a percent of total operational expenditures, the County and the schools expend 60.70% of their combined budgets on the Education function not counting the annual debt service for school construction projects. This compares to 57.48% of total spent on Education for all counties as a percent of total operational expenditures. The second largest function for the County for operation expenditures is Health & Welfare at 15.70% of total versus 10.88% of total for all counties. The third largest function for the County is Public Safety at 12.09% of total as compared to 15.26% of total for all counties in Virginia.

CONCLUSION

Operational expenditures for the County are more heavily concentrated in Education with second being Health & Welfare functions as a percent of total operational expenditures. For the state of Virginia, Education ranks as the highest percentage expenditure with public safety in second place. However, operational expenditures for all functions on a per capita basis with the exception of Health & Welfare are less than the average for all counties on a per capita basis.

CAPITAL IMPROVEMENT EXPENDITURES

Capital improvements in FY2018 were centered in General Government rather than in Education (See Table F6). Education capital improvements charged in the School Capital Improvement Fund amounted to \$172,534 in FY2018. Capital improvements in the Capital improvement Fund for the General Government totaled \$2,219,050 in FY2018.

LONG TERM DEBT AND DEBT SERVICE

Long term debt outstanding for Education capital expenditures totaled \$19,167,412 at the end of FY2018 versus \$13,217,313 for the General Government capital expenditures. Combined long term debt for General Government and Education per capita of \$583.48 is well below the state average of \$2,416.15 for all counties on a per capita basis.

Education debt service for FY2018 amounted to \$3,245,246 as compared to \$1,375,574 for the General Government.

CONCLUSION

Long term debt, debt service, and net bonded debt per capita are all heavily concentrated in Education. Local revenues per capita are half of the average for all counties. Since debt load is normally financed via local revenue, the County will need to increase its local revenue stream in order to pay for future large capital projects for Education and/or General Government.

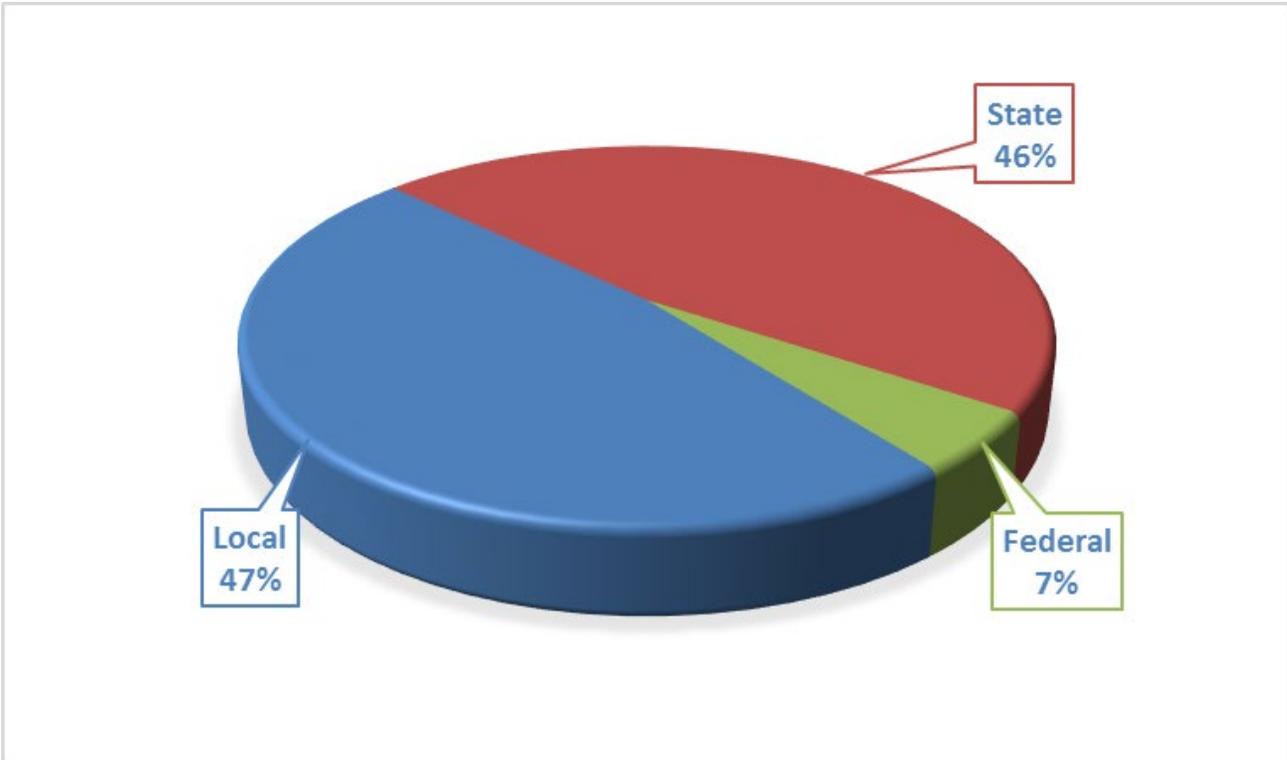
NOTE: The County's Annual Audit is available at www.campbellcountyva.gov under Budget Information/Financial Statements. A printed copy is available for review in the Administrative offices.

Table F1: Major Revenue Sources For Fiscal Year Ending June 30, 2018
Campbell County & Campbell County Schools

	CAMPBELL COUNTY	ALL VIRGINIA COUNTIES	% OF STATE AVERAGE PER CAPITA
LOCAL REVENUE			
Amount	\$67,973,927	\$14,330,209,313	
Per Capita	\$1,224.69	\$2,464.75	49.69%
Percent of Total	46.69%	64.12%	
FROM COMMONWEALTH			
Amount	\$67,061,123	\$6,753,196,259	
Per Capita	\$1,208.24	\$1,161.53	104.02%
Percent of Total	46.06%	30.22%	
FROM FEDERAL GOVERNMENT			
Amount	\$10,551,712	\$1,264,244,091	
Per Capita	\$190.11	\$217.45	87.43%
Percent of Total	7.25%	5.66%	
TOTAL REVENUES			
Amount	\$145,586,762	\$22,347,649,663	
Per Capita	\$2,623.04	\$3,843.72	68.24%
Percent of Total	100.00%	100.00%	

*SOURCE: Comparative Report of Local Government Revenues and Expenditures, Year Ended June 30, 2018.
Auditor of Public Accounts, Commonwealth of Virginia, 2019.*

Graph F1A: Sources Of Revenue For Campbell County



Graph F1B: Sources of Revenue for All Counties

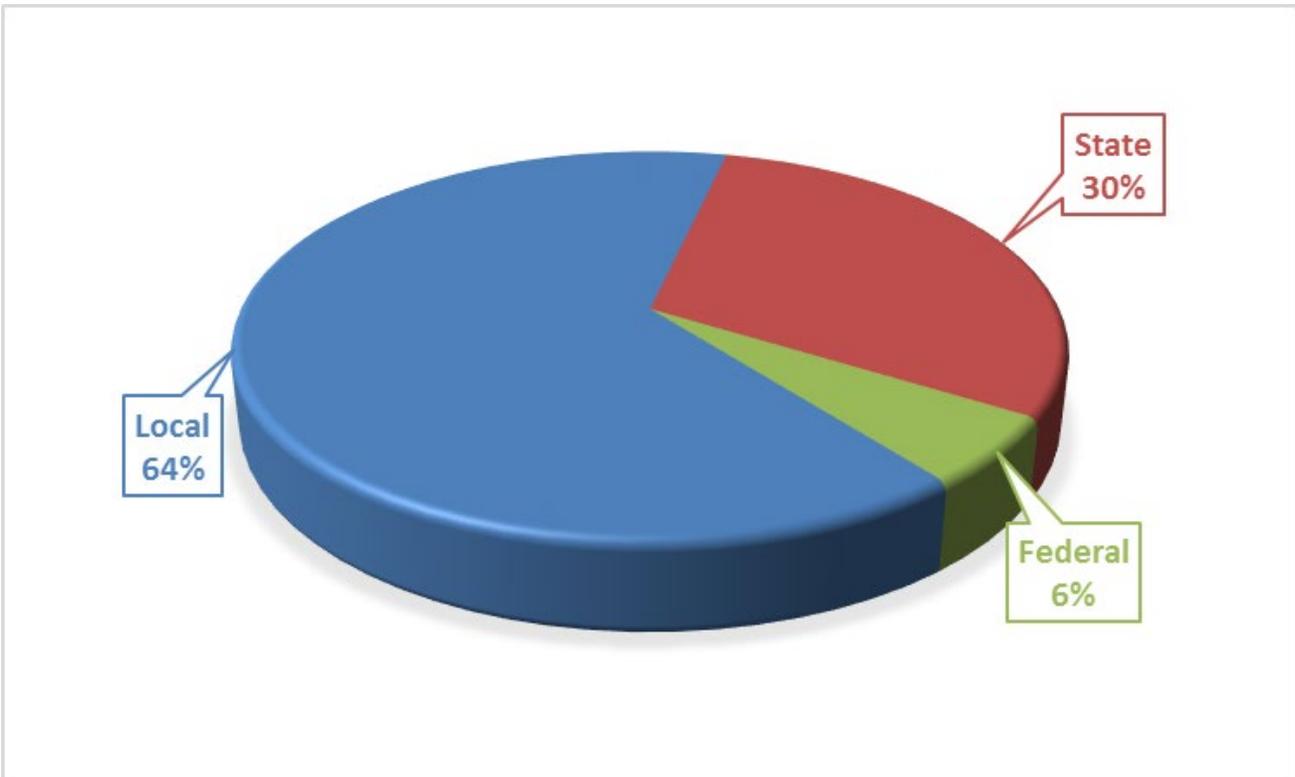


Table F2: Locally Generated Revenue - 2018

	CAMPBELL COUNTY	ALL VIRGINIA COUNTIES	CAMPBELL PERCENT OF STATE AVERAGE
GENERAL PROPERTY TAXES (1)			
Amount	\$40,201,666	\$10,189,659,137	
Per Capita	\$724.32	\$1,752.59	41.33%
Percent of Total Revenue	59.14%	71.11%	
OTHER LOCAL TAXES (2)			
Amount	\$11,272,113	\$2,047,294,751	
Per Capita	\$203.09	\$352.13	57.68%
Percent of Total Revenue	16.58%	14.29%	
CHARGES FROM SERVICES			
Amount	\$14,846,291	\$1,430,115,724	
Per Capita	\$267.49	\$245.98	108.75%
Percent of Total Revenue	21.84%	9.98%	
USE OF MONEY & PROPERTY			
Amount	\$642,740	\$202,378,546	
Per Capita	\$11.58	\$34.81	33.27%
Percent of Total Revenue	0.95%	1.41%	
PERMITS, FEES & LICENSES			
Amount	\$369,494	\$196,769,540	
Per Capita	\$6.66	\$33.84	19.67%
Percent of Total Revenue	0.54%	1.37%	
OTHER LOCAL REVENUES (MISC.) (3)			
Amount	\$641,621	\$263,991,615	
Per Capita	\$11.56	\$45.41	25.46%
Percent of Total Revenue	0.95%	1.84%	
TOTAL LOCAL REVENUE			
Amount	\$67,973,925	\$14,330,209,313	
Per Capita	\$1,224.69	\$2,464.75	49.69%
Percent of Total Revenue	100.00%	100.00%	

NOTES: (1) Includes real and personal property, public service corporations, machinery and tools, and manufactured home taxes. (2) Other taxes include the local sales tax, bank stock, recordation tax, Business & Professional License tax (BPOL), and the consumer utility tax, along with various taxes such as the motor vehicle license fee and transient occupancy tax. (3) Includes fines and forfeitures.

SOURCE: Comparative Report of Local Government Revenues and Expenditures, Year Ended June 30, 2018, Auditor of Public Accounts, Commonwealth of Virginia, 2019.

Table F3: General Property Tax Levies - 2018

	CAMPBELL COUNTY	TOTAL ALL COUNTIES	PERCENT OF STATE AVERAGE
REAL PROPERTY			
Amount	\$20,261,917	\$7,864,159,032	
Per Capita	\$365.06	\$1,352.61	26.99%
Percent of Total	50.40%	77.18%	
PUBLIC SERVICE CORPORATIONS			
Amount	\$2,016,576	\$311,273,791	
Per Capita	\$36.33	\$53.54	67.86%
Percent of Total	5.02%	3.05%	
PERSONAL PROPERTY (1)			
Amount	\$11,161,408	\$1,772,035,117	
Per Capita	\$201.10	\$304.78	65.98%
Percent of Total	27.76%	17.39%	
MACHINERY & TOOLS			
Amount	\$6,156,442	\$140,661,899	
Per Capita	\$110.92	\$24.19	458.48%
Percent of Total	15.31%	1.38%	
MERCHANTS CAPITAL			
Amount	\$0	\$14,052,658	
Per Capita	\$0.00	\$2.42	N/A
Percent of Total	0.00%	0.14%	
PENALTIES & INTEREST			
Amount	\$605,323	\$87,476,640	
Per Capita	\$10.91	\$15.05	72.49%
Percent of Total	1.51%	0.86%	
TOTAL			
Amount	\$40,201,666	\$10,189,659,137	
Per Capita	\$724.32	\$1,752.59	41.33%
Percent of Total	100.00%	100.00%	

NOTE: (1) Includes general and mobile home property tax levies.

*SOURCE: Comparative Report of Local Government Revenues and Expenditures, Year Ended June 30, 2018.
Auditor of Public Accounts, Commonwealth of Virginia, 2019.*

Table F4: 2018 Tax Year Property Tax Rate Comp

	Stated Rate	Effective Rate	Comparison of County Effective Rate to Median Effective Rate All Counties	% of Total Campbell County Property Tax Revenue Realized FY2018
REAL ESTATE				
Campbell County	\$0.52	\$0.49	77.78%	99.23%
Median of 95 VA Counties	\$0.66	\$0.63		
PERSONAL PROPERTY				
Campbell County	\$4.45	\$2.23	76.11%	59.18%
Median of 95 VA Counties	N/A	\$2.93		

**All Stated tax rates are based on each \$100 of assessed value*

NOTE: Property Tax on Public Service Corporations is not included in comparison.

SOURCE: 2018 Tax Rates in Virginia's Cities, Counties, and Selected Towns. Weldon Cooper Center for Public Service, University of Virginia, 2018.

Table F5: Operational Expenditures By Function FYE 2018

	Amount	Campbell County Percent of Total	Per Capita Campbell County	Per Capita All VA Counties	Percent of Total All VA Counties
General Administration	\$4,609,027	3.46%	\$83.04	\$116.37	3.42%
Judicial Administration	\$2,415,619	1.81%	\$43.52	\$56.67	1.66%
Public Safety	\$16,112,539	12.09%	\$290.30	\$519.95	15.26%
Public Works	\$4,717,847	3.54%	\$85.00	\$142.05	4.17%
Health and Welfare	\$20,913,429	15.70%	\$376.80	\$370.68	10.88%
Parks, Recreation, Library & Culture	\$1,639,859	1.23%	\$29.55	\$91.21	2.68%
Community Development	\$1,949,048	1.46%	\$35.12	\$151.71	4.45%
Education	\$80,873,063	60.70%	\$1,457.09	\$1,958.43	57.48%
Total	\$133,230,431	100.00%	\$2,400.42	\$3,407.06	100.00%

SOURCE: Comparative Report of Local Government Revenues and Expenditures, Year Ended June 30, 2018. Auditor of Public Accounts, Commonwealth of Virginia, 2019

Table F6: Capital Improvement Expenditures, Debt Service, Long Term Debt, And Net Bonded Debt – FY 2018

	GENERAL GOVERNMENT	EDUCATION	TOTAL
Capital Improvement Expenditures in 2018	\$2,219,050	\$172,534	\$2,391,584
Debt Service:			
Redemption of Debt Principal	\$1,015,746	\$2,585,130	\$3,600,876
Debt Interest Costs	\$359,828	\$660,116	\$1,019,944
Total Debt Payment	\$1,375,574	\$3,245,246	\$4,620,820
Gross Debt Outstanding	\$13,217,313	\$19,167,412	\$32,384,725
Per Capita	\$238.14	\$345.34	\$583.48

SOURCE: Comparative Report of Local Government Revenues and Expenditures, Year Ended June 30, 2018. Auditor of Public Accounts, Commonwealth of Virginia, 2019. Campbell County Comprehensive Annual Financial Report, 2018.

Table F7: Ratio Of Net General Bonded Debt To Assessed Value And Net Bonded Debt Per Capita Last Ten Fiscal Years – Campbell County

FISCAL YEAR	POPULATION (1)	TOTAL TAXABLE ASSESSED VALUE	GROSS & NET BONDED DEBT (2)	BONDED DEBT % OF ASSESSED VALUE	NET BONDED DEBT PER CAPITA
2018	55425	\$5,031,008,278	\$32,137,501	0.64%	\$579.84
2017	55503	\$4,944,142,315	\$35,738,378	0.72%	\$643.90
2016	55562	\$4,864,688,264	\$39,475,918	0.81%	\$710.48
2015	56167	\$4,802,718,740	\$40,811,308	0.85%	\$726.61
2014	56232	\$4,704,552,880	\$43,970,432	0.93%	\$781.95
2013	56136	\$4,363,085,671	\$47,444,313	1.09%	\$845.17
2012	55030	\$4,300,349,446	\$50,717,454	1.18%	\$921.63
2011	54759	\$4,218,786,432	\$53,997,489	1.28%	\$986.09
2010	54926	\$4,167,370,603	\$57,475,193	1.38%	\$1,046.42
2009	52237	\$4,359,380,606	\$60,071,059	1.38%	\$1,149.97

NOTES: (1) Weldon-Cooper center for Public Service years 2009 - 2018, Bureau of the Census. (2) Includes all long term general obligation debt and Literary Fund loans without bond premium.

SOURCE: Campbell County Comprehensive Annual Financial Report, Year Ended June 30, 2018.

Table F8: County Of Campbell, Virginia Government Revenues By Source (1)

REVENUES	2018	2017	2016	AVERAGE DISTRIBUTION OF REVENUE
General Property Taxes	\$40,201,666	\$39,590,867	\$38,312,800	54.55%
Other Local Taxes	\$11,272,113	\$11,048,948	\$10,819,564	15.31%
Permits, Privilege Fees & Regulatory Licenses	\$369,494	\$305,707	\$267,432	0.44%
Fines and Forfeitures	\$130,934	\$136,360	\$139,765	0.19%
Revenue from Use of Money and Property	\$329,896	\$246,559	\$356,113	0.43%
Charges for Services	\$3,020,169	\$2,516,295	\$2,557,214	3.74%
Miscellaneous	\$254,622	\$344,292	\$509,067	0.51%
Recovered Costs	\$371,420	\$346,180	\$331,594	0.48%
Intergovernmental	\$18,070,503	\$17,489,266	\$17,157,275	24.35%
TOTAL REVENUE	\$74,020,817	\$72,024,474	\$70,450,824	100.00%

NOTE: (1) Includes General, Special Revenue Funds of the Primary Government, and all funds of the Discretely Presented Component Units.

SOURCE: Campbell County Comprehensive Annual Financial Report, Year Ended June 30, 2018.

CHAPTER 4: LAND USE

INTRODUCTION

This chapter identifies the general patterns of land use and development found in Campbell County as well as the local government policies intended to influence them. Land use policy is a key element of any comprehensive planning process, and many would argue that it is the most important outcome. Every parcel of real estate in the County is affected by the local zoning and subdivision ordinances. The decisions made by the Board of Supervisors with regard to zoning issues and capital improvement projects also have a broad impact on land use. Campbell County is committed to making its land use policies effective tools in improving the quality of life for our residents.

LAND USE GOALS AND OBJECTIVES

GOAL 1: Encourage orderly, efficient and environmentally appropriate land use patterns for Campbell County, taking into consideration the unique characteristics of the County's make-up.

Objective 1: Promote balanced growth within areas designated for development in the land use plan through the implementation of County ordinances, policies, funding, and other official acts.

Objective 2: Preserve agricultural and forested lands in designated rural areas.

Objective 3: Consider the compatibility with adjacent land uses, density of development, and availability of infrastructure when making recommendations or final decisions on land use matters.

Objective 4: Use the County's zoning and subdivision ordinances to support the goals and objectives of the Comprehensive Plan.

Objective 5: Consider alternative methods to guide land use development that support the goals and objectives outlined in this Chapter. Such methods may include, but are not limited to the following:

- Zoning classifications that promote diverse, but compatible land uses
- Overlay Districts to address specific environmental, aesthetic, safety, and transportation issues
- Conservation Subdivision Design Standards/Cluster Developments
- Planned Neighborhood Developments
- Landscaping, sidewalks, trails, and other features that promote a visually appealing atmosphere
- Minimum lot sizes that are appropriate for the intended land use and available infrastructure

Objective 6: Encourage development that respects the scenic qualities of the County through appropriate ordinances or voluntary proffers that limit the adverse visual effects of items including but not limited to signs, communication towers, and aboveground utility lines.

GOAL 2: Provide public land uses in areas that promote the general welfare and convenience of County residents.

Objective 1: Continue development of public park facilities in each of the four high school attendance zones and a central park facility in the Yellow Branch area of the County to ensure that all citizens have reasonable access to recreational activities.

Objective 2: Maintain or expand the government complex in Rustburg to ensure a central location for most County offices, while considering off-site offices to serve specific needs in other locations.

Objective 3: Plan for the renovation and expansion of existing public facilities to meet future demands. Acquire new land or facilities only when existing resources are deemed unsuitable or inadequate for the intended public purpose.

Objective 4: Ensure that the locations of all present and future public facilities are compatible with the goals and objectives of the Comprehensive Plan.

EXISTING LAND USE AND DEVELOPMENT TRENDS

Campbell County retains significant amounts of land in a rural setting despite a population of over 50,000. The rural areas are in the southern portion of the County where they are farther removed from the influence of the city. Rural areas include acreage devoted to active agriculture and forestry, as well as undeveloped land left in a natural state. These areas also include residential and commercial uses in a low density. There is an average of one housing unit per 49 acres of land in the rural areas of the County.

There are residential uses throughout the County in varying density. Some residential development is concentrated within subdivisions, towns and villages, while the remainder is somewhat scattered. It typically follows state maintained roadways in a form of unplanned “sprawl” development. Single-family housing is the prevailing form of residential development, although apartments, townhouses, and condominiums can be found to a lesser but increasing degree. Manufactured housing remains a significant component of single-family housing in the County; however, the number of permits issued for manufactured housing has been in decline. In the three year period 2000-2002, manufactured housing permits averaged 201 per year. By the period 2006-2008, that number had fallen to an average of 125 per year, and 72 percent of those were replacements for existing manufactured homes. The average decreased again to 66 per year by the period 2012-2014 with 76 percent of those as replacements.

Commercial and industrial uses can be found throughout the County, but tend to be concentrated in the towns, villages, and immediate suburbs of Lynchburg. The central government complex is located in the village of Rustburg. Other public facilities such as schools and future park sites are located in developed or transitional growth areas.

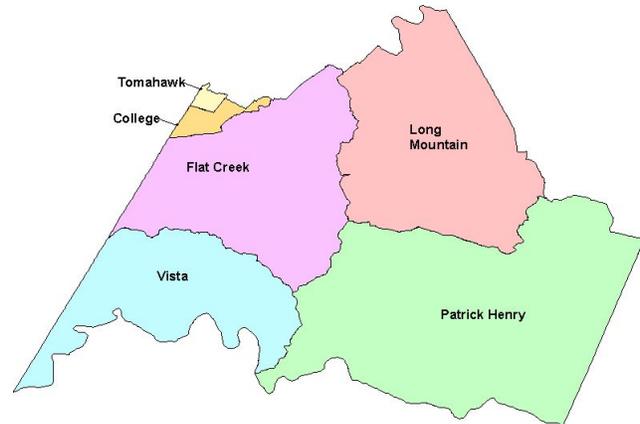
The towns of Altavista and Brookneal have lost some of their industrial employment base over the years without comparable increases from other sectors. Plant closings left area residents unemployed or underemployed for extended periods. This local economic shift makes growth in the southern part of the County less likely.

General patterns of development in Campbell County remain somewhat predictable. Growth is continuing to occur along major transportation corridors, and in the northern third of the

County closest to Lynchburg. There is also a trend of more people working from home. Changes in technology and increasing transportation costs are making this employment option more feasible.

MAGISTERIAL DISTRICTS

Campbell County is divided into six magisterial districts as shown below for record-keeping purposes. Unlike election districts which are subject to change every ten years due to population shifts, magisterial district boundaries remain constant unless the County gains or loses territory to another locality. Static boundaries allow direct comparison of data over longer time periods. All of the new larger residential development projects have occurred in the College and Flat Creek magisterial districts since 2008, illustrating a development pattern that is heavily reliant on established transportation routes in proximity to Lynchburg.



LAND USE PLAN

The Land Use Plan is a general guide for the development of Campbell County. An integral part of the plan is the Land Use Map included with this chapter. The map displays the pattern of preferred land uses through the year 2024. The Land Use Plan is intended to be used by County officials, developers, and private citizens to promote a logical pattern of development that will meet the needs of County residents, while safeguarding local resources. This plan also acts as the basis for evaluation of specific development proposals, the content of zoning and subdivision ordinances, and the expansion of public utilities and community facilities.

It is necessary to define key terms in order to appreciate the context of the Land Use Map and Plan. The map identifies seven major categories of land use by the following color code:

- **Medium Density Commercial (RED):** These areas are generally characterized by a well-traveled and developed network of streets and highways. Public utilities and other

infrastructure are usually available in or near the area. The area is appropriate for a mixture of retail, office, and some industrial uses. Large tracts of vacant land are usually scarce; houses are often converted to business use, or are demolished to make way for commercial buildings. Population centers (higher density residential) are often adjacent or nearby. The most appropriate zoning pattern in this area includes all of the business and industrial zoning classifications.

- **Urban Development Area High Density Commercial (DARK RED):** These areas are generally characterized by a well-traveled and developed network of streets and highways. Public utilities and other infrastructure are available in the area or can be extended to it. The area is appropriate for a mixture of retail, office, and industrial uses with an average floor area ratio of .4 or higher per gross acre. Large tracts of vacant land are scarce unless already set aside for development; houses are often converted to business use, or are demolished to make way for commercial buildings. Population centers (higher density residential) are often nearby. The most appropriate zoning pattern in this area includes all of the business and industrial zoning classifications.
- **Medium to High Density Residential (BURNT ORANGE):** These areas are generally characterized by residential uses on relatively small lots, and a well-developed network of streets and highways with direct access to major thoroughfares. Public utilities and other infrastructure are usually available in or near the area. The area is appropriate for a combination of single and multi-family developments, although they may be segregated within the area. Planned unit developments (PUD's) and small pockets of commercial development are also appropriate in some cases, as are parks and recreational facilities. The only appreciable difference between medium density and high density is the average number of housing units per acre. The most appropriate zoning pattern in this area includes residential single family and residential multi-family.
- **Urban Development Area Very High Density Residential (PURPLE):** These areas are generally characterized by residential uses on small lots or dense multi-family developments. They utilize a well-developed network of streets and highways with direct access to major thoroughfares. Public utilities and other infrastructure are available in or near the area. The area is appropriate for a combination of single and

multi-family developments, either segregated or mixed within the area. Planned unit developments (PUD's) and small pockets of commercial development are also appropriate in some cases, as are parks and recreational facilities. The most appropriate zoning pattern in this area includes residential single family and residential multi-family.

- **Medium to High Density Mixed (BLUE):** These areas are characterized by the mixture of established residential and commercial uses as described above, but in close proximity to each other. Historically, this pattern emerged in towns and villages before there was any zoning or comprehensive planning. The most appropriate zoning pattern in this area includes residential and business, or mixed-use zones that may be adopted in the future. It may also include some light industrial zoning that would allow uses not in conflict with the nature of the surrounding area.
- **Transitional Growth (YELLOW):** These areas are generally experiencing mixed residential and commercial growth, but are not yet approaching their full density. They perform the valuable role of a buffer between the rural and highly developed parts of the County. Since they often fall between the two extremes, they will have characteristics of both. Overall growth rates in the County will determine how long a given area can remain transitional. Higher growth rates will tend to push the transitional areas outward, while slow or negative growth will keep them in place. Transitional areas tend to move from intermediate to higher densities over time, and zoning changes are appropriate where roads, utilities and other growth factors are present. This is the most difficult area for which to define an appropriate zoning pattern because it is, by its nature, in a state of change. In general, rural and other lower-density uses are replaced by more intense development. The available infrastructure and the nature of the surrounding area are factors to consider when determining the appropriate zoning for a particular parcel.
- **Rural (GREEN):** These areas are characterized by farming, forestry, and low-density residential, commercial, or recreational uses. Lots are generally larger to accommodate private wells and septic systems. There are no plans to extend public water or sewer lines into rural areas. There is little access to primary highways except short segments of routes 40, 43 and 24 with low traffic volumes. There are small

business uses such as convenience stores or automobile repair shops scattered throughout rural areas. There may be certain isolated industries that rely on local raw materials such as stone and timber. Areas designated as rural are expected to remain so for the foreseeable future. Zoning changes to accommodate higher density uses would not normally be considered appropriate for such an area. Therefore, growth in rural areas is very slow by design. The most appropriate zoning pattern in this area is predominately A-1, as well as rural residential and rural business districts that may be adopted in the future. Industrial zoning can be appropriate on a limited basis, if it is not in conflict with the rural nature of the surrounding area.

The density ranges described in the various land use categories are defined as follows:

Rural (Low Density)	1 housing unit per 30.1 acres or greater
Transitional (Intermediate Density)	1 housing unit per 5.1 to 30.0 acres
Medium Density Residential	1 housing unit per 1.1 to 5.0 acres
High Density Residential	1 housing unit per .26 to 1.0 acres
Urban Development Area Very High Density Residential	1 housing unit per .25 acre or less
Medium Density Commercial	business/industrial uses with a floor area ratio less than .4 per gross acre*
Medium to High Density Mixed Use	Residential and commercial uses in close proximity to each other, and within or near towns, villages, and other recognized places
Urban Development Area High Density Commercial	business/industrial uses with a floor area ratio of .4 or higher per gross acre

*Floor area ratio is defined as *the ratio between the total gross floor area on all stories of a structure to the gross area of the lot on which the structure is located*. The Commonwealth of Virginia mandates that Urban Development Areas allow commercial density with a floor area ratio of at least .4 per gross acre. That density can be reached by a one-story building covering forty percent of a lot, or a two-story building covering twenty percent of a lot, and so on. In practical terms, increasing minimum floor area ratios encourages taller, multi-story buildings which in turn increase the density of development within a given area.

It is important to note that the Land Use Map is general and conceptual in nature. It is not drawn on a parcel-by-parcel basis, and is not an official zoning map. It is meant to reflect both what has already occurred, and what should develop as the land use pattern for Campbell County through the year 2024.

The basic premise of the Land Use Map is the separation of rural areas from more developed areas in order to alter the existing sprawl pattern of development. The Land Use Map designates approximately two-thirds of the County for continued rural uses, and the remaining one-third for more intense uses. The prevalence of agriculture, forestry, and open space in the rural areas presents an opportunity to conserve these valuable resources as well as protect a way of life enjoyed by generations of County residents. Encouraging most forms of development to occur outside of rural areas is necessary to ensure their continued existence. It also allows residents a meaningful choice of settings in which to live. In some highly developed localities, the choice to live in a rural setting no longer exists because a sprawling pattern of suburban development has completely overtaken the land.

The remaining areas of the County are designated for more intense development because utilities, transportation and other infrastructure are reasonably available to support it. It is also a cost effective model for the delivery of public services. It is more efficient to limit the network of infrastructure to smaller, well-defined areas because the cost of these services is a function of the size of the network. A sprawling pattern of development requires miles of additional roads and utility lines, each with construction and maintenance costs that are computed per linear foot.

LAND USE PLAN - IMPLEMENTATION STRATEGIES

The Land Use Plan will be implemented through these actions:

1. Use of zoning and subdivision ordinances that reinforce the goals and objectives of the Plan
2. Decisions of the Board of Supervisors to rezone land and grant special use permits
3. Decisions of the Board of Supervisors regarding approval and/or funding of infrastructure projects

Consideration of the concepts listed below will guide the decision-making process inherent in all of the implementation strategies. These concepts further refine and support the goals and objectives of this chapter:

RESIDENTIAL USES

1. Preserve areas developed exclusively for detached, single-family dwellings. The zoning ordinance should protect single-family neighborhoods from incompatible land uses.
2. Allow planned residential communities as an alternative form of subdivision development. Emphasis should be placed on improved aesthetics, preserving natural physical features, and the adequacy of roadways and utilities. An internal network of streets should be developed that to minimize negative impacts on existing roads while making efficient connections between the development and surrounding area.
3. Many terrains are suitable and desirable for residential development, including level land, rolling land and hillside sites. However, development should be limited in poorly drained areas and designated floodplains in order to protect the natural flow of water and the environment that surrounds it. Also, areas with slopes in excess of 20 percent should be avoided due to problems associated with water runoff and erosion.

4. A proposed residential development should be consistent with the land use and density range described by the Plan for the area, and should be served by adequate infrastructure. Reliance on private wells and septic systems should be avoided unless the minimum lot sizes are adjusted to accommodate them, and future development potential is limited.
5. Conventional drain fields are no longer the only alternative to a sewer system, and therefore land that does not “perk” is not necessarily precluded from development. There are now a number of alternative methods permitted by the Virginia Department of Health, and the cost of these alternatives can be competitive with constructing a conventional septic tank and drain field system. Therefore, zoning and subdivision decisions should not be based solely on whether the land perks for a conventional system.
6. There is some degree of demand for housing that is not conventional, single-family detached housing. The County should continue to refine the zoning and subdivision ordinances to adequately address various forms of housing and subdivision development. Emphasis should be placed on ensuring a better overall quality of development for all housing types.

EMPLOYMENT CENTERS / COMMERCIAL AREAS

1. Major employment centers in the County should consist of three basic types:
 - a. Light to general commercial uses, including offices, retail, and service uses
 - b. General to heavy commercial, including shopping centers and larger service providers
 - c. General to heavy industry including manufacturing, distribution centers, warehousing and materials processing
2. Employment centers should be near major arterial roadways, which can be used for transportation of goods, customers and employees. Heavy industries tend to locate near rail lines, gas lines, rivers, major roads or other infrastructure particular to their needs.

3. Reasonably level land with slopes less than 10 percent are preferable for commercial development. Demand is generally higher for prepared sites with infrastructure in place.
4. Compatibility with surrounding areas should be encouraged. This includes consideration of environmental factors such as water, air, and/or noise pollution, as well as aesthetics.
5. Retail and commercial centers should be located in well-defined groupings, where possible.
6. Extending the strip pattern of commercial development should be discouraged in favor of clustering these uses to reduce the impact on roads and transportation patterns. Access management practices should be encouraged for commercial uses on major thoroughfares for more safe and efficient vehicular travel.

FARMING AND FORESTRY

1. The zoning ordinance should continue to provide for agriculture, forestry, and related uses within rural areas; consideration should be given to limiting or segregating other permitted uses that may conflict with these activities. The ordinance should reasonably anticipate the unique needs of farming operations and appropriately address them.
2. The land use and tax policies of the County should not inadvertently create an economic incentive for large tracts of land in the rural areas to be subdivided for other uses.

PLANNED UNIT DEVELOPMENTS

A planned unit development is a form of development characterized by unified site design for a variety of housing types and densities, clustering of buildings, common open space, and a mix of building types and land uses in which project planning and density calculations are performed for the entire development rather than on an individual lot basis.

1. Planned unit developments should be encouraged in areas zoned for multi-family or mixed uses with compatible surroundings.
2. Planned unit developments should have adequate infrastructure to support them, including public water and public sewer or private water and sewer systems the construction of which is pursuant to state and local regulations.
3. Infrastructure improvements such as adequate roadways to ensure access to planned unit developments for fire, police and emergency medical services are critical.
4. Planned unit developments should provide for higher-density residential uses in conjunction with associated commercial and service uses in a compatible and complementary way so as to encourage a high quality of life in these areas.

LAND USE SUMMARY

Campbell County is expected to experience moderate residential, commercial, and industrial growth over the fifteen-year planning period. This growth should be directed away from rural areas in favor of areas with adequate infrastructure. Farming and forestry should remain viable land uses in the rural areas of the County. In order to reduce sprawl and protect our natural resources, medium to high density residential developments should not encroach on rural areas. Public water and sewer, with few exceptions, should serve residential developments of high to very high density. Commercial growth should likewise be directed to areas with adequate infrastructure. Strip development along existing roadways is a form of sprawl and is an inefficient use of land and other resources. A sprawling pattern of development should be discouraged in favor of clustering compatible land uses and densities. Industrial growth should continue to be directed to industrial parks with public utilities and transportation facilities capable of handling the anticipated volume of traffic.

AIRPORT DEVELOPMENT AREA MASTER PLAN

PLAN CONTEXT

The Airport Development Area Master Plan is intended to be the general guide for commercial development between Airport Road, the Route 460 Bypass and the City of Lynchburg/Campbell County boundary. The area is bordered on the northwest by an established residential neighborhood known as Vista Acres, and other residential and mixed uses that front on Leesville Road in the City of Lynchburg. The Airport Development Area is shown on a map attached for reference.

The Airport Development Area Master Plan is consistent with the land use goals and objectives contained in the Campbell County Comprehensive Plan 2003-2018 and it was originally approved by the Board of Supervisors in 2006 as an appendix to that plan. It is intended to be a part of subsequent updates to the Comprehensive Plan unless specifically amended. The Comprehensive Plan reflects the potential for future commercial development in the area. The largely vacant area can be connected to several transportation routes as development occurs and can be served by public water, sewer and other utilities. The Land Use Map contained in the Comprehensive Plan designates the area for high density commercial development. The area is zoned Business-General Commercial, which supports retail shops, personal service establishments, restaurants, entertainment and other general business uses.

DEVELOPMENT PATTERN AND TIMELINE

Wards Crossing West is a shopping center that began construction in 2006 at the northeastern corner of the Airport Development Area. The regional shopping center has been developed in phases with initial construction nearest Wards Ferry Road. Development has proceeded toward the southwest along an access road (Simon's Run) that connects Wards Crossing West with Leesville Road. It opened for traffic in 2008 and will connect with Airport Road by the end of 2020. Simon's Run follows the approximate center of the development area and will span the one-mile distance from Wards Crossing West to Airport Road when fully completed. The first phase of Wards Crossing West opened in October 2006. The initial construction of the access road and Phase II of Wards Crossing followed relatively quickly.

Subsequent development of the area is subject to market conditions and the desires of the various property owners. Centra Health has acquired 48 acres on the southwest corner near Airport Road with the intent to develop a medical center - emergency room/urgent care facility. This development will bring more professional office type business to the area. It is anticipated that most of the area will be developed within a decade or less.

INFRASTRUCTURE IMPROVEMENTS

The density of commercial development anticipated for the Airport Development Area requires substantial infrastructure improvements. Vehicular access to the area from Leesville Road, Airport Road and Wards Ferry Road is considered necessary for the expected volume of traffic, and is an integral part of the Master Plan. The Airport Road/Greenview Drive Sub-Area Traffic Study 2006 estimates 25,000 net new trips per day with full development of the area. The intersection at Leesville, Airport and Greenview has had a major upgrade to meet the traffic volumes. The new trips are relatively dispersed among eight routes to and from the development area, with no more than twenty percent of traffic utilizing the same route and direction. Sixty-five percent of trips to and from the development area are likely to utilize primary highways (routes 460 and 29). The additional traffic is expected to warrant turn lanes on Airport Road. The required turn lanes will be built with the extension of Simons Run.

The access road within the development area is to be constructed to meet the width and material standards for secondary routes as established by the Virginia Department of Transportation (VDOT). The access road will be a public right-of-way, although not necessarily accepted into the VDOT system for maintenance. There will be adequate separation of the access road from any adjoining parking areas. When the extension of Simons Run is completed, Simons Run from Airport Road to Compson Way up to Leesville Road will be built/ upgraded to state standards and taken over by VDOT. Simons Run from Compson Way back to Wards Ferry Road will remain a public right-of-way.

Public water and sewer service will be provided to the development area by Campbell County Utilities and Service Authority. There is sufficient overall capacity in the water and sewer systems to accommodate full commercial development of the area. Each project will make connections to the public utility systems as necessary during construction. The Campbell County Board of Supervisors approved a Special Service District that encompasses most of

the Airport Development Area. The Special Service District provides additional tax revenue for enhanced services and infrastructure in the development area. The City of Lynchburg will receive some of the funds generated by the district in the form of an annual service fee to offset anticipated costs to the City for the provision of services. There is a cooperation agreement between Campbell County and the City of Lynchburg which defines the nature of the annual service fee.

IMPLEMENTATION

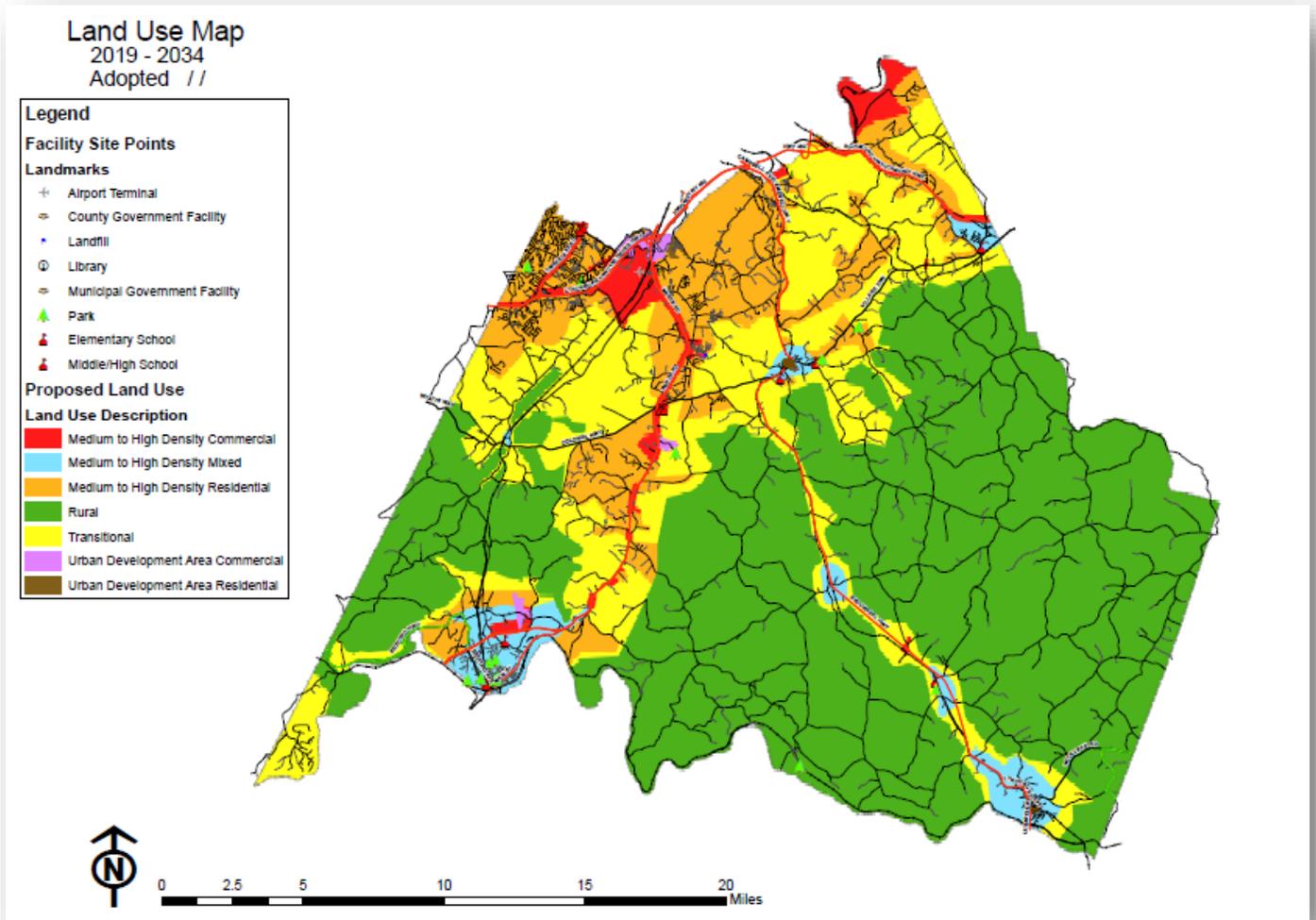
Construction within the development area is subject to the normal review and approval processes of Campbell County and the various state agencies that have jurisdiction. Each project will meet or exceed the minimum standards established by local ordinance and other applicable laws. The individual commercial establishments that are likely to be constructed in the area are allowed as a use by right in the current zoning ordinance and would not require separate approval from the Campbell County Board of Supervisors. A group of retail establishments meeting the definition of a shopping center would require a special use permit from the Board of Supervisors following a public hearing and recommendation from the Planning Commission. This Master Plan provides the framework for any future land use decisions the Board may be called upon to make for the development area.

Original Approval of Airport Development Area Master Plan: *December 4, 2006*

Revisions: *Comprehensive Plan Update 2009 and 2014*

Reference: Airport Road/Greenview Drive Sub-Area Traffic Study, Parsons Corporation, 2006
Study of Simon's Run by URS Corporation, 2014

APPENDIX C: LAND USE MAP



CHAPTER 5: ECONOMIC DEVELOPMENT

INTRODUCTION

Campbell County's commitment to the continued development of its economic and industrial resources is vital to the wellbeing of the County. Manufacturing jobs produce wages that are among the highest hourly pay rates, therefore the County places a high importance in maintaining and attracting manufacturing jobs. Since there is and has been a national trend in the reduction of manufacturing jobs and a shift to service sector employment, the County is also focusing on providing opportunities to foster these jobs. The County recognizes the importance of retail to its economy and the ability to provide its citizens the goods, services and products they desire.

Providing high-paying, full-time jobs to an educated, skilled, and willing workforce benefits the County two-fold. First, better jobs will increase the quality of life of our citizens, and second, they will increase the County's tax-base and revenue sources. In addition to providing incentives for attracting new businesses, Campbell County strongly supports the retention and expansion of its existing industries and encourages retail shopping centers to provide service sector jobs.

The Campbell County Board of Supervisors and the Campbell County Economic Development Department reaffirms its commitment to economic development by the establishment and utilization of the Economic Development Commission and the Industrial Development Authority. These organizations review County proposals, provide feedback, make recommendations on County policy and projects, and as needed, assist with project completion.

ECONOMIC DEVELOPMENT COMMISSION

The Campbell County Economic Development Commission meets annually (check the web site for meeting dates) and consists of 12 business professionals representing a broad spectrum of the community. The Commission serves as an advisory committee to the Board of Supervisors on economic development issues/policy. The commission also serves as the

core committee for the Comprehensive Economic Development Strategy (CEDS) review and update committee.

INDUSTRIAL DEVELOPMENT AUTHORITY

The Campbell County Industrial Development Authority (IDA) meets five times yearly for regular business and special meetings are called as needed. The IDA consists of seven members. The Board of Supervisors appoints one member from each of the county electoral districts. The Code of Virginia assigns certain Powers of Authority to an IDA to facilitate industrial development in a particular locality (Code of Virginia § 15.2-4905). The Campbell County IDA provides feedback to the County on economic development issues and also participates in the development and completion of individual projects. Since 2006 the Campbell County IDA has expanded its economic development role by utilizing bank loans to purchase two industrial properties which were leased and then sold, as well as constructing two buildings for lease, of which one has been sold. Presently the IDA is working to build another building that will be available for lease or purchase thereby facilitating industrial expansion and job creation in Campbell County.

2017 COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

GOALS & IMPLEMENTATION STRATEGIES

The 2017 CEDS Update Steering Committee developed the following Goals and Implementation Strategies. The Goals are listed below in order of priority.

1. EDUCATION – WORKFORCE TRAINING

- Review and catalogue the list of workforce training programs to be used as a resource for businesses.
- Track numbers of employees receiving WIB assistance with workforce training.
- List identified present and future workforce training needs.
- Document promotion of adult education centers and track number of GEDs.
- List formation of educator/business partnerships.

- Track number of students pursuing career paths as a result of intensified efforts in the school system with counseling. Track changes in school curriculum as a result of providing workforce trends to school systems.
- Work with and be part of Campbell County's Career Technical Education Committee.
- Work with and serve on the board of the Region 2000 Workforce Investment Board.
- Work with Central Virginia Community College, Virginia Technical Institute and any other technical training colleges/programs that provide workforce training, certifications and/or credentials needed for our businesses.

2. BUSINESS DEVELOPMENT

- Track and report annually on attraction of new businesses.
- Provide annual report on marketing/promotion activities.
- Track, analyze, and report annually on the effectiveness of local, regional, and state economic development organizations.
- Evaluate effectiveness of industrial consultants in developing prospect activity.
- Review and evaluate the competitiveness of Campbell County for new attractions.
- Review and evaluate the competitiveness of Campbell County for retention and expansion programs.
- Review and evaluate our incentive policy.
- Review and evaluate our inventory of existing buildings and the potential need for new buildings.
- Research and evaluate policies and inducements that foster business start-ups.

3. INFRASTRUCTURE

- Review and evaluate growth corridors and determine if infrastructure is in place to meet the need.
- If needs are identified, work to develop implementation plans.
- Track and complete an annual report on all broadband expansion projects.
- Work with other county departments to update the analysis of broadband capacity and need in Campbell County.
- Upon results of findings, either revise or develop new implementation strategies.

4. TRANSPORTATION

- Work with other county departments on transportation priorities to present to the Board of Supervisors for adoption.
- At least annually, report on transportation issues dealing with funding and transportation legislation.
- Be proactive and promote the development of a Regional Airport Authority to govern and manage the Regional Airport.
- Continue to support the Brookneal Campbell County Airport and seek ways to enhance the facilities.

5. TOURISM

- Enhance partnerships with Liberty University to take advantage of the opportunities LU makes available through their events and facilities.
- Search and identify potential funding sources to promote private partnerships.
- Maintain promotional literature/materials to showcase Campbell County attractions/properties.
- Continue to promote the Artisan Trail.
- Establish a tourism group/network to include hotels, restaurants, wineries and other attractions.
- Provide annual report on tourism activity in Campbell County to include but not be limited to promotion efforts, new attractions, and tourism alliances.

6. HOUSING

- Conduct an analysis and inventory of all housing types and availability to include but not be limited to senior housing, low cost housing, high end housing, etc.
- Research to identify reasons, perceived or real, that may be hampering the growth of housing in Campbell County.
- Research the availability of affordable housing issues.

7. COMMUNITY DEVELOPMENT

- Research and report on the impact statutory and regulatory processes have on growth in Campbell County.
- Develop a report on findings to include recommendations on how to impact positive changes.

8. TOWNS

- Work with towns to determine how we can assist in developing and coordinating long-term goals.

9. PLANNING

- Research and identify growth areas of the county.
- Research need and availability of infrastructure.

10. RESOURCES

- Work with other departments and agencies to collect and collate the needs of the county.
- Research and identify potential funding sources to include but not be limited to new revenue streams, finding areas that no longer meet the definition of governmental services to reduce costs, and explore new avenues of financing projects.

* The complete CEDS document can be found on-line at:

<http://va-campbellcountyed.civicplus.com/DocumentCenter/View/501/CEDS-2017-Update-PDF>

EXISTING CONDITIONS

The ability to grow and prosper within the context of Globalization presents the greatest challenge to all U.S. communities. Although Campbell County's economic base shifted from agriculture to manufacturing during the latter half of the twentieth century, the agriculture economy in Campbell County still remains vibrant. Campbell County's economy is comprised of more manufacturing jobs than the region as a whole. Manufacturing comprises slightly less than a third (28.3%) of all jobs in the county, as compared to 14.9% for the greater Lynchburg Metropolitan Statistical Area and 6.6% for the Commonwealth of Virginia.

There have also been significant plant closures/realignments since the 2012 CEDS Update; the Timken facility in Altavista closed. Campbell County recognizes the need for workers to obtain, and be retrained with, necessary skills and is working with our educational partners and businesses to ensure opportunities for workforce training exists.

However, throughout all of the changes of the last few decades, existing small businesses remain the heart of Campbell County's economy by employing the majority of its labor force and creating the majority of its new industrial jobs. The retention and expansion of the

County's small business base will keep its economy diversified and strong through political, social and economic changes as well as provide an environment to nurture entrepreneurial activity. In 2005 Campbell County amended its industrial incentive policy to include a Small and Minority Owned Business incentive section. In support of existing business, the County has and will continue to develop an existing business visitation program. This effort will identify areas of mutual concern that need to be addressed and opportunities for customer-supply relationships within existing businesses.

According to the JobsEQ Data from Chmura Economics and Analytics, in the 1st Quarter of 2019, Campbell County's largest major employment sectors were: Manufacturing (28.3%), followed by Education and Health Services (14.7%), Retail Trade (12.1%), and Construction (10.5%). The main manufacturing industry sectors in Campbell County are automotive, fabricated steel, printing, pharmaceutical, structural wood products, precision machining, textiles, and nuclear.

ECONOMIC DEVELOPMENT

WORKFORCE TRAINING

Campbell County recognizes that having an adequate skilled workforce is a challenge across the board from manufacturers to restaurants and every business in between. The need to provide a skilled workforce for its existing business and industries as well as a potential labor pool for new business attractions is crucial. A large, well-educated and qualified workforce is important to a business retention and relocation program. Campbell County has a strong K-12 and Technical education system and collaborates with local colleges on Advanced Placement and technical programs. Future budget issues will present challenges to maintaining and/or creating programs to maintain the quality of the local workforce. The 2012 and 2017 updates of the Campbell County Comprehensive Economic Development Strategy identified education - workforce training as the #1 priority in its goals. A list of Implementation Strategies for education and workforce development was adopted and used to create the Goals, Objectives, and Implementation Strategies included in this chapter.

DEVELOPMENT AREAS

Campbell County recognizes that the clustered placement of commercial and industrial growth encourages additional growth and protects the quality of residential and rural areas. At the same time, developers and businesses are looking for locations/properties where their projects can be constructed in the least amount of time possible. This means the potential to increase the by-right activities in the County's zoning districts needs to be examined and addressed. As an example, presently shopping centers are not permitted as a use-by-right in any zoning classification but need to go through a public hearing process to obtain a special use permit. A number of specific areas for industrial development have been identified (See Land Use Map in Chapter Four of Comp Plan) and are logically placed near the County's four-lane arterial highways (US Route 29 and US Route 460) and along particular areas of US Route 501. The areas identified designate locations where industry already exists or where the potential for industrial location can be supported by infrastructure.

The Land Use Map in Chapter Four also illustrates the areas proposed for commercial development most beneficial for the County. As with industrial development, Campbell County must balance commercial and industrial growth with residential, agricultural and environmental concerns. While the expansion of the County's economic base is a major focus, development and expansion must be balanced with considerations for citizens' quality of life and environmental resources.

SUMMARY

The primary purpose of Campbell County's economic development initiatives is to improve the quality of life for citizens and create new wealth. By evaluating and managing available resources, Campbell County can assist in fostering a diversified economy able to withstand political, social and world economic changes. In addition to promoting the attraction of new industries, we must also retain and support existing businesses, encourage expansion, promote entrepreneurial activity and assist in providing a skilled workforce. Making a conscientious effort to manage growth now will provide an easier transition for changes in the future.

TABLE INFORMATION

A number of tables accompany Chapter 5 as detail to Campbell County's economic development and resources. The following is a brief description of each table.

PLEASE NOTE: The Lynchburg MSA (Metropolitan Statistical Area) includes the jurisdictions of Amherst County, Appomattox County, Bedford County, Campbell County, and Lynchburg City.

- **Table E1 - Workforce by Employment Sector**

Information comes from JobsEQ by Chmura Economics & Analytics indicating the number of employees in Campbell County, the Lynchburg MSA and Virginia within particular employment sectors.

- **Table E2 - Total Employment by Industry**

Information comes from JobsEQ by Chmura Economics & Analytics indicating the projected employment growth rate by industry within Campbell County from 2008 to 2013.

- **Table E3 - Major Employers in Campbell County**

Information comes from the Virginia Economic Development Partnership Community Profile for Campbell County and JobsEQ by Chmura Economics & Analytics. Table lists some of the major firms within Campbell County.

- **Table E4 - Manufacturing Activity**

Information comes from the 2012 Economic Census and the U.S. Census of Manufacturing 2007 and 2012, and the Virginia Employment Commission, First Quarter 2019 indicating manufacturing activity within Campbell County and the Lynchburg MSA.

- **Table E5 - Retail Activity**

Information comes from the 2012 Economic Census and the U.S. Census of Retail Trade 2007 and 2012, and the Virginia Employment Commission, First Quarter 2019 indicating retail trade activity within Campbell County and the Lynchburg MSA.

- **Table E6 - Agricultural Activity**

Information comes from the US Census of Agriculture 1964, 1969, 1974, 1978, 1982, 1987, 1992, 1997, and 2002 indicating farm size and number and the value of farm products sold for Campbell County since 1964.

- **Table E7 - Housing Starts**

Information comes from the Weldon Cooper Center for Public Service indicating the number of annual residential building permits issued from 2010 to 2012. Housing starts reflect the strength of an economy and local consumer confidence.

- **Table E8 -- Unemployment Rates**

Information comes from JobsEQ by Chmura Economics & Analytics showing the unemployment rates for Campbell County, Virginia and the United States from 2008 to 2013.

- **Table E9 - Average Wages and Cost of Living**

Information comes from JobsEQ by Chmura Economics & Analytics showing the Average Wages and the Cost of Living for Campbell County, Virginia and the United States from 2002 to 2013.

- **Table E10 - Entrepreneurial Activities**

Information comes from the Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages showing new startup firms from the first quarter of 2016 to first quarter 2019.

- **Table E11 - Wage Distribution**

Information comes from JobsEQ by Chmura Economics & Analytics showing the Wage Distribution by the percentage of individuals employed in Campbell County, Virginia and the United States.

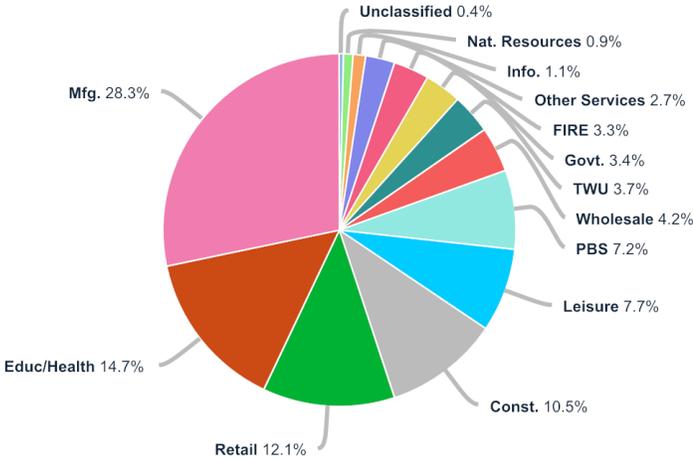
- **Table E12 - Unemployed**

Information comes from JobsEQ by Chmura Economics & Analytics showing the Unemployed for Campbell County from 2007 through 2013.

In addition to the tables stated above, the Land Use Map is located in Chapter Four. This map illustrates the development areas recognized by Campbell County as designated for and are our most promising commercial and industrial growth corridors.

Figure E1: Workforce By Employment Sector

Labor Inventory, Covered Employment, for Campbell County, Virginia



Source: JobsEQ®, Data as of 2019Q1

Manufacturing remains the base of Campbell County’s economy. Though the largest sector in our county, it is second largest in the Lynchburg MSA and sixth in Virginia.

Figure E2: Total Employment Projections By Industry

Industry Snapshot in Campbell County, Virginia, 2019q1

NAICS	Industry	Current			5-Year History			10-Year Forecast				
		Four Quarters Ending with 2019q1			Total Change	Empl Last 'n' Years	Avg Ann % Chg in Empl	Total New Demand	Separations (Approximate)		Growth	
		Empl	Avg Ann Wages	LQ	Empl	1 3 5	Region		Exits	Transfers	Empl	Avg Ann Rate
31	Manufacturing	4,812	\$73,517	3.06	79		0.3%	4,475	1,785	3,046	-356	-0.8%
44	Retail Trade	2,211	\$24,726	1.11	461		4.8%	3,044	1,318	1,667	60	0.3%
23	Construction	2,107	\$43,862	1.95	225		2.3%	2,345	774	1,383	188	0.9%
61	Educational Services	1,410	\$33,592	0.90	-30		-0.4%	1,297	626	674	-3	0.0%
72	Accommodation and Food Services	1,173	\$15,452	0.68	58		1.0%	2,028	866	1,090	72	0.6%
62	Health Care and Social Assistance	1,172	\$27,451	0.43	-50		-0.8%	1,473	597	617	259	2.0%
81	Other Services (except Public Administration)	1,127	\$18,468	1.35	85		1.6%	1,328	591	704	32	0.3%
56	Administrative and Support and Waste Management and Remediation Services	721	\$30,608	0.59	-366		-7.9%	928	367	498	62	0.8%
42	Wholesale Trade	707	\$90,228	0.97	96		3.0%	678	271	449	-42	-0.6%
54	Professional, Scientific, and Technical Services	633	\$58,215	0.50	125		4.5%	626	211	354	60	0.9%
48	Transportation and Warehousing	586	\$45,610	0.69	59		2.1%	612	264	354	-6	-0.1%
92	Public Administration	567	\$37,506	0.63	1		0.0%	525	221	300	3	0.1%
52	Finance and Insurance	443	\$48,314	0.59	119		6.4%	422	160	259	4	0.1%
11	Agriculture, Forestry, Fishing and Hunting	389	\$17,718	1.51	-60		-2.8%	422	182	239	1	0.0%
71	Arts, Entertainment, and Recreation	259	\$15,272	0.68	-15		-1.1%	392	168	206	17	0.6%
51	Information	206	\$48,292	0.55	11		1.2%	197	72	127	-2	-0.1%
53	Real Estate and Rental and Leasing	191	\$33,237	0.58	30		3.5%	204	90	107	6	0.3%
55	Management of Companies and Enterprises	114	\$63,032	0.40	54		13.6%	109	39	66	4	0.4%
22	Utilities	111	\$78,081	1.12	4		0.8%	97	36	63	-2	-0.2%
99	Unclassified	82	\$35,742	3.07	82		n/a	95	40	54	2	0.2%
21	Mining, Quarrying, and Oil and Gas Extraction	34	\$55,423	0.40	6		4.3%	29	11	22	-3	-1.0%
	Total - All Industries	19,054	\$44,879	1.00	976		1.1%	21,322	8,978	11,985	358	0.2%

Source: JobsEQ®
Data as of 2019Q1
Note: Figures may not sum due to rounding.

Figure E3: Some Of Campbell County's Major Employers (As Of 2019)

Major Employers	
Manufacturing	
Company	Product/Service
Abbott Laboratories	Pharmaceuticals
BWXT	Industrial machinery, nuclear, military, DOE related
Banker Steel	Steel fabricator
BGF Industries, Inc.	Fiberglass fabric
Charter of Lynchburg	Furniture
Consolidated Shoe Co., Inc.	Footwear
Graham Packaging	Oriented strand board
Mid-Atlantic Printers	Plastic blow molding
Progress Printing Company	Full service commercial and catalogue printing
Rage Plastics	Plastic Products
Sanfacon Virginia	Plastics/food service
Schrader Bridgeport International Inc.	Industrial & automotive products, tire valves & accessories
NonManufacturing	
Company	Product/Service
Framatome	Nuclear Engineering
Foster Fuels	Fuel Distributor
Moore's Electrical & Mechanical Inc.	Contractor
Shentel	Telecommunications Provider
Sonny Merryman	Bus sales and Service

*Approximated to avoid disclosure.

Source: Virginia Economic Development Partnership Community Profiles

Figure E4: Manufacturing Activity

	CAMPBELL			LYNCHBURG MSA		
	2007	2012	2019	2007	2012	2019
No. of Establishments	67	70	67	302	276	295
No. of Employees	3,798	2,632	4,797	18,731	15,749	14,684
Value of Shipments (\$1,000)	\$1,527,558	\$1,555,414	N/A	\$5,973,939	\$6,265,671	N/A
Value Added by Manufacture (\$1,000)	\$961,698	\$936,696	N/A	\$3,769,010	\$3,923,006	N/A

Source: 2012 Economic Census, U.S. Census of Manufacturing 2007 and 2012. Virginia Labor Market, First Quarter 2019. MSA data includes Campbell, Amherst, Appomattox, Bedford Counties and Lynchburg City.

Though the number of manufacturers in Campbell County remained relatively stable, the value of the products produced by those firms has increased significantly.

Figure E5: Retail Activity

	CAMPBELL			LYNCHBURG MSA		
	2007	2012	2019	2007	2012	2019
No. of Establishments	217	188	185	1,039	939	869
Retail Sales (\$1,000)	\$511,759	\$600,969	N/A	\$3,187,240	\$3,665,656	N/A
Paid Employees	2,060	1904	2,100	13,775	13,555	12,772
Payroll (\$1,000)	\$43,004	\$43,271	N/A	\$286,160	\$315,021	N/A

Source: 2012 Economic Census, Retail Trade 2007 and 2012. Virginia Labor Market, First Quarter 2019. MSA data includes Campbell, Amherst, Appomattox, Bedford Counties and Lynchburg City.

*The number of retail establishments in Campbell County has grown since 2007.
Total retail sales grew significantly for both Campbell County and the Lynchburg MSA in 2019.*

Figure E6: Agricultural Activity Campbell County (1982-2007)

	1992	1997	2002	2007	2012	2017
Number of Farms	612	621	664	722	761	702
Land Areas in Farms (Acres)	134,474	140,671	138,716	140,359	150,689	131,716
Average Farm Size (Acres)	220	227	209	194	198	188
Value of Farm Products Sold (in thousands)	\$14,938.00	\$14,613.00	\$15,588.00	\$25,345.00	\$24,235.00	\$25,398.00

Source: U.S. Census of Agriculture 1992, 1997, 2002, 2007, 2012 and 2017.

While the number of farms has increased for much of the timeline, there was a slight decrease in 2017.

The value of the products produced on the farms has increased at a significant rate since 1992.

This suggests that current farms are more productive than those operated in 1992 and previously.

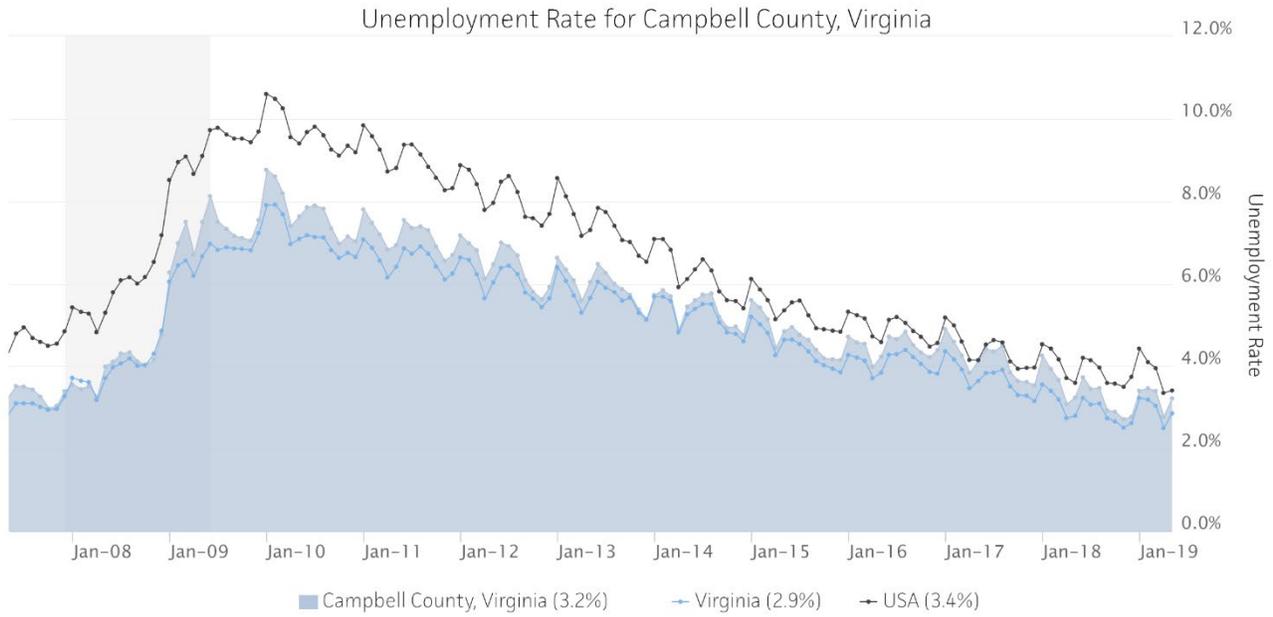
Figure E7: Housing Starts Annual Residential Building Permits Issued

LOCALITY	2015	2016	2017
Campbell County	112	100	297
Amherst County	51	47	73
Appomattox County	51	74	65
Bedford County	302	288	256
Lynchburg City	281	154	156

Source: Weldon Cooper Center for Public Service; www.coopercenter.org

Information collected about permits issued is categorized as all units in all structure types excluding permits for mobile homes, garages, out-buildings and commercial construction.

Figure E8: Unemployment Rates



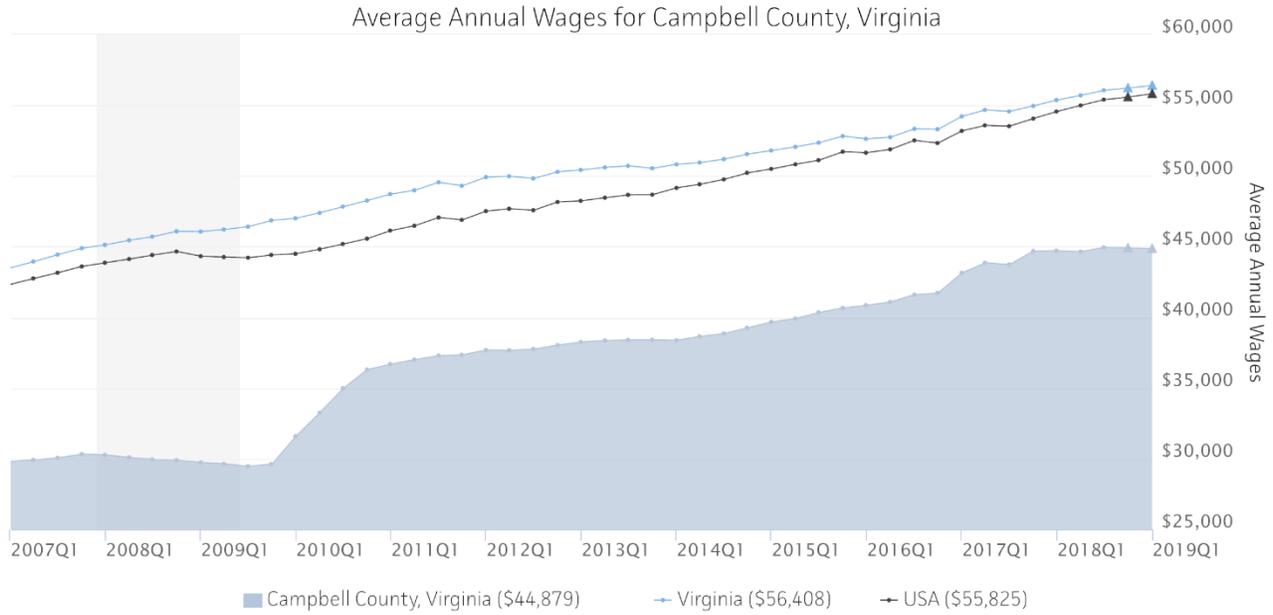
Source: JobsEQ®. Data as of May 2019. The shaded areas represent national recessions.

Source: JobsEQ by Chmura Economics & Analytics

Table shows Campbell County generally experiences an unemployment rate that is slightly higher than the Commonwealth of Virginia and significantly lower than the United States.

Figure E9: Average Wages and Cost Of Living

Average Wages



Source: JobsEQ®. Data as of 2019Q1. The shaded areas represent national recessions.

Shaded portion of chart reflects national recession during December 2007- June 2009.

Cost of Living Information

Cost of Living					
	Annual Average Salary	Cost of Living Index (Base US)	US Purchasing Power	Cost of Living Index (Base Campbell County, Virginia)	Campbell County, Virginia Purchasing Power
Campbell County, Virginia	\$44,879	85.9	\$52,274	100.0	\$44,879
Virginia	\$56,408	116.5	\$48,405	135.7	\$41,558
USA	\$55,825	100.0	\$55,825	116.5	\$47,928

Source: JobsEQ®
Cost of Living per C2ER, data as of 2019q1, imputed by Chmura where necessary.

Source: JobsEQ by Chmura Economics & Analytics

Figure E10: Entrepreneurial Activities



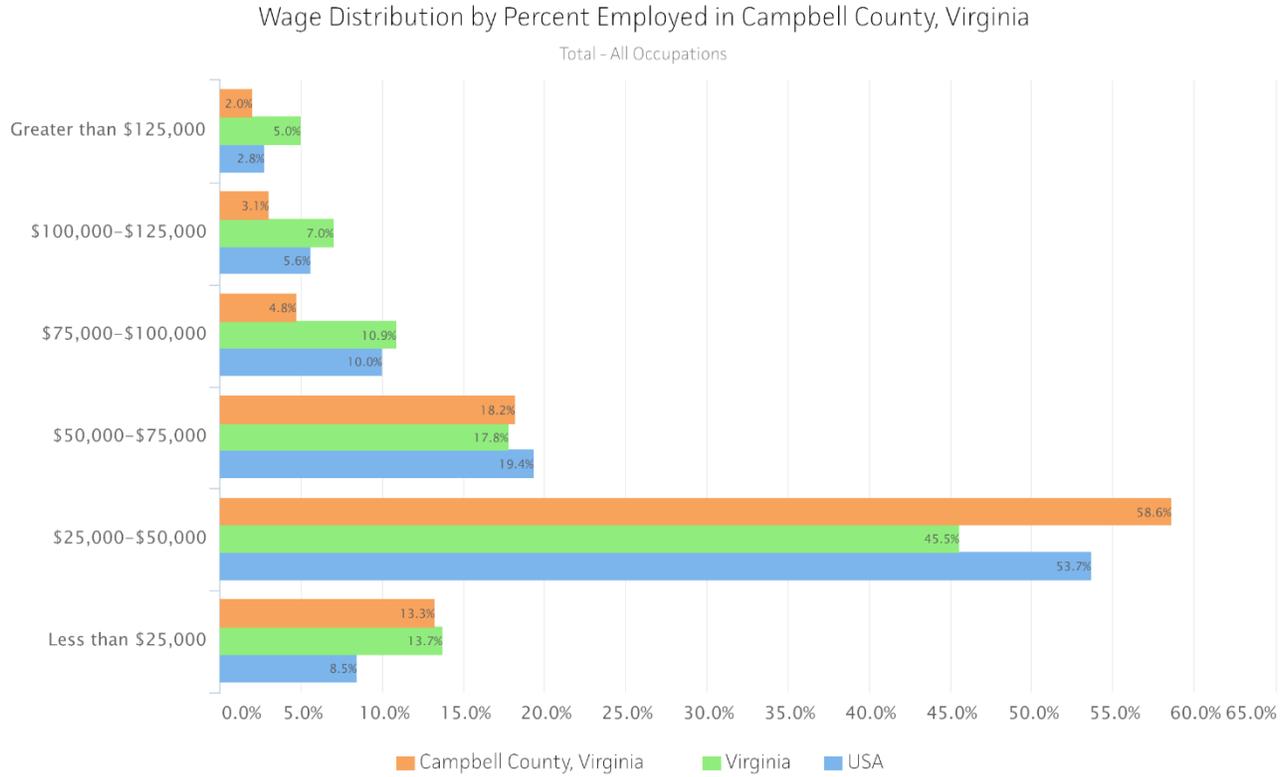
	Campbell County	Virginia
1st Qtr. 2016	19	3,802
2nd Qtr. 2016	12	4,283
3rd Qtr. 2016	20	3,398
4th Qtr. 2016	17	3,426
1st Qtr. 2017	14	3,838
2nd Qtr. 2017	25	3,961
3rd Qtr. 2017	11	2,736
4th Qtr. 2017	11	3,058
1st Qtr. 2018	13	3,973
2nd Qtr. 2018	13	3,982
3rd Qtr. 2018	24	4,028
4th Qtr. 2018	17	3,641
1st Qtr. 2019	21	4,537

Note: The following criteria was used to define new startup firms:

- 1.) Setup and liability date both occurred during 1st Quarter (January, February, March) 2019
- 2.) Establishment had no predecessor UI Account Number
- 3.) Private Ownership
- 4.) Average employment is less than 250
- 5.) For multi-unit establishments, the parent company must also meet the above criteria.

Source: Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 1st Quarter (January, February, March) 2019.

Figure E11: Wage Distribution



Source: JobsEQ®, Data as of 2019Q1

The biggest majority of wages for Campbell County is in the \$50,000 earnings and below, with opportunities to grow in wage ranges above \$50,000.

Figure E12: Unemployed

Unemployed¹ [EXPORT](#)

	Percent			Value		
	Campbell County, Virginia	Virginia	USA	Campbell County, Virginia	Virginia	USA
Unemployed						
Total	3.4%	5.5%	6.6%	923	236,648	10,560,305

Source: JobsEQ by Chmura Economics & Analytics.

AGE DISTRIBUTION IN CAMPBELL COUNTY

	Percent			Value		
	Campbell County, Virginia	Virginia	USA	Campbell County, Virginia	Virginia	USA
Age						
16 to 19 years	21.1%	18.9%	20.7%	189	30,590	1,310,924
20 to 21 years	12.9%	13.2%	13.4%	86	19,701	831,413
22 to 24 years	6.8%	10.1%	10.5%	135	26,324	1,074,779
25 to 29 years	3.9%	6.8%	7.5%	119	32,164	1,365,231
30 to 34 years	1.4%	5.2%	6.2%	37	24,271	1,091,551
35 to 44 years	1.8%	4.2%	5.2%	97	37,666	1,735,402
45 to 54 years	2.4%	3.7%	4.8%	144	35,555	1,661,395
55 to 59 years	1.2%	3.3%	4.6%	36	14,148	711,654
60 to 61 years	0.0%	3.3%	4.4%	0	4,653	226,840
62 to 64 years	2.3%	3.0%	4.0%	23	4,640	224,090
65 to 69 years	6.4%	2.9%	3.9%	44	4,179	196,683
70 to 74 years	1.8%	3.4%	4.0%	13	1,940	80,495
75 year and over	0.0%	2.5%	3.8%	0	817	49,848

Source: JobsEQ by Chmura Economics & Analytics.

CHAPTER 6: HOUSING

INTRODUCTION

Although the housing market is essentially a private system, local governmental policies and actions can have a definite impact on the housing market. The availability and quality of utilities, education, police and fire protection, health care, employment, commercial districts and recreation facilities, as well as tax rates, land use controls and traffic flow management, have important implications for housing. These varied factors influence the housing market and are in turn influenced by local government.

This chapter addresses the supply of housing and types of housing available in the County and in the region through a presentation of relevant data. The 2010 Census of Population and Housing and the American Community Survey Housing Characteristics 2008 - 2012 and 2013 - 2017 5-Year Estimates are the primary sources of information for this chapter. This data has been supplemented with 1960, 1970, 1980, 1990, and 2000 Census data in order to establish trends in housing characteristics. This chapter will be updated more completely after the 2020 Census to continue to compare trends decennially. It is hoped that an adequate understanding of housing in the County will contribute to effective policy decisions during implementation of the Comprehensive Plan.

HOUSING GOALS AND OBJECTIVES

GOAL 1: Promote safe, sanitary and affordable housing for all County residents.

Objective 1: Enforce applicable codes that require minimum standards of housing construction and maintenance.

Objective 2: Use the land use and infrastructure development policies of the County as a means to promote developer responsibility for attractive housing at above-minimum standards.

Objective 3: Ensure that County ordinances support an adequate supply of good quality housing in a broad range of prices.

Objective 4: Develop realistic strategies the County can implement in support of its housing goals using existing staff and other available resources.

GOAL 2: Ensure compatible land uses adjacent to residential areas.

Objective 1: Study the impact of the zoning and subdivision ordinances of the County as they relate to housing, and develop strategies to revise them in support of this goal.

Objective 2: Prepare for orderly residential growth in accordance with the land use plan, while striving to retain the positive characteristics of existing residential neighborhoods.

Objective 3: Support growth and development of housing in defined areas and within the fiscal capabilities of the County to provide necessary infrastructure such as schools, police and fire protection, and public utilities.

EXISTING CONDITIONS

Since 1980, the number of housing units in Campbell County has increased at a much greater rate than has the population as a whole. One reason is that the county has an abundant supply of affordable housing, mostly in the form of manufactured housing. Traditional single-family housing is still by far the most popular form of housing in the County, but the number of multi-family homes has started to increase at a steady rate replacing manufactured homes as the primary option for those seeking more affordable housing options.

Campbell County has historically been able to provide affordable single-family and rental housing for its citizens. The median house value in the County is estimated at \$154,300 according to the American Community Survey 2013-2017 5-year Estimate, compared to \$146,800 in the American Community Survey 2008 - 2012 5-year Estimate and \$96,900 in 2000, while the average contract rent is estimated at \$747, which is up from \$635 and \$427, respectively. The median household income reported during this same period was \$48,823, compared to \$45,432 and \$42,901, respectively. This means that while the household income has increased 13.8%, the average house value has increased by 59.2% and the cost

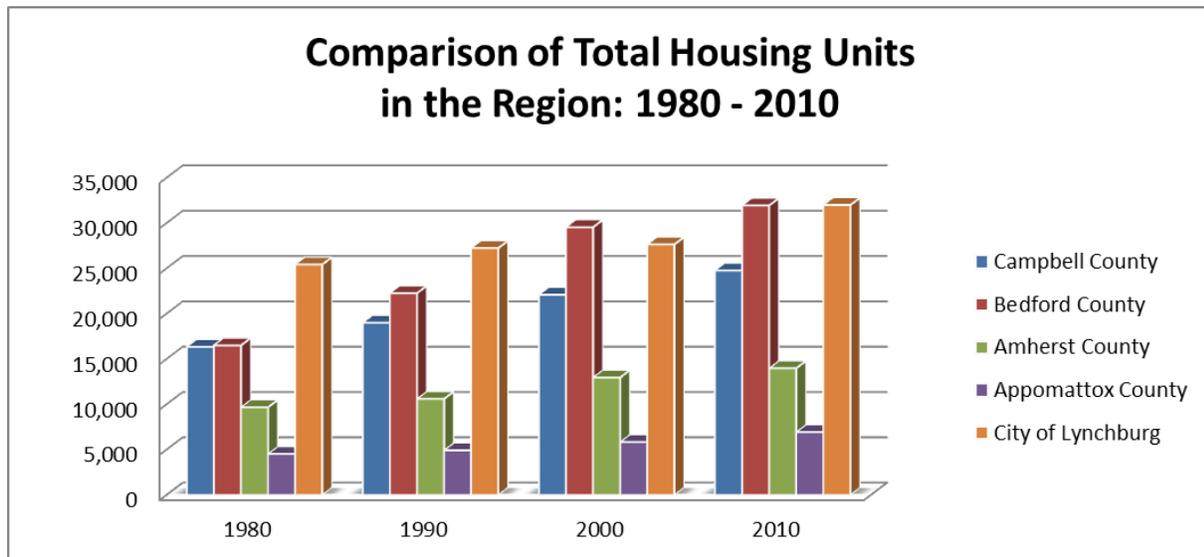
of rent has increased 74.9%. These changes should be expected given the nature of financial difficulties that occurred between 2000 and 2010 and the slow recovery since. Although affordable housing options are still available, the average costs of housing are increasing at a rate greater than the increase in the average family's income. As the economic recovery continues and the market stabilizes, these trends may stabilize. However, if they continue, the County may need to re-examine its policies to ensure its citizens continue to have affordable housing options available. Currently, programs offered by the Farmers Home Administration (FmHA), the Rural Housing Service, Virginia Housing Development Authority, and the Campbell County Department of Social Services provide assistance to low and moderate-income individuals and families.

Campbell County has an adequate supply of multi-family housing units. The growth of the student population at Liberty University has contributed to the need for additional multi-family developments, continuing the trend that multi-family housing is concentrated in the northwestern part of the County. As the County expands its public utilities along other major corridors, demand for multi-family housing may increase in these areas as well.

HOUSING CONDITIONS ASSESSMENT

HOUSING SUPPLY

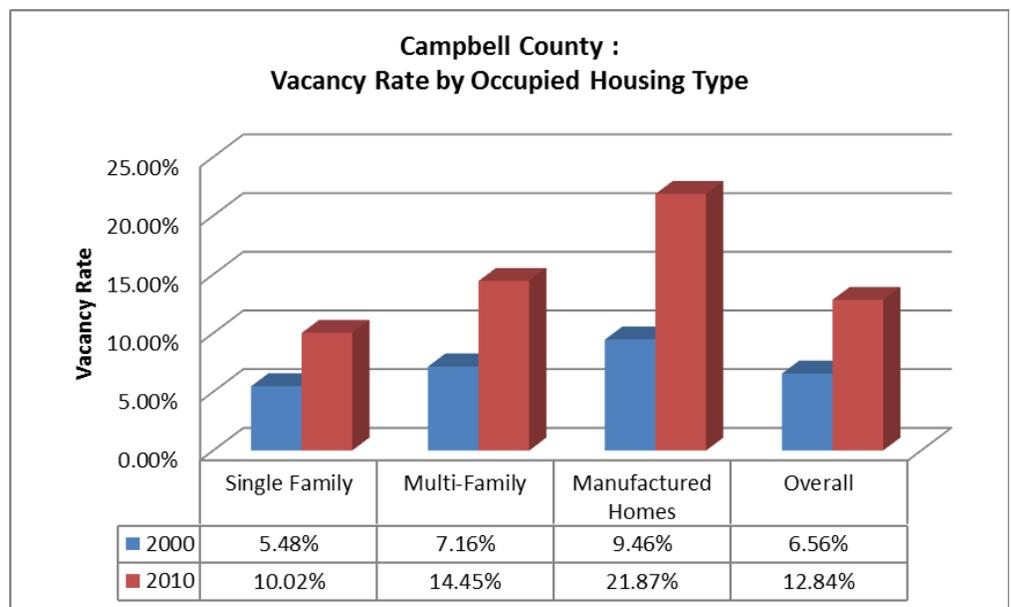
There were 24,769 housing units in the County in 2010, up from 22,088 in 2000 (see chart below). This figure represents an increase of 12.1% in housing units since 2000, which is slightly higher than the mean increase among the region's localities during the same time period of 11.8 percent. The County's housing stock makes up almost 23% of the total housing units in the region. This percentage has remained consistent between the 2000 Census and the 2010 Census. The number of housing units in Campbell County increased at a rate faster than Amherst and Bedford Counties. Since 1980, Bedford County's share of the total number of housing units in the region increased from 19.18% to 29.1%, mostly at the expense of the City of Lynchburg that saw its share drop from 35.09% to 29.2%. Over this same time period, Campbell County's percentage of total housing units in the region has remained constant at approximately 22.5%.



Source: U.S. Census Bureau, 2010 Census

Housing vacancy rates are a common measure for determining if the supply of housing is meeting the demand for housing. The higher the vacancy rate, the more housing there is available to meet the demand. Although vacancy rates vary over time and from community to community, 5% is generally considered adequate to meet the housing needs of most area residents. (Urban Land Use Planning, Second Edition, F. Stuart Chapin, Jr., University of Illinois Press, 1972, Page 427.) Vacancy rates greater than 5% are desirable in areas experiencing significant population increases.

Vacant housing units include those available for sale and for rent, those held for occasional use, and other vacancies. According to the most recent data from the American Community Surveys, the vacancy rate for all housing types in the County is 12.84%, up from 6.6% in 2000. While the increase in the vacancy rate may partially be due to the boom and bust of the housing industry that occurred between 2000 and 2010, American Community Survey estimates show

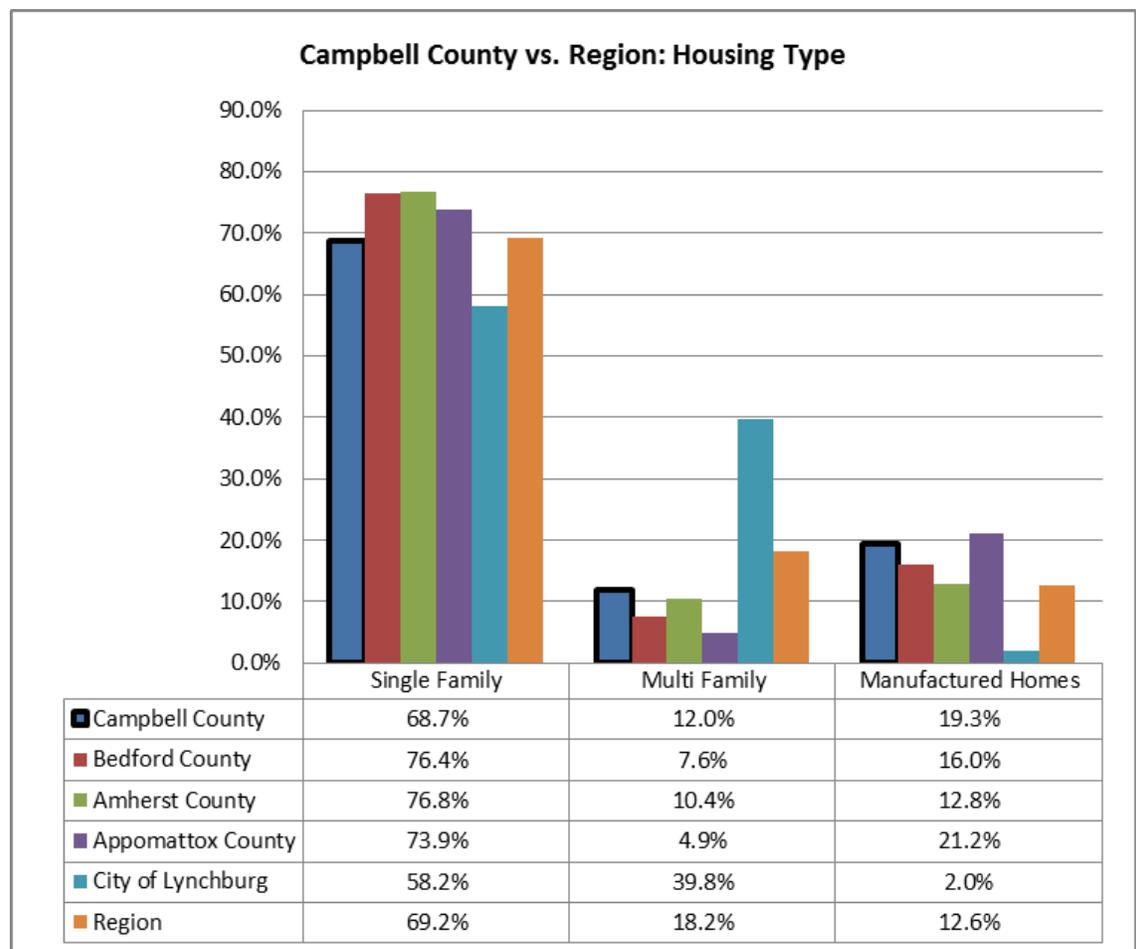


Source: U.S. Census Bureau, 2000 Census; American Community Survey Physical Housing Characteristics for Occupied Housing Units, 2008 - 2012 5-Year Estimates

that the vacancy rates for all housing types have doubled since 2000. The overall reduction in the number of mobile homes in the County reflects the decreasing demand for this type of housing based on the increasing availability of other affordable housing options, namely multi-family developments. The rise in the vacancy rate for multi-family and single-family housing should be expected as the housing market continues to adjust to the changes in supply and demand that resulted from the Great Recession that significantly impacted housing and new construction activities. Since 2000, Campbell County has seen the highest increase of new housing units in the multi-family category. This reflects a growing interest in downsizing to less expensive housing, as well as accommodating an expanding student population as Liberty University continues to increase its student population.

HOUSING TYPES AND AFFORDABLE HOUSING

Single-family housing is the prevalent housing type not only in Campbell County, but throughout Central Virginia as well. Single-family housing includes conventional single-unit detached and attached housing. Amherst has the highest percentage of single-family housing (76.8%) of all the jurisdictions in the area while 68.7% of the housing in Campbell County is single-family.

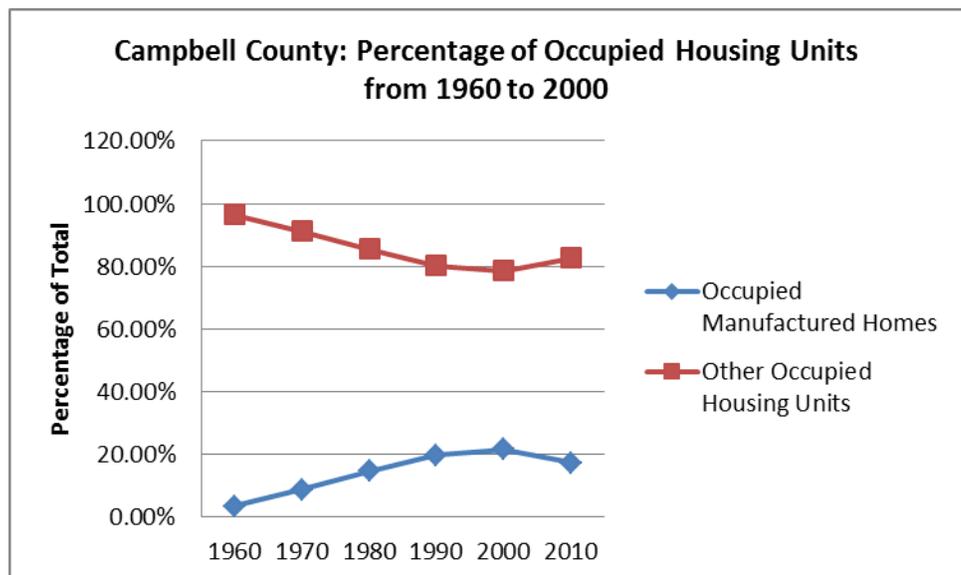


Source: American Community Survey Selected Housing Characteristics, 2008-2012 5-Year Estimates

Multi-family housing is the second most frequently occurring housing type in Central Virginia. In fact, 39.8% of the housing units in Lynchburg are multi-family. In the County, 12.0% of housing is multi-family. Multi-family housing includes all conventional housing with two or more units per structure.

In all the localities in the region, single family housing is the predominant type of housing. Although across the region as a whole, the second most frequently occurring type of housing is multi-family, this is skewed by the number of multi-family units available in the City of Lynchburg; each of the counties in the region have a higher percentage of manufactured housing units compared to multi-family housing. In Campbell County, more than 19% of the total housing units are manufactured homes. Of the 15,082 manufactured homes in the region, 4,779 (32%) are in Campbell County. This actually represents a reduction of 127 manufactured homes in Campbell County between the 2000 Census and 2010 Census (2.6%). Single family and multi-family housing units increased at rates of 16.2% and 17.1% respectively.

The desire for home ownership is often tempered by the ever-increasing cost of purchasing or constructing conventional housing. In the past, this has resulted in an increase in the number of manufactured homes, a common alternative to conventional housing in many rural areas of Virginia. As illustrated in the following chart, for the first time since 1960, the number of manufactured homes in Campbell County did not increase at a greater pace than the numbers associated with other housing types.



Source: U.S. Census Bureau, Census 1960, 1970, 1980, 1990, and 2000; American Community Survey Physical Housing Characteristics for Occupied Housing Units, 2008 - 2012 5-Year Estimates

In order to continue to provide affordable housing options in the County, several programs are offered by federal, state, and local agencies. The Rural Housing Service, an agency of the United States Department of Agriculture, administers programs for home purchase and home repair for low-income families in rural areas. The Campbell County Department of Social Services administers 164 Section 8 vouchers to provide affordable rental housing to low-income residents throughout the County. The Department manages the Source vouchers for the Virginia Housing Development Authority. These housing programs, combined with the relative abundance of manufactured homes in the County, appear to be addressing the housing needs of low and moderate-income families.

FINANCIAL CHARACTERISTICS

The median value of owner-occupied housing in Campbell County between 2013 and 2017 was \$154,300. In 2000, Campbell County had the second highest median value of owner-occupied housing in the area, behind only Bedford County. The data collected between 2008 and 2012 showed that Appomattox was the only locality in the region with a lower median value. However, data collected between 2013 and 2017 shows that Campbell County again has the second highest median value. Lynchburg City's values are only 0.32% lower, Amherst County's are only 1.81% lower, and Appomattox County's are only 1.31% lower. This shows that housing values are equalizing across the different localities in the region. Bedford County's housing values remain higher, likely due to the elevated values of housing near and around Smith Mountain Lake.

As referenced earlier, the median owner-occupied housing value has increased more than fifty percent in Campbell County. Owner-occupied housing in Campbell County typically falls in the middle value ranges (\$100,000 - \$149,999 and \$150,000 - \$199,999). Bedford County continues to have the highest percentage of housing units in the upper value ranges (\$200,000 - \$299,999, \$300,000 - \$499,999 and \$500,000 or more).

HOUSING PLAN

Campbell County will implement these strategies in regard to housing:

1. Use the goals and objectives of the Comprehensive Plan for guidance in making policy decisions on housing-related issues.
2. Review the zoning and subdivision ordinances of the County as they relate to residential development to ensure support for the goals and objectives of the Comprehensive Plan.
3. Provide public infrastructure in designated growth areas to encourage orderly and efficient development of new housing.
4. Make the public aware of the location and significance of designated residential growth areas as outlined in the land use section of the Comprehensive Plan.
5. Encourage the private sector to identify and rehabilitate substandard housing throughout the County, utilizing non-profit and government resources where available.
6. Determine an appropriate role for County government in housing and assign that role to existing staff through the priority initiatives approved by the Board of Supervisors.

SUMMARY

Today, Campbell County has an adequate supply of housing in a variety of areas and prices. There are some individual household needs that are generally being met by governmental and non-profit housing assistance programs available to County residents. Future projections indicate that the population will continue to increase, but at a slower rate, and households will continue to decrease in size. This will continue the demand for new and replacement housing. Campbell County will follow its goals, objectives and strategies to influence the private market to supply quality housing. Growth will be targeted in areas where there is sufficient infrastructure to support the population.

CHAPTER 7: NATURAL ENVIRONMENT

INTRODUCTION

The natural environment plays an important role in shaping land use patterns. Few factors influence the actual selection of a site for development more than its physical characteristics. Consequently, an understanding of the natural elements of climate, topography, geology, soils, and water resources is necessary to develop a land use plan that will promote harmony between natural and man-made features.

The purpose of this chapter is to present information on the natural environment of Campbell County. Integrating this information with the other chapters of this plan makes it possible to better assess the suitability of development in particular locations. It is hoped that careful consideration of the natural factors identified in this chapter will lead to an environmentally sound plan that will assure wise land use and promote orderly growth in the future.

NATURAL ENVIRONMENT GOALS AND OBJECTIVES

GOAL 1: Perpetuate a healthy natural environment in Campbell County.

Objective 1: Manage water resources to ensure the quality remains good.

Objective 2: Maintain good air quality and enhance it where feasible.

Objective 3: Minimize risks to personal safety and property from natural hazards.

Objective 4: Ensure the continuation of native wildlife and vegetation through enforcement of existing regulations.

Objective 5: Consider implementing policies to identify, preserve, and protect scenic areas of exceptional quality.

GOAL 2: Promote an environmentally sound land use strategy for the County.

Objective 1: Ensure that development occurs in targeted areas and imposes minimal negative consequences on the scenic and environmental character of the County.

Objective 2: Ensure that proposals for development include adequate planning for transportation, parking, lighting, landscaping and recreation in reasonable harmony with the natural environment.

CURRENT ENVIRONMENTAL CONDITIONS

CLIMATE

Campbell County is located on the Southern Piedmont Plateau. The Appalachian Mountains are to the west, providing a buffer from some of the intense winter storms that occur in the eastern United States. Summers are warm, winters are not severe, and rainfall is normally adequate for most agricultural operations.

Annual mean temperatures for the area generally range between 54 degrees and 59 degrees. Maximum temperatures are 90 degrees or higher on an average of 23 days per year. Temperatures of 32 degrees or lower occur approximately 90 days of the year. The area has a frost-free growing season of approximately 200 days. The growing season is defined as the period between the last frost of one winter and the first frost of the next.

The average annual relative humidity is 65 percent. The average annual relative humidity varies from approximately 51% in April to 73% in August and September. The prevailing wind direction is from the southwest. Wind speeds average 8 miles per hour annually, ranging from 6.3 miles per hour in August to 9.1 miles per hour in March.

The annual average amount of sunshine in Campbell County is 60 percent. In January the monthly average is 48% and increases to 68% during the month of July.

Precipitation is distributed somewhat evenly throughout the year, but during the summer, rainfalls are often higher due to sporadic thundershowers. However, summertime rainfalls can

be inadequate, since moisture demands are greater and the rate of evaporation is higher with increased temperature. Consequently, droughts most frequently occur during the summer.

GEOLOGY AND TOPOGRAPHY

Geological character of the land is important when determining appropriate types of development. By using the information available from geological surveys, it is possible to determine the strata of soils, elevation of groundwater and location of rock. This information is important to identify because certain geological conditions can make development costly.

Three of the most costly difficulties presented by subsurface conditions are unstable soils, high water tables, and solid rock close to the surface. Unstable soil creates a weak foundation upon which to build. As a result, large structures cannot be constructed on such soils unless substantial foundation work is undertaken. High water tables reduce soil bearing strength further, producing areas saturated with water. Rock areas close to the surface can make the drilling of wells difficult and expensive.

Campbell County is located in the Piedmont Plateau Province, which lies between the coastal plain and the Appalachian Mountains. In general, the plateau has a gentle southeastward slope from an average altitude of 1,000 feet along the western margin to between 200 and 400 feet on the east. Topography on the Piedmont Plateau is generally rolling, the moderate elevations being punctuated by rather deep river valleys. Scattered hills and ridges, which are formed by hard rock that has not weathered, rise in some cases several hundred feet above the general level of the upland surface. Candler, Long and Red Oak Mountains are examples of these hills and ridges in Campbell County.

Campbell County is situated entirely in the Piedmont region. The Evington group, located on the western boundary of the County, consists of muscovite, chlorite, quartz, phyllite, and schist interbedded with volcanic greenstone and marble. The central and southern sections are made up of the metamorphosed sedimentary rocks that overlie the Blue Ridge schist. The southeast portions consist of narrow belts of Shelton organite gneiss mixed with other schists and gneiss. Campbell County has two additional formations; a formation consisting of phyllite, quartzite, greywacke and conglomerate is found in north central Campbell County, as is a

narrow belt of Triassic rock. The geological rock formations and their makeup are listed in table format within this chapter.

The development of Campbell County has been affected by its geological formations. The steep terrain of Candler and Long Mountains has made development difficult, although it is on the gentler slopes of this area that most of the County's urban development has taken place.

Most agricultural development has occurred in the central, western and southern sections of Campbell County. Here, the rolling terrain poses no natural barrier to urban development, so conflicts are likely to occur between existing agricultural and expanding urban uses.

The Piedmont Plateau is characterized by hard, resistant, crystalline rocks (primarily of the PreCambrian and Cambrian Ages, but also of the Paleozoic and, in some cases, the Triassic Age) that have resisted extreme eroding. Thus, groundwater supplies in the County are difficult and expensive to develop.

The general nature of the soils of Campbell County, shown on a map later in this chapter, is reproduced from a general soil map from the U. S. Department of Agriculture, January 1974. Soils are classified by soil series and soil associations. Soils that have profiles (sequences of natural layers) with similar characteristics compose a soil series. A soil association is usually made up of two or three soil series, comprising a geographical area that has a distinctive pattern of soils. These represent 80% of total land area in Campbell County. The remaining land consists of flood plain soils, which comprise 5% of the land area, and terse soils, which comprise 15 percent. The predominant soils of Campbell County are generally deep, well drained and gently sloping. Generally, there are no large areas with severe limitations for most land uses; however, there are a few such places that require additional building measures or completely preclude development. Either on-site evaluation or referral to detailed soil maps is necessary to determine individual site constraints.

GEOLOGY OF CAMPBELL COUNTY

ROCK FORMATION	DESCRIPTION
1. Evington Group	Muscovite, chlorite, paragonite, quartz phyllite and schist interbedded with graywacke, volcanic greenstone, and marble
2. Lynchburg Formation	Phyllite, quartzite, graywacke and conglomerate. Includes: Alum phyllite, quartz, muscovite phyllite with chlorite and biotite metacryst, and Willis phyllite, quartz, muscovite, chlorite, feldspar phyllite with garnet metacrysts.
3. Metamorphosed Sedimentary Rocks	Includes metamorphosed sedimentary and interlayered igneous rocks that overlie the Virginia Blue Ridge, previously mapped as Wissahickon schist and Wissahickongranite gneiss.
4. Shelton Granite Gneiss	Granite gneiss, augen gneiss, and mylonite
5. Hornblende Gabbro & Gneiss; Tale	Amphibole Chlorite schist, shloritic hornblende gneiss; and some amphibolite, chloritic diorite, and hornblende diorite; and kyanite schist and kyanite quartzite
6. Catoctin Formation	Basic lava flows, schist and gneiss composed of chlorite, plagioclase, amphibole, and epidote, amygdaloidal in part; and arkose, conglomerate, phyllite
7. Greenstone Volcanics	Basic lava flows, tuff and slate commonly altered to chlorite gearing rock; and amydaloidal in part.
8. Melrose Granite	Biotite, muscovite granite and augen gneiss.
9. Limestone and Marble	Includes equivalents of Cockeysville marble and Everona limestone
10. Calvert Formation	Clay, dark gray, olive or buss, sandy, distomaceous; and sand, fine-grained, buff.
11. Granite	Biotite and muscovite granite, granodiorite, and quartz monozonite. Includes Columbia granite, and some mica schist and gneiss.

SOURCE: U.S. Department of Agriculture, Soil Conservation Service Soil Survey

SOIL ASSOCIATIONS

1. CECIL-APPLING ASSOCIATION	Deep, well drained, gently sloping to moderately steep soil, with firm dominantly clayey subsoils on uplands
2. APPLING-LOUISBURG ASSOCIATION	Deep or moderately deep, well drained to excessively drained, gently sloping to steep soils, with dominantly clayey or loamy subsoils on uplands.
3. MADISON-TALLAPOOSA ASSOCIATION	Deep to moderately deep, well drained to excessively drained, gently sloping to steep soils, with dominantly clayey or loamy subsoils on uplands.
4. MASADA-APPLING ASSOCIATION	Deep, well drained, gently sloping soils, with dominantly clayey subsoils on uplands
5. CULLEN-WILKES ASSOCIATION	Deep or moderately deep, well drained to excessively drained, gently sloping to steep soils, with dominantly clayey or loamy subsoils on uplands.
6. TATUM-MANTEO-NASON ASSOCIATION	Deep or shallow, well drained, gently sloping to steep soils, with dominantly clayey or loamy subsoils on uplands.
7. GEORGEVILLE-TATUM ASSOCIATION	Deep, well drained, gently sloping soils, with moderately steep soils, with dominantly clayey subsoils on uplands
8. MAYODAN-PENN WHITE STORE ASSOCIATION	Deep to moderately deep, well drained to somewhat poorly drained, nearly level to moderately steep soils, with dominantly clayey or loamy subsoils on uplands

SOURCE: U.S. Department of Agriculture, Soil Conservation Service Soil Survey

MINERAL RESOURCES

According to the Virginia Department of Mines, Minerals and Energy, there are active permits for the extraction of sand, greenstone, limestone, and marble. The crushed stone operation is the largest active commercial mineral resource. This is consistent with neighboring localities due to the geology of central Virginia. A map of mineral production areas in Virginia is included at the end of this chapter.

SLOPES AND FLOOD PLAIN AREAS

Slopes can direct and shape land development because they influence the direction and rate of water runoff, lend variety to the landscape, influence the species of vegetation and wildlife, affect the formation of soils, and affect the type and expense of urban development.

Very steep slopes in Campbell County are found in the northern (Candler and Long Mountain) and eastern (Red Oak Mountain) sections. Rolling land is concentrated mainly in the central and western section of the County. Level land is located in the northwest and southern sections. Very steep slopes (more than 20%) tend to cause rapid water runoff with very little water being retained by the soil. This runoff gradually erodes the soil layers until shallow soils eventually develop. Shallow soils are usually unstable for foundations and have high water tables.

As discussed in the previous section, geological constraints present development problems. Very steep slopes also preclude high-density urban development. Severe slopes can be offset only through costly reclamation and intensive maintenance, such as extensive grading and erosion control methods. The land in this category can best be used for outdoor recreation, wildlife management, watershed protection, and forest uses. Vegetation and wildlife in such areas consists of species that thrive on dry soil conditions.

Gently rolling to rolling slopes (5% to 20%) tend to have moderate water runoff and, therefore, are better able to retain water in the soil than are steep slopes. The soil does not erode as quickly, resulting in deeper soils. Deeper soils generally create a firmer foundation for urban-type development.

Rolling land is better suited for agricultural, residential, commercial, and most types of industrial uses not requiring extensive amounts of level ground. Slope limitations can be overcome through planning, design, or special maintenance.

Moderate slopes and their associated soils are conducive to both urban and agricultural land uses. As a result, conflicts frequently arise over which type of land use will prevail in moderately sloping areas. Priorities must be established for areas with such slopes in order to minimize these potential conflicts.

Level land (slopes less than 5%) has development potentials similar to those described for rolling slopes. Extremely flat land may, however, have drainage problems that result in flooding. This flooding may cause the soil to become unstable. Level land presents no slope limitations on development except for those areas subject to frequent flooding. To overcome such problems, grading may be required to ensure proper drainage. Vegetation and wildlife in these areas would be limited to moisture-loving species.

FLOOD PLAINS

Flood plains are areas adjoining a river, stream, watercourse, lake or a standing body of water that have been or may be flooded with water. Introducing any type of development in flood-prone areas is hazardous, and use should be severely restricted.

Certain areas of Campbell County along major streams, creeks, and rivers have been designated flood hazard areas by the Federal Emergency Management Agency (FEMA). The flood plain areas in the County have been delineated on maps drawn by FEMA to assist in land use planning and flood plain utilization. The County has incorporated those maps into our geographic information system to make them more easily accessible. The major portions of the flood hazard areas are located along the James and Roanoke (Staunton) Rivers, as well as larger creeks.

WATER

Our most valuable natural resource is water, an essential element to sustain life. One of the objectives of an environmental analysis of water resources is to determine if there is an

existing water supply that will adequately serve the needs of the community. The two major sources of water are surface and ground water.

Surface Water - Surface water sources include all tributary streams and drainage basins, natural lakes and artificial reservoirs. Investigative studies must be made to determine: (1) if there is an adequate supply of water, (2) if this supply will be able to provide for anticipated growth, and (3) if the source will meet the required standards for a safe yield.

Campbell County has within its boundaries a generally good supply of surface water; however the supply is influenced by extreme weather conditions. The James River, which forms the northern boundary of the County, had an average flow of 1,631 million gallons per day (MGD) in 2017. Its headwaters are in the Allegheny Plateau, from which it flows eastward to the Chesapeake Bay. Surface water flowing from the northern third of the County enters the James River through Blackwater, Opossum and Beaver Creeks. These three creeks, together with many smaller tributaries, comprise the major portion of the James River watershed in Campbell County. Surface water in the watersheds and tributaries from Campbell County is generally low in mineral content making it invariably soft. The water in the James River is relatively hard due to chemicals picked up by the river as it flows through other geological areas.

The southern two-thirds of Campbell County drain into the Roanoke (Staunton) River. The Roanoke (Staunton) River had an average flow at Altavista of 921 million gallons per day (MGD) in 2017. Surface water flows to the river through the Otter, Seneca, and Falling Rivers. The water flowing through the three major rivers and their tributaries to the Roanoke (Staunton) River is generally very soft. Prior to reaching Campbell County, the Roanoke River, like the James, flows through other geological areas where it becomes relatively hard.

Groundwater - Groundwater is that water which is naturally found below the surface of the earth, either in the soil - in the zone of saturation - or flowing in underground streams and reservoirs. While 95% of the nation's available fresh water is groundwater and 80% of public water systems use groundwater as their source, surface water sources actually supply a far greater number of people. This is because systems such as Hampton Roads and New York have developed large reservoirs, supplying more concentrated populations.

Groundwater is available in most areas but at varying depths. The farther down the source, the more costly it is to drill wells. Although reaching the depth of a suitable groundwater source can involve extensive drilling, the potential of groundwater as a primary source of supply will become increasingly important for future development. As population increases, the surface water quality will continue to deteriorate through reuse and abuse, depleting the surface water supply. Increased protection measures for groundwater and surface water should be considered.

Igneous and metamorphic rocks underlie all of Campbell County except for a narrow belt of sedimentary rocks between Spring Hill and Long Island. The bedrock is covered by a zone of soil and partially weathered rock that is 20 to 90 feet thick in most places. Large diameter wells dug or bored into this zone for farm and domestic water supplies usually terminate a few feet below the water table. Although these shallow wells often store several hundred gallons of water, the rate of recharge is usually less than 5 gallons per minute. The water from this near-surface zone is generally of good chemical quality. Fine-grained sediment from the overburden, contamination from nearby unsanitary sources, and water-table fluctuations that periodically cause decreased yields are the principal problems with these wells.

Most of the recorded wells in the County today are six inches in diameter and range from 25 to 614 feet in depth. Although in almost 80% of these wells sufficient water is reported to have been encountered between 70 and 230 feet below ground surface, more than two-thirds of the recorded wells have yielded less than 15 gallons per minute. These wells, however, together with the few pump tests performed to determine maximum yields, probably do not indicate the true groundwater potential in most areas.

It is likely that yields larger than the current average can be obtained from wells of proper depth drilled at selected sites or from specially constructed wells in thick flood plain deposits at places along the James and Roanoke Rivers. Flood plain areas generally have a higher water table. Thus wells in this area are able to tap into a larger source.

FORESTRY

Campbell County has a relatively active role in forestry in terms of the volume of lumber harvested and the value of the trees involved. The Virginia Department of Forestry reports

that in fiscal year 2018, Campbell County produced 11,519,330 board feet of pine lumber and 18,035,830 board feet of hardwood lumber. The combined stumpage value of the trees was \$7,836,161. This places the County in the top half of all lumber producing localities in the state. A forest land assessment map from the Department of Forestry is included at the end of this chapter. It shows major land use types including agriculture and rural forests in each of the area localities. The desire to preserve land for forestry is discussed in Chapter 4.

AGRICULTURE - FOOD AND FIBER PRODUCTION

The Virginia Agricultural Statistical Service and the U. S. Department of Agriculture report that Campbell County ranked in the top twenty Virginia producers in two of the livestock-related agricultural statistical categories in calendar year 2017. The County ranked seventeenth in all cattle and calves and fourteenth in milk from cows.

The 2017 Census of Agriculture reported 702 farms in the County encompassing 131,716 acres, of which 26.05 percent was harvested cropland. Harvested crops accounted for \$6,524,000 in cash receipts, while livestock, poultry, and their products accounted for \$18,870,000 for a combined total \$25,398,000. Overall, Campbell County ranked 42nd among localities in market value of agricultural products sold in 2017.

The production of animal feed continues to account for the majority of cropland acreage in Campbell County. Hay was grown on 24,946 acres of land, while corn for silage was raised on 1,473 acres. Approximately 77% of all harvested cropland in the County is devoted to hay or silage at least some portion of the year. The desire to preserve land for agricultural uses is discussed in Chapter 4.

NATURAL ENVIRONMENT PLAN

Campbell County lies in the foothills of the Blue Ridge Mountains. Bordered on the north by the James River and on the south by the Staunton (Roanoke) River, the County is comprised of rolling hills and mountain streams that create a very scenic landscape. Water and air quality within the County are both at exceptionally good levels. All efforts should be taken to retain and enhance this level of quality.

Challenges do exist in the local natural environment. The rolling topography and many streams make some areas prone to flooding. Building in these areas should be avoided. The Smith Mountain and Leesville dams built upstream by Appalachian Power Company in the 1960's now control flooding along the Staunton River.

There are also concerns regarding the lack of groundwater in certain parts of Campbell County. Many wells have gone dry in the area between Sunburst Road and Evington. Recent drought conditions have made this problem worse and have exposed similar problems in other areas. The availability of groundwater or public water should be a factor in future development decisions throughout Campbell County.

The makeup of the soil and rock formations allows for fairly easy and cost efficient construction projects in the vast majority of Campbell County. However, building activities in flood plains, on steep slopes and in excessively rocky areas will be more expensive.

The County should closely monitor commercial development, ensuring that forestlands are protected while also attempting to avoid unsightly development that detracts from the natural, physical beauty of the landscape.

ENVIRONMENTAL CONTROL STRATEGIES

The following policies are intended to preserve or enhance the natural environment of Campbell County:

1. Acquire and/or protect future multi-purpose water resource sites.
2. Protect groundwater resources by discouraging concentrated development in areas of likely septic system failure or where groundwater may be depleted.
3. Increase public awareness of policies and practices that will enhance erosion and sedimentation control, storm water management and reduce runoff from chemical agents into local water sources, wetlands or watersheds.

4. Encourage use of water conservation devices and practices in homes, businesses and industry.
5. Encourage non-polluting industries to locate in Campbell County.
6. Discourage development in areas of excessive slopes.
7. Encourage the return of flood plains, where appropriate, to their natural state or to uses that will not increase flood levels or pose other dangers to life or property.
8. Discourage development in areas of good habitat for game animals.
9. Discourage destruction of desirable indigenous trees, ground cover or other vegetation.
10. Encourage the proliferation of desirable trees.
11. Utilize forestlands both as open space and as a renewable natural resource.
12. Increase public education programs that combat littering and increase recycling efforts.
13. Implement the environmental policy adopted for Campbell County government (see below).

CAMPBELL COUNTY ENVIRONMENTAL POLICY

(Adopted August 19, 2002)

Understanding the need to be good stewards, Campbell County is committed to preserve and protect the environment while providing first class local government services to our citizens, employees and visitors. To demonstrate its commitment, the local government of Campbell County will:

1. Comply with all applicable environmental legislation, State and Federal regulation, internal requirements, and local standards.
2. Educate and train our County employees for improved environmental performance and increased awareness of environmental issues.
3. Continue to review and modify our methods of operation to the latest accepted industry standards to prevent pollution.
4. Continue to improve our environmental management system and make it an integral part of our standard business practices.
5. Set and periodically review environmental objectives and targets.
6. Identify and implement methods to reduce the generation of solid and hazardous waste; and
7. Encourage and increase citizen awareness and involvement in efforts to protect the environment.

This commitment to protect the environment is required of all County employees.

On June 16, 2008 the Board adopted official energy savings strategies and supported staff efforts to continue developing additional energy saving measures. The following strategies are included:

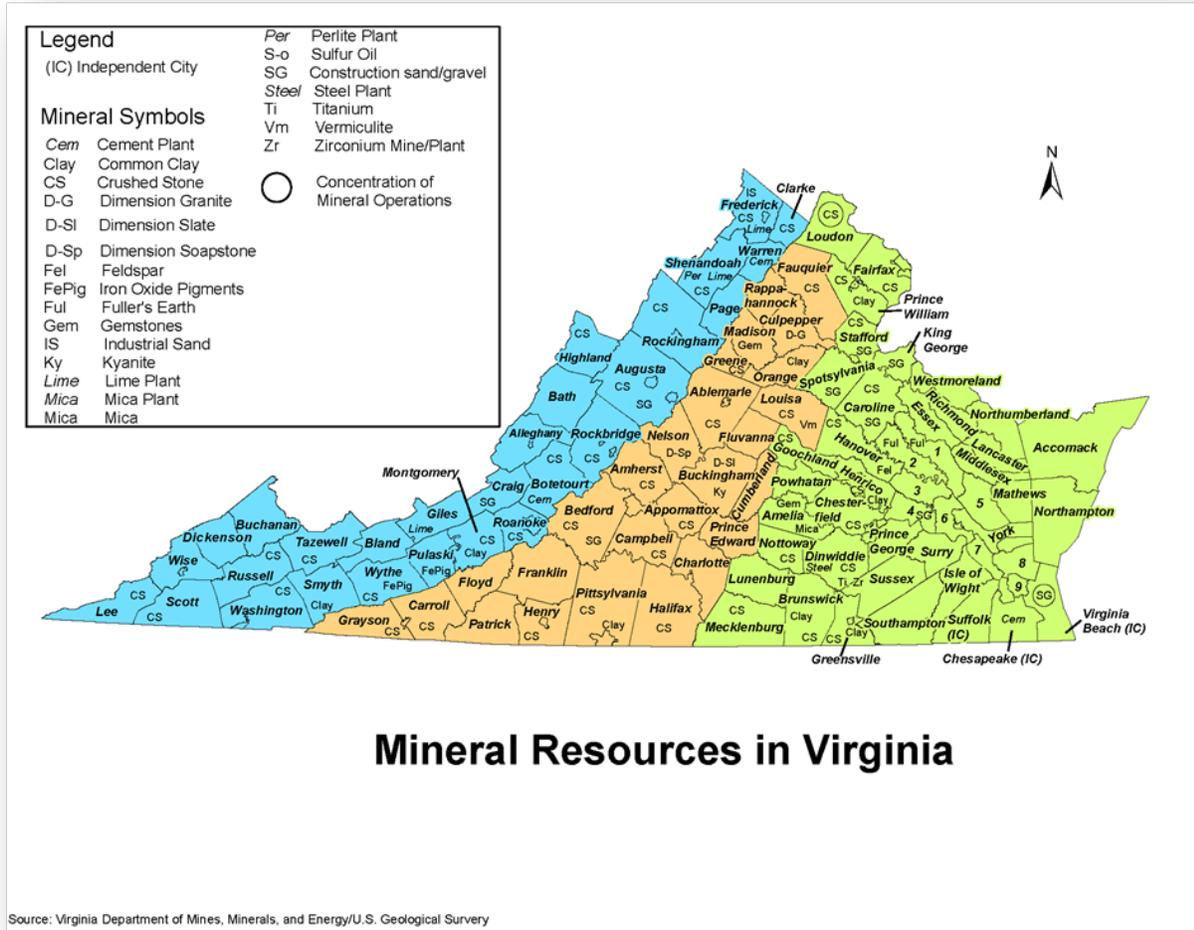
1. Work with the Virginia and National Association of Counties (VACo and NACo) to explore the *Cool Communities* and *Go Green* initiatives that can be implemented locally;
2. Implement Low Energy Environmental Design (LEED) strategies in new building engineering;
3. Require teleconferencing and/or video conferencing instead of travel when possible;

4. Don't travel if not necessary. When it is, plan and combine trips;
5. Carpool as possible when travel is required;
6. Turn off lights when rooms are not in use;
7. Maintain heat levels in winter at or below 70 degrees - encourage appropriate dress;
8. Maintain cooling levels in summer at or above 74 degrees - encourage appropriate dress;
9. Continue with upgrades to more efficient HVAC systems that utilize computer controlled thermostats and setback temperatures during non-working hours;
10. Eliminate the use of space heaters - encourage appropriate dress;
11. Maintain ongoing light replacement program to replace older lighting with more energy efficient lighting while still providing appropriate lighting levels;
12. Encourage maximum use of facility energy by encouraging office sharing, flex time, and telecommuting when it does not affect customer service;
13. Continuous evaluation of County and School take home vehicle policy;
14. Ongoing review of fleet operations best practices to reduce fuel utilization. For example, maximize bus routing to reduce miles driven, have law enforcement park vehicles for 30 minutes per day in a visible location with motor off, combining inspections; etc.
15. When traveling and gas purchase is required to get back only purchase gas necessary to return and then fill up at the County tanks.

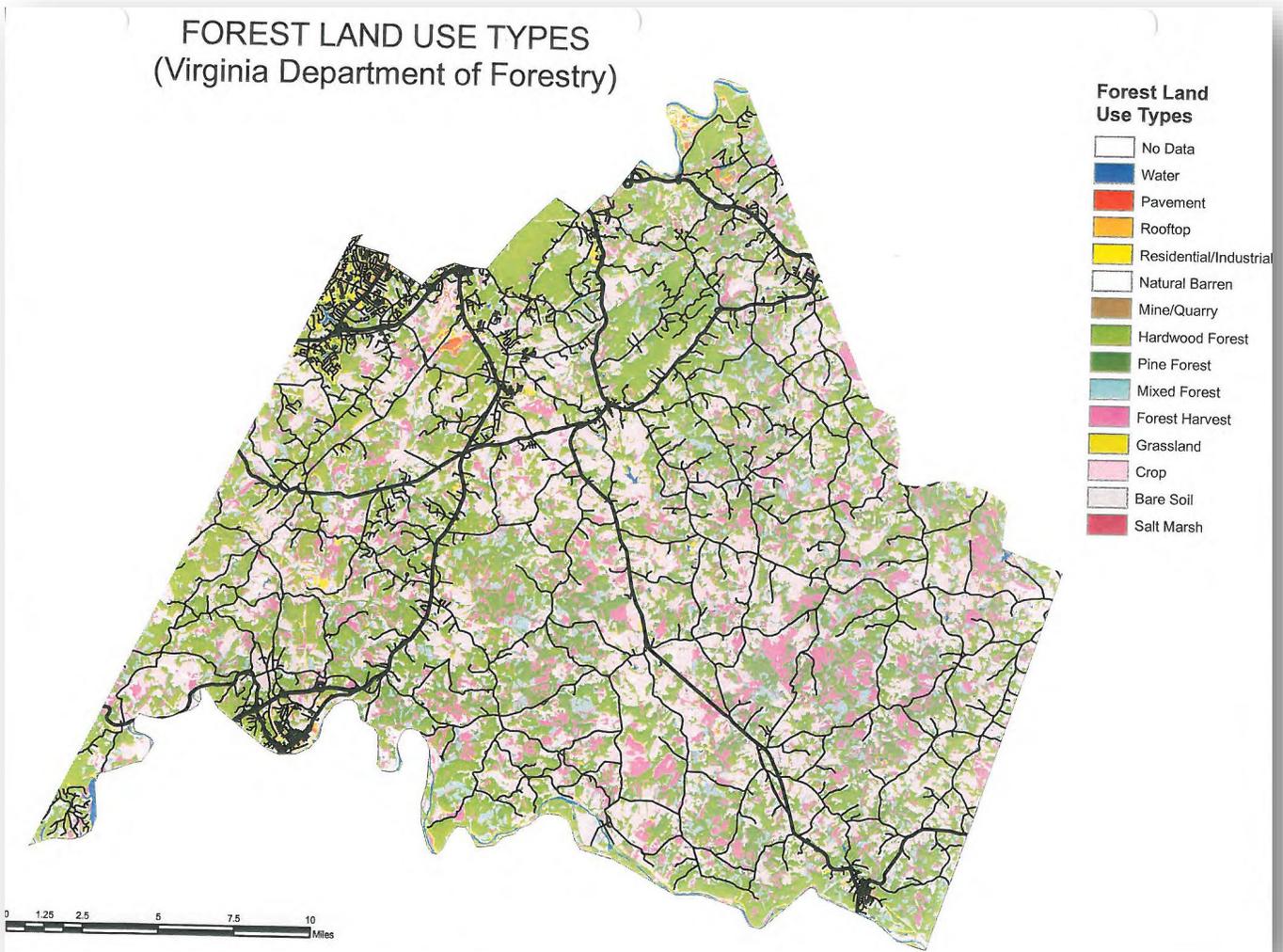
SUMMARY

Campbell County's natural environment is a valuable asset that contributes to the quality of life enjoyed by local residents. With a good supply of surface water, pleasant climate, and a topography that is very suitable for development, Campbell County has appeal to people and businesses alike. Maintenance of the physical beauty and natural resources of the area is critical to retaining its appeal. The County must continue to pursue strategies that will protect, preserve, and enhance these positive qualities.

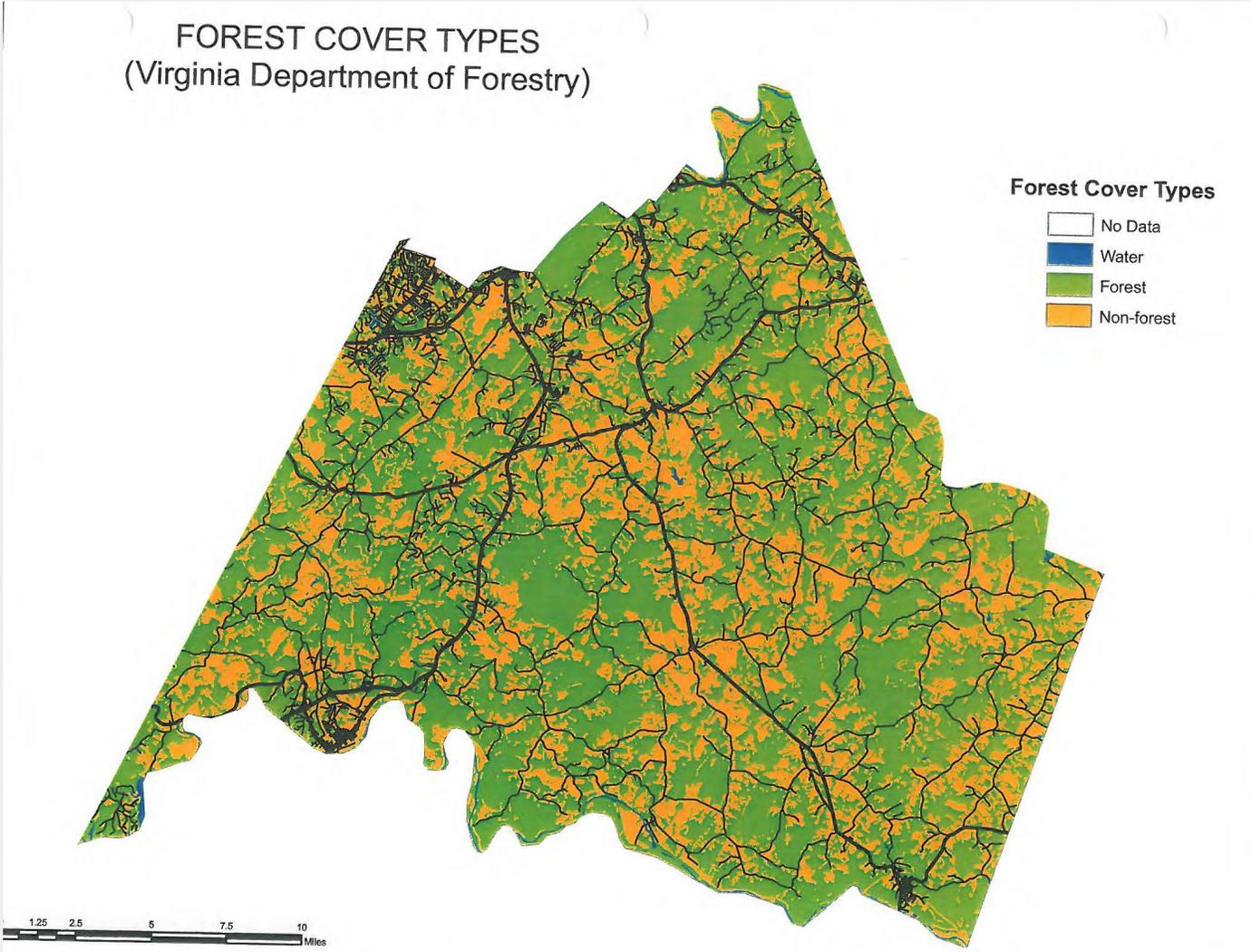
APPENDIX D: MINERAL RESOURCES



CAMPBELL COUNTY FOREST LAND USE TYPES



CAMPBELL COUNTY FOREST COVER TYPES



CHAPTER 8: HISTORIC AND CULTURAL PRESERVATION

INTRODUCTION

Local history and culture provide a context in which people understand their community. Citizens can be instilled with a sense of pride associated with their heritage, and civic pride often manifests itself in local projects. A shared understanding of the past helps communities plan for the future in a more realistic fashion, making history and culture important considerations in the Comprehensive Planning process.

Campbell County has developed a rich inventory of historical events and places since its founding in 1781. The County has much to offer residents and tourists alike. Significant historical events, cultural celebrations, and unique places can all be used to encourage tourism and foster civic pride. This chapter outlines the history and culture of the County and how it might be used to our benefit.

HISTORIC PRESERVATION GOALS AND OBJECTIVES

GOAL 1: Increase awareness of properties and structures in Campbell County that are significant from an architectural, historical or archeological perspective.

Objective 1: Support organizations concerned with historic preservation in Campbell County.

Objective 2: Encourage owners of historic properties to preserve and maintain them using all available funding sources.

Objective 3: Promote compatible land uses in the vicinity of recognized historic properties.

GOAL 2: Promote the County's history, culture and tourism

Objective 1: Encourage events and activities that celebrate local heritage.

Objective 2: Coordinate tourism activities that complement the efforts of local historical and cultural organizations.

Objective 3: Support public and private efforts to enhance awareness of the County's historical significance.

Objective 4: Work cooperatively with the Campbell County Historical Society to promote planned activities and exhibits related to the Historic Courthouse Museum in Rustburg.

HISTORIC AND CULTURAL INVENTORY

HISTORY

Campbell County was formed in 1781, the first Virginia county formed after the American Revolution. Land for the new county came as a result of the division of Bedford County, and the name was chosen in honor of General William Campbell, a hero of the battle of King's Mountain in the Revolutionary War. Originally inhabited by the Monacan Indians, the area was visited by explorers as early as 1670. The earliest settlement in Campbell County was established in about 1736 at Hat Creek by a group of Scotch-Irish pioneers from Pennsylvania.

New London, located in the northwest corner of the County, was the seat of Bedford County prior to the formation of Campbell County. The village was the scene of several important historical events, including the Hook Case. The famous orator and statesman, Patrick Henry, launched a tirade against John Hook and his New London Tory friends during the American Revolution. A substantial weapons arsenal was also located in the village of New London. Out of fear of having the weapons captured by the British and their local sympathizers, local patriots moved the arsenal to Harper's Ferry, Virginia (now West Virginia). This was the very same arsenal raided by abolitionist John Brown in 1859, just before the Civil War.

Rustburg has been the County seat since 1784, when Jeremiah Rust donated land for a courthouse. Rust donated 50 acres of his meadowland, and the village that grew up around the courthouse and jail became known as Rustburg.

The Town of Brookneal was founded in 1800 when John Brooke established a tobacco warehouse at a ferry crossing on the Staunton River. The Town was officially established by an act of the Virginia General Assembly in 1802. For many years after its founding, Brookneal was a center of agricultural activity, especially tobacco trading.

Henry L. and John E. Lane, contractors on a project to extend the Virginia Railroad along the Staunton River, founded the Town of Altavista around 1907. The Town was chartered by the General Assembly in 1912, the same year that the brothers commenced operation of the Lane Company, originators of the renowned Lane cedar chests.

When a railroad serving Altavista and Brookneal was constructed in the southern part of the County in 1907, the two towns began their development as manufacturing centers. With the rail system for transportation and the Staunton River for hydroelectric, the towns became important locations for industrial activity in the County.

Manufacturing has been an important influence on Campbell County. With its concentrations of industrial activity in Altavista and Brookneal and its proximity to the City of Lynchburg, Campbell County emerged from a predominantly agricultural area into one characterized by a strong manufacturing sector and growing residential suburbs. Recent economic shifts have led to a more diverse local economy.

The City of Lynchburg, currently 51 square miles in size with a total population of more than 80,000, began as a small Campbell County community overlooking the James River. The Lynchburg area provides the residents of Campbell and the other nearby counties with many of the employment, shopping, entertainment, health care and other opportunities available in the region.

HISTORICAL AND CULTURAL FEATURES

Campbell County's many historic and cultural features serve as points of interest for County residents and tourists alike. The features commemorate significant historical events, showcase past modes of transportation, and illustrate and preserve the richness of the County's heritage.

Campbell County is home to many properties and structures on the National Register of Historic Places and the Virginia Landmarks Register. All of the following listings are on both:

- **Altavista Downtown Historic District** - Encompasses approximately 14 acres in the heart of the Town of Altavista and includes the original commercial and governmental core.
- **Avoca** - Located in Altavista, the home site of Colonel Charles Lynch is open to the public.
- **Blenheim** - Built before 1782, this house is located on the Falling River near the tiny mill community of Mike.
- **Brookneal Historic District** - Encompasses approximately 55 acres in the commercial and residential core of the Town of Brookneal in Campbell County. Character-defining features of the district include intact residential and commercial architecture dating from the early nineteenth century through the middle twentieth century, and town lots arranged in a linear fashion along roadways that historically led to ferry and bridge crossings of the Staunton River.
- **Historic Campbell County Courthouse and Museum** - Built in 1848, it has its original courtroom ornamental ceiling. In May 2006 the Campbell County Historical Society established a museum in the Historic Courthouse in Rustburg.
- **Campbell County Training School** - Built in 1922 and expanded in the early 1930s, it is likely the only surviving four building Rosenwald training complex in Virginia.
- **Caryswood** - Built circa 1855 for the Saunders family and situated on the southwest slope of Willey's Mountain, east of Flat Creek and the village of Evington in Campbell County. The resource occupies a 15-acre tract on the north side of Colonial Highway (Virginia Route 24), and is largely buffered from its surroundings by a perimeter of mature hardwood forest.
- **Cat Rock Sluice** - Part of the Roanoke Navigational Canal, near Brookneal.
- **Federal Hill** - Located near New London, James Steptoe built it prior to 1880. Mr. Steptoe was the Clerk of Bedford County for 54 years.
- **Green Hill** - Located near Long Island on the Staunton River, Samuel Pannill built this home in 1797.
- **Mount Athos** - Includes the Robertson family cemetery and the Mount Athos slave cemetery.
- **Oak Grove** - Located on Gladys Road near Altavista, Oak Grove is an historic property with architecture dating back to the 1750s. Oak Grove remains much as it was in the time

of Philip M. Payne, the son of the original owner. Five outbuildings also survive—a smokehouse, a slave quarter, a grain shed, a hay barn, and a privy as well as the remains of a kitchen and an icehouse.

- **Shady Grove** - Located on Mollies Creek Road near Gladys, the home was built on property inherited by Spotswood Henry, son of Patrick Henry.
- **Six Mile Bridge** - Formerly used by the railroad to cross the James River near Mt. Athos.
- **Walnut Hill** - Near Lawyers Road, noted for a cemetery, farmhouse and agricultural outbuildings of the 1800s.

One historically significant site that is just outside of the County in Charlotte County is **Red Hill**. It was the last home and burial place of Patrick Henry, the famous orator, statesman, and five-time governor of Virginia. Listed as a National Historic Landmark, the site is a public shrine dedicated to the memory of Henry and his compatriots.

Other notable sites within Campbell County include:

- **Lynch Tree** - located near Wards Road on the Avoca property, the old walnut tree under which Colonel Charles Lynch and others held informal court. Tories and criminals were tried here in 1780. From this evolved the term “Lynch Law.” Tories were hung from a limb by their thumb until they cried “liberty forever” three times.
- **Nickup** - former tavern where Patrick Henry rested on trips between his homes and now is a private residence.
- **White Hall** - the 1810 plantation that still contains two original construction native stone servants’ quarters.
- **Timberlake** - an early example of a planned lake and subdivision.
- **Oxford Furnace** - Pre-Civil War iron furnace company located on Richmond Highway

The County’s communities and towns not only feature historically and culturally significant sites and structures, but these areas are also important in their own right. Many settlements were established prior to the American Revolution, including the **Hat Creek community**. Hat Creek is located six miles northeast of Brookneal and is the County’s oldest settlement.

Naruna and **Leesville** were centers of trade during this time. **Evington** was the site of a mill and a tavern providing a resting-place for travelers. The tavern later became the location of the train station. **Concord** was one of the earliest settlements and later became an important

railroad stop. The train depot was the target of a Union Cavalry raid in the Civil War. **New London** was the county seat of Bedford County before the formation of Campbell County in 1781.

Rustburg has been the seat of local government since 1784. The central government complex, together with a number of businesses, schools, and residential areas, make the village a center of activity. **Brookneal** has been an incorporated town since 1802. **Long Island** came into existence with the coming of the Virginian Railroad in 1907 and became a bustling community in the 1920's. It is now the site of a recreational park and boat landing. **Altavista** was the first planned community in the County. Founded by the Lane brothers in 1907, it has a number of popular annual events and the largest population among the area towns and villages.

In 2007 Campbell County participated in the Virginia 2007 Community Program which commemorated the 400th Anniversary of the founding of Jamestown.

Both natural and man-made water features played an integral role in the economic development and settlement patterns of the County. The **Staunton (Roanoke) River** was a critical asset to settlers in the southern portion of the County and to the towns of Altavista and Brookneal. The **Kanawha Canal** once served as a primary source of commerce and transportation along the James River in Central Virginia, while the **Cat Rock Sluice**, located near Brookneal, was part of the Roanoke Navigational Canal. Today, **Leesville Lake** is the smaller of the two lakes that make up the Smith Mountain storage and hydroelectric project. The scenic and recreational opportunities provided at Leesville Lake make it a popular destination.

HISTORIC AND CULTURAL PRESERVATION PLAN

Campbell County will continue to promote its history and culture through these strategies:

1. Discourage the destruction of properties of historical significance during highway and public utilities construction, as well as residential, commercial, and industrial development.

2. Encourage local groups to visit both the Historic Courthouse Museum in Rustburg and the New London Museum in Evington and assist in promoting their ongoing events, exhibits and activities.

3. Promote local history and tourism through the Department of Economic Development.

SUMMARY

Campbell County residents have opportunities to study and celebrate their heritage. The County hopes to increase the awareness of available resources and also protect and enhance them through the policies and strategies presented in this chapter. In addition, it is hoped that additional opportunities will be developed that will promote a greater understanding of local history and culture. These opportunities will not only serve local residents, but also attract visitors interested in sampling the rich and diverse heritage of Campbell County.

CHAPTER 9: TRANSPORTATION SYSTEMS AND FACILITIES

INTRODUCTION

Development and land use patterns directly influence the demand on transportation systems and facilities. As communities expand, the need for improved transportation services grows. Likewise, an effective and efficient transportation system encourages community growth. The primary purpose of all transportation systems is to provide an unimpeded flow of people, goods and services to and from all areas.

The Campbell County Board of Supervisors works with the Virginia Department of Transportation (VDOT) and other regional organizations to prioritize projects and make recommendations for all transportation needs. Along with nine other Piedmont Virginia counties, Campbell County is served by the VDOT Lynchburg Construction District. VDOT's Appomattox Residency provides localized support to Campbell, Appomattox, Amherst, and Nelson Counties. The Central Virginia Metropolitan Planning Organization (MPO) includes Lynchburg and the urbanized areas of Campbell, Amherst and Bedford counties. Campbell County officials actively participate in the MPO as well as other transportation planning projects administered through Virginia's Region 2000 Local Government Council (Planning District Commission #11). Campbell County is also an active member of the U.S. Route 501 Regional Coalition.

The Code of Virginia requires the planning commission of every locality to prepare a comprehensive plan for consideration by the governing body and for the governing body of every locality to adopt a comprehensive plan. Localities must review their comprehensive plan and associated transportation plan at least every five years, pursuant to §15.2-2230 of the Code, to determine whether it needs to be updated. The comprehensive plan must include a specific section dedicated to transportation planning or reference a separate document that serves as the community's transportation plan (§15.2-2223).¹ The

¹ Chapter 527 of the 2006 Acts of Assembly added § 15.2-2222.1 to state law and directed VDOT to promulgate regulations to carry out the provisions of the statute. It now requires localities to submit comprehensive plans, plan amendments, and traffic impact analyses on certain rezoning proposals that will substantially affect transportation on state highways to VDOT for review and comment.

comprehensive plan, therefore, provides policy guidance and criteria for making both land use and transportation decisions and recommendations. This section of Campbell County's comprehensive plan is intended to meet the requirements of Chapter 527 of the 2006 Acts of Assembly.

In 2014, the Virginia General Assembly unanimously adopted SMART SCALE, which directed the Commonwealth Transportation Board to develop a statewide prioritization process for construction funds beginning in the Fiscal Year 2017-2022 Six Year Improvement Program. Projects must demonstrate that they meet a capacity need identified in VTrans2040 (the statewide long range transportation plan) for one of the following:

- Corridor of statewide significance
- Regional networks
- Improvements to promote urban development areas

Factors used in the evaluation of projects will include congestion mitigation, economic development, accessibility, safety, and environmental quality (these factors may be weighted differently in different VDOT Construction Districts). This prioritization process will not apply to certain activities like bridge and pavement reconstruction or repair, but will have an impact on many other types of projects.

EXISTING TRANSPORTATION SYSTEMS AND FACILITIES

ROADWAYS AND HIGHWAYS

The majority of our citizens use the County roadway system every day. Primary roads, secondary roads and those roadways listed in the National Highway System (NHS) make up our transportation network and provide access throughout the County.

The Virginia Department of Transportation (VDOT) is responsible for planning, constructing, maintaining and improving Campbell County's highways. Campbell County officials cooperate with VDOT to develop a six-year plan to guide County secondary road improvements.

Campbell County Total Road Mileage (2019)*	
Road Class	Mileage
Limited Access Highway	20.37
Local Main Arteries	143.39
US and VA Primary Highways	127.99
Local Secondaries	785.96
Ramps	15.55
Total Mileage	1,093.27
*VGIN quarterly road centerline data, 7/23/2019	

NATIONAL HIGHWAY SYSTEM (NHS)

The NHS includes all roads considered important to the security, economy and general welfare of the United States. NHS roadways may be Interstate or other primary highways. The Campbell County highways included in the NHS are:

- **U.S. Route 29 (Wards Road)** - A multi-lane divided highway running south to Altavista and north to Lynchburg (approximately 21 miles). It is the most used north-south highway in Central Virginia.
- **U.S. Route 460 (Richmond Highway/Lynchburg Highway)** - A multi-lane, divided highway extending west from Lynchburg to Bedford County and east from Lynchburg to Appomattox County. Approximately 16 miles of Route 460 are in Campbell County. It is the most used east-west highway in Central Virginia.

OTHER PRIMARY HIGHWAYS

Primary highways are either divided highways or two-and-three lane undivided highways allowing uncontrolled access. Primary highways are designed for both “through” and local traffic. As of August 2014, VDOT reported 150.3 miles of primary roads in Campbell County, including:

- **US Route 501 (Brookneal Highway/Campbell Highway)** - a multi-lane divided highway and two-lane highway running south from Lynchburg to Halifax County (approximately 28 miles). It remains an important north-south corridor linking the southeastern part of

Campbell County with other major highways. Campbell County is an active member of the US Route 501 Regional Coalition which supports all efforts to improve the safety and efficiency of this highway.

- **Virginia Route 24 (Colonial Highway/Village Highway)** - a two-lane paved roadway extending east from Bedford County to Appomattox County with approximately 23 miles total length in Campbell County. It is an important east- west travel route through the County providing access to routes 501, 460 and 29 as well as the villages of Concord, Rustburg and Evington. Campbell County supports all efforts to improve the safety and efficiency of Route 24.
- **Virginia Route 43 (Bedford Highway)** - a two-lane paved roadway running east from Bedford County approximately 10 miles to Altavista. A portion of Route 43 is designated by VDOT as a Virginia Byway which recognizes roads that lead to “scenes of natural beauty and places of historical and social significance.” Campbell County is supportive of improvements to Route 43 if they can be accomplished in an aesthetically responsible manner in keeping with the Virginia Byway designation.
- **Virginia Route 40 (Wickliffe Road)** - a two-lane paved roadway connecting Spring Grove to Woolwine through Brookneal.
- **US Route 460 Business (Timberlake Road)** - a four-lane divided highway running east from the US 460 Bypass in Campbell County to Lynchburg. It supports a significant commercial corridor in the County.

SECONDARY ROADS

Secondary roads are usually two-lane roadways with widths up to 22 feet. With over 700 miles of road surface, secondary roads provide the most access within Campbell County, especially to less developed areas. They may have a hard surface (asphalt/cement), all-weather surface (unpaved gravel), light surface (light application of gravel) or no surface treatment at all (dirt).

CORRIDORS OF STATEWIDE SIGNIFICANCE

GENESIS AND DEFINITION

What are now referred to as the “Corridors of Statewide Significance” were originally introduced as part of the VTrans2025 effort as Multimodal Investment Networks (MINs). These MINs were to be a focus of statewide investment. Eleven MINs were identified throughout the Commonwealth of Virginia and were defined as multimodal networks. It was envisioned that high priority multimodal projects within these corridors would be given increased consideration over single-mode solutions in modal plans.

The Corridors of Statewide Significance (CoSS) are broadly drawn and include other modal facilities, such as highways (e.g., I-81, I-95, U.S. 460, etc.), rail lines, transit services, port facilities, and airports. Parallel roadway facilities are also included in addition to the main Interstate or U.S. Highway (e.g., U.S. 11 along the I-81 corridor and U.S. 1 and U.S. 301 along the I-95 corridor).

House Bill 2019, adopted in 2009, requires that the long-range transportation plan sets forth an assessment of needs for all Corridors of Statewide Significance and that all modes of travel are considered. In the designation of the Corridors of Statewide Significance, the Commonwealth Transportation Board was not to be constrained by local, district, regional, or modal plans. The official definition of a CoSS was defined as thus:

“An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state.”

Criteria for identification of the CoSS were developed and applied to corridors throughout the Commonwealth. To be considered a CoSS, a corridor must meet all four criteria.

- **Multimodal:** The Corridor of Statewide Significance must involve multiple modes of travel or must be an extended freight corridor. Major freight corridors include I-81 and U.S. 460. Additional modes of travel include transit, such as Metrorail along the I-66 corridor; airports, both commercial and general aviation; freight and passenger rail; and port facilities, including the Port of Virginia in the Hampton Roads region and the Virginia Inland Port, located at the junction of I-81 and I-66.

- **Connectivity:** A corridor must connect regions, states, and/or major activity centers. I-95 is an important multi-state corridor, while others, such as U.S. 58, mostly function within the Commonwealth of Virginia. Some corridors connect cities throughout the state, such as the U.S. 29 corridor, which connects the major Northern Virginia activity center with Charlottesville, Lynchburg, and Danville.
- **High Volume:** The corridor must involve a high volume of travel. This would include all the major interstates through the Commonwealth of Virginia, as well as multiple U.S. Highways.
- **Function:** The corridor must provide a unique statewide function and/or address statewide goals.

The process identified eleven CoSS within the Commonwealth of Virginia, with five corridors mostly defined by Interstates and six corridors mostly defined by U.S. Highways. These corridors were given names separate from the highway facility route number in order to emphasize their multimodal nature. Two such corridors pass through Campbell County:

THE SEMINOLE CORRIDOR

This corridor connects the Northern Virginia region to Charlottesville, Lynchburg, and Danville, operating as a parallel option between I-95 and I-81. It runs parallel to the Bull Run Corridor within Northern Virginia, and there are multiple transit options in the Northern Virginia region. In addition, there are Norfolk Southern Crescent Corridor rail lines along the entire corridor, which also provide passenger rail service via Amtrak. There are multiple general aviation and reliever airport facilities along the corridor as well.

THE HEARTLAND CORRIDOR

This corridor connects Hampton Roads to Petersburg, Lynchburg, and Blacksburg and connects westward to West Virginia and Kentucky. It is an important freight corridor, with Norfolk Southern's Heartland Corridor running along the entire route, providing a connection between the Port of Virginia and the Midwest. In addition, there are some transit providers along the corridor along with multiple air facilities, both commercial and general aviation.

URBAN DEVELOPMENT AREAS

Campbell County contains four (4) Urban Development Areas (UDAs) spread across the county along U.S. 29. These UDAs cover a variety of uses including mixed use residential, industrial, and commercial. The Liberty Ridge UDA is located near the U.S. 29/U.S. 460 interchange and is designated as mixed use residential. The Airport Area UDA is also located along the border with Lynchburg City near the interchange and is designated for high density commercial development. The Seneca Commerce Park and Dearing Ford UDAs are located along U.S. 29 south of Lynchburg and north of Altavista. Each of these UDAs is designated for industrial and commercial development.

High density residential areas, as the Liberty Ridge UDA is designated, are characterized by residential uses on small lots or dense multi-family developments, a well-developed network of streets and highways, and availability of public utilities and other infrastructure. High density commercial areas, as the other three UDAs are designated, are characterized by a well-developed network of streets and highways, as well as the availability of public utilities and other infrastructure.

VMTP 2025 NEEDS ASSESSMENT

The VMTP 2025 Needs Assessment was completed in 2015 as part of VTrans 2040. The Needs Assessment is broken down into assessments of Corridors of Statewide Significance, Regional Networks, Urban Development Areas, and Statewide Safety.

Corridors of Statewide Significance (CoSS) are those facilities and services which comprise the multimodal network connecting major centers of activity (RNs and UDAs) and accommodate inter-city travel between these centers as well as interstate traffic. Due to the nature of such long-distance travel, the primary considerations for the assessment of needs within CoSS were mobility and safety. The two CoSS within Campbell County are the Seminole Corridor and the Heartland Corridor. A need listed for both the Seminole and Heartland Corridors within Campbell County is the need for additional flights to other destinations from Lynchburg Regional Airport. An additional need for the Heartland Corridor within Campbell County is the number of severe crashes on US 460-Business (Timberlake Road) between Tomahawk Drive and the City of Lynchburg.

Regional Networks refer to multimodal networks that facilitate intra-regional travel within urbanized areas. They fill in a gap between Corridors of Statewide Significance that serve statewide objectives, and UDAs which serve local objectives. Regional Networks was a new concept introduced in VTrans2040, and Transportation Needs for Regional Networks focused on economic competitiveness in a region and the transportation network needed to support each region's economic future. There were several findings in the assessment relating to needs in Campbell County including Route 29 modal choice and reliability, walkability in activity centers, college and university bike/ped enhancements, rural transit service, reliability of the Wards Roads corridor, Route 460 corridor reliability and modal choice, Danville to Lynchburg connections, and U.S. 501 commuter connections. The need found in each area are listed below.

Route 29 Modal Choice and Reliability

Route 29 serves key inter- and intra-regional travel markets for freight and passengers. Ensuring long term transportation reliability is paramount to regional economic success.

Walkability in Activity Centers

Improved walkable connections serve as placemaking infrastructure that attract the 21st century workforce. Enhance regional walk-ability and bikeability by making last mile connections to regional trails and key activity centers.

College and University Bike/Ped Enhancements

Improved trail and bike connections between and around Lynchburg-area colleges and University to strengthen Education sector.

Rural Transit Service

Freight and local industry sectors rely on workforces in rural areas, some with poor access to automobiles. Expansion of paratransit to connect rural workforces to activity centers is important in serving the regional economy overall.

Wards Road Area Reliability

Wards Road is a vital local connector that provides access between Lynchburg and Campbell County and connects the region to Liberty University and major retail and activity centers.

Safety and delay issues as well as periodic bottlenecks create a need for long term corridor reliability.

Rt. 460 Corridor Reliability & Modal Choice

Rt. 460/Richmond Highway Travel Time Reliability & Modal Choice Dan need for commuter connection to Appomattox to support workforce for multiple sectors.

Danville to Lynchburg Connections

The growing healthcare industry in Danville relies on workforce and transportation connections in the Lynchburg region and good reliability on Rt. 29 is needed as well as bus connections to the passenger rail service in Lynchburg.

Rt. 501 Commuter Connections

Route 501 is a key commuter corridor leading to the Rustburg activity center and Campbell County workforce in the south, and to the Big Island activity center in the north. Freight traffic and commuting patterns create a need for long term travel time reliability to support the knowledge and local economic sectors for workforce travel and freight reliability.

The Urban Development Area refers to the needs within and surrounding the County's four UDAs. The needs identified in the assessment include the internal and external UDA needs of roadway capacity and infrastructure, safety features, off-street parking capacity, intersection design or other improvements, signage/wayfinding, and improvements to the natural environment as well as the internal UDA need of pedestrian infrastructure.

The VTRANS statewide safety needs assessment consists of identifying the top intersections and segments identified based on Potential for Safety Improvement (PSI), within each construction district. A PSI score is the number of crashes minus the predicted for that type of intersection or roadway and the traffic volumes. A map showing these intersections and segments is included in the appendix to this chapter.

CLASSIFICATION OF ROADWAYS

All roadways in Virginia are classified by the geographic area that they serve, as well as their purpose and traffic volume. Most roadways in Campbell County are classified as being local

roads, but the county is also home to a number of rural and urban collectors and arterials. Definitions of these classifications are provided below.

Interstates - Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Since their inception in the 1950's, the Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation. There are no Interstates in Campbell County.

Other Freeways & Expressways (OFE) - Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms 'freeway' and 'expressway', for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them. Examples of this road class in Campbell County are the U.S. 29 Bypass around Altavista and the U.S. 29/460 Bypass around the Lynchburg area.

Other Principal Arterials (OPA) - These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways. For the most part, roadways that fall into the top three functional classification categories (Interstate, Other Freeways & Expressways and Other Principal Arterials) provide similar service in both urban and rural areas. The primary difference is that there are usually multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In contrast, an expanse of a rural area of equal size would be served by a single Arterial.

Minor Arterials (MIA) - Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity

to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

Major and Minor Collectors (MAC, MIC) - Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.

Local Roads (LOC) - Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year. Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.

TRAFFIC VOLUMES

According to 2018 VDOT estimates, the highest Annual Average Daily Traffic (AADT)² counts for Campbell County primary roads exist in the vicinity of the US 460 and US 29 interchange with 52,000 vehicles. Feeders into this major interchange, like U.S. 460 beginning at Airport Road and U.S. 29 beginning at English Tavern Road, have AADTs of 41,000 and 32,000, respectively.

Timberlake Road (U.S. 460 Business) east of Waterlick Road has an AADT of 27,000-31,000. The lowest primary road traffic volume (230 AADT) exists on VA 43 between Leesville Road (Route 682) and Bedford County. The following table shows traffic counts for all Campbell County roads classified as collectors or above.

² Annual Average Daily Traffic: The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year

**CAMPBELL COUNTY ROAD SEGMENTS CLASSIFIED AS "COLLECTORS" AND ABOVE
WITH 2016 ANNUAL AVERAGE DAILY TRAFFIC COUNTS (AADT)**

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
US 29 Bypass		US 460 Lynchburg Hwy	SCL Lynchburg	0.93	18000	OFE
US 29 Wards Rd	Altavista	Pittsylvania County Line	SR 43 Bedford Ave	0.72	13000	OFE
US 29 Wards Rd	Altavista	SR 43 Bedford Ave	SR 712 Dearing Ford Rd	3.40	14000	OFE
US 29 Wards Rd		SR 712 Dearing Ford Rd	BUS US 29 N of Altavista	0.24	14000	OFE
US 460 Lynchburg Hwy		Bus US 460	SR 678 Airport Rd	3.91	25000	OFE
US 460 Lynchburg Hwy		SR 678 Airport Rd	US 29; Bus US 29 Wards Rd	1.36	41000	OFE
US 460, US 29		Bus US 29 Wards Rd	SCL Lynchburg	0.03	52000	OFE
Bus US 29 Wards Rd		US 460 South of Lynchburg	SCL Lynchburg	0.31	26000	OPA
Bus US 460 Timberlake Rd		US 460 West of Lynchburg	SR 622 Waterlick Rd	1.94	16000	OPA
Bus US 460 Timberlake Rd		SR 622 Waterlick Rd	SR 739 Greenview Dr	1.24	27000	OPA
Bus US 460 Timberlake Rd		SR 739 Greenview Dr	SR 1520 Laxton Rd	0.14	29000	OPA
Bus US 460 Timberlake Rd		SR 1520 Laxton Rd	WCL Lynchburg	0.04	31000	OPA
US 29 Wards Rd		BUS US 29 N of Altavista	SR 696 Marysville Rd	4.24	18000	OPA
US 29 Wards Rd		SR 696 Marysville Rd	SR 24 Colonial Hwy	4.99	19000	OPA
US 29 Wards Rd		SR 24 Colonial Hwy	SR 738 English Tavern Rd	4.58	20000	OPA
US 29 Wards Rd		SR 738 English Tavern Rd	US 460 Lynchburg Hwy; Bus US 29	1.84	32000	OPA
US 460 Lynchburg Hwy		Bedford County Line	Bus US 460	1.37	24000	OPA
US 460 Richmond Hwy		ECL Lynchburg	SR 726 Mount Athos Rd	1.78	28000	OPA
US 460 Richmond Hwy		SR 726 Mount Athos Rd	SR 1017 Circle Dr	2.88	23000	OPA
US 460 Richmond Hwy		SR 1017 Circle Dr	SR 656 Crews Shop Rd	1.21	19000	OPA
US 460 Richmond Hwy		SR 656 Crews Shop Rd	SR 24 Village Hwy	1.42	19000	OPA
US 460, VA 24 Richmond Hwy		SR 24 Village Hwy	Appomattox County Line	0.11	18000	OPA
Bus US 29	Altavista	NCL Hurt	SR 43; Bedford Ave	0.29	5200	MIA
Bus US 29	Altavista	SR 43; Bedford Ave	Pittsylvania Ave	0.34	6200	MIA
Bus US 29	Altavista	Pittsylvania Ave	Amherst Ave	0.30	9600	MIA
Bus US 29	Altavista	Amherst Ave	Wood Lane	0.49	9700	MIA
Bus US 29	Altavista	Wood Lane	Lynch Mill Rd	0.64	11000	MIA
Bus US 29	Altavista	Lynch Mill Rd	NCL Altavista	1.36	7400	MIA
Bus US 29		NCL Altavista	US 29, 15-712	0.17	7400	MIA
US 501, VA 40 Lusardi Dr		Halifax County Line	SCL Brookneal	0.09	4900	MIA
US 501, VA 40 Lusardi Dr	Brookneal	SCL Brookneal	SR 40 Wickliffe Ave	0.76	4900	MIA
US 501 Lynchburg Ave	Brookneal	SR 40 Wickliffe Ave	NCL Brookneal	1.52	5900	MIA
US 501 Brookneal Hwy		NCL Brookneal	SR 633 Phelps Creek Rd	1.40	5900	MIA
US 501 Brookneal Hwy		SR 633 Phelps Creek Rd	SR 917 Railview Rd	3.48	4400	MIA
US 501 Brookneal Hwy		SR 917 Railview Rd	SR 761 Long Island Rd	4.79	5500	MIA
US 501 Brookneal Hwy		SR 761 Long Island Rd	SR 24 W, Colonial Hwy	8.33	6200	MIA
US 501, VA 24 Camp. Hwy		SR 24 W, Colonial Hwy	SR 24 E, Village Hwy	0.92	9200	MIA
US 501 Campbell Hwy		SR 24 E, Village Hwy	SR 670 Sunnymeade Rd	4.15	8700	MIA
US 501 Campbell Hwy		SR 670 Sunnymeade Rd	SCL Lynchburg	2.82	9400	MIA
VA 24 Colonial Hwy		Bedford County Line	SR 811 Near Evington	2.06	330	MIA
VA 24 Colonial Hwy		SR 811 Near Evington	US 29	6.68	1300	MIA
ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS

VA 24 Colonial Hwy		US 29	US 501 SW of Rustburg	4.32	3300	MIA
VA 24 Village Hwy		US 501 SW of Rustburg	656 Crews Shop Rd; Plum Br. Rd	6.38	4200	MIA
VA 24 Village Hwy		656 Crews Shop Rd; Plum Br. Rd	W US 460	3.16	3900	MIA
VA 40 Wickliffe Ave	Brookneal	US 501 Lynchburg Ave; Lusardi Dr	ECL Brookneal	0.87	2400	MIA
VA 40 Wickliffe Ave		ECL Brookneal	SR 605 Swinging Bridge Rd	1.97	2400	MIA
VA 40 Wickliffe Ave		SR 605 Swinging Bridge Rd	Charlotte County Line	2.15	1600	MIA
VA 43 Bedford Hwy	Altavista	Main Street	Myrtle Lane	0.49	4600	MIA
VA 43 Bedford Hwy	Altavista	Myrtle Lane	Broad Street	0.50	4300	MIA
VA 43 Bedford Hwy	Altavista	Broad Street	WCL Altavista	0.59	4000	MIA
SR 622 Waterlick Rd		Bedford County Line	SR 1520 Rainbow Forest Dr	1.12	12000	MIA
SR 622 Waterlick Rd		SR 1520 Rainbow Forest Dr	Bus US 460	0.27	14000	MIA
SR 678 Airport Rd		ECL Lynchburg	US 460	0.34	15000	MIA
SR 1520 Laxton Rd		SR 1551 Kenwood Dr	Bus US 460	0.79	12000	MIA
Avondale Dr	Altavista	Lola Ave Ext	Frazier Rd	0.17	2100	MAC
Clarion Rd	Altavista	Lynch Mill Rd	NCL Altavista	0.77	4300	MAC
Frazier Rd	Altavista	Avondale Dr	Lola Ave	0.09	1900	MAC
Frazier Rd	Altavista	Lola Ave	Lynch Mill Rd	0.62	2800	MAC
Lola Ave	Altavista	Bus US 29 Main St	7th Street	0.07	2700	MAC
Lola Ave	Altavista	7th St	11th St	0.36	2900	MAC
Lola Ave	Altavista	11th St	Avondale Dr	0.13	3300	MAC
Lynch Mill Rd	Altavista	NCL Altavista	Frazier Rd	0.40	3700	MAC
Lynch Mill Rd	Altavista	Frazier Rd	Clairon Rd	0.49	3800	MAC
Lynch Mill Rd	Altavista	Clarion Rd	Main St	0.30	5200	MAC
Pittsylvania Ave	Altavista	SCL Altavista	Main St	0.42	6700	MAC
VA 43 Bedford Hwy		WCL Altavista	SR 628 Bishop Creek Rd	1.79	3200	MAC
VA 43 Bedford Hwy		SR 628 Bishop Creek Rd	SR 682 Leesville	4.69	760	MAC
VA 43 Bedford Hwy		SR 682 Leesville	Bedford County Line	1.26	230	MAC
SR 600 Sugar Hill Rd		SR 40 Mid	SR 618 S, Robin Rd	1.87	800	MAC
SR 600 Sugar Hill Rd		SR 618 S, Robin Rd	SR 756 Red Bottom Rd	2.17	510	MAC
SR 600 Sugar Hill Rd		SR 756 Red Bottom Rd	SR 601 Juniper Cliff Rd	3.41	440	MAC
SR 600 Sugar Hill Rd		SR 601 Juniper Cliff Rd	Charlotte County Line	0.78	470	MAC
SR 600 Sugar Hill Rd		Charlotte County Line	19-615 Lawyers Rd	1.2	520	MAC
SR 605 Swinging Br. Rd		US 501 Brookneal Hwy	SR 601 W, Juniper Cliff Rd	2.87	1000	MAC
SR 605 Swinging Br. Rd		SR 601 W, Juniper Cliff Rd	SR 40 Wickliffe Ave	2.34	930	MAC
SR 609 Stage Rd		SR 726 Mt Athos Rd	SR 659 Cabin Field Rd	0.86	1500	MAC
SR 609 Stage Rd		SR 659 Cabin Field Rd	SR 607 Columbus Rd	3.23	980	MAC
SR 609 Stage Rd		Appomattox County Line	Campbell County Line; SR 607	1.10	710	MAC
SR 615 Red House Rd		SR 24 Village Hwy	SR 606 New Chapel Rd	3.36	3700	MAC
SR 615 Red House Rd		SR 606 New Chapel Rd	SR 607 Winfall Rd	1.83	2300	MAC
SR 615 Red House Rd		SR 607 Winfall Rd	SR 651 Bear Creek Rd	2.17	1400	MAC
SR 615 Red House Rd		SR 651 Bear Creek Rd	SR 648 E, Suck Creek Rd	2.70	930	MAC
SR 615 Red House Rd		SR 648 E, Suck Creek Rd	SR 834 Bull Hill Rd	5.04	910	MAC
SR 615 Red House Rd		SR 834 Bull Hill Rd	Charlotte County Line	3.17	480	MAC
SR 622 Depot Rd		SR 738 N, English Tavern Rd	US 501, SR 24 Campbell Hwy	3.78	670	MAC

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
SR 622 Leland Rd		US 29 S, Wards Rd	SR 738 S, English Tavern Rd	0.21	1100	MAC
SR 622 Lynbrook Rd		SR 683 Lawyers Rd	0.08 ME SR 683	0.08	3900	MAC
SR 622 Lynbrook Rd		0.08 ME SR 683	US 29 N, Wards Rd	2.45	3100	MAC
SR 622 Waterlick Rd		Bus US 460	SR 682 Leesville Rd	0.93	11000	MAC
SR 622 Waterlick Rd		SR 682 Leesville Rd	SR 683 N, Lawyers Rd	2.24	5600	MAC
SR 623 Town Fork Rd		SR 682 Leesville Rd	SR 625 Austin Mill Rd	1.70	560	MAC
SR 623 Town Fork Rd		SR 625 Austin Mill Rd	SR 858 E, Alum Springs Rd	1.20	1300	MAC
SR 626 Goodman Cross. Rd		SR 682 S; Johnson Creek Rd	SR 714 Lynch Mill Rd	3.87	2200	MAC
SR 628 Bishop Creek Rd		Bedford County Line	SR 682 Leesville Rd	0.97	1300	MAC
SR 628 Bishop Creek Rd		SR 682 Leesville Rd	SR 43 Bedford Hwy	3.17	1300	MAC
SR 635 Flynn St		SR 761 N, Long Island Rd	US 501 Brookneal Hwy	0.44	920	MAC
SR 646 Doss Rd		SR 24 Village Hwy	SR 656 Crews Shop Rd	2.03	1600	MAC
SR 646 Spring Mill Rd		SR 604 Promise Land Rd	SR 606 New Chapel Rd	0.39	540	MAC
SR 646 Spring Mill Rd		SR 606 New Chapel Rd	SR 24 Village Hwy	7.54	1200	MAC
SR 648 Suck Creek Rd		SR 652 Pigeon Run Rd	SR 615 S, Red House Rd	0.80	240	MAC
SR 652 Pigeon Run Rd		501 Brknl Hwy; 761 Long Isl. Rd	SR 651 Bear Creek Rd	3.30	420	MAC
SR 652 Pigeon Run Rd		SR 651 Bear Creek Rd	SR 648 Suck Creek Rd	2.90	180	MAC
SR 656 Crews Shop Rd		SR 646 Doss Rd	US 460 Lynchburg Hwy	0.10	3200	MAC
SR 670 Candler's Mtn Rd		SCL Lynchburg	SR 677 E, Sunnymeade Rd	2.00	3000	MAC
SR 670 Sunnymeade Rd		SR 677 E, Sunnymeade Rd	US 501 Campbell Hwy	2.82	1600	MAC
SR 677 Sunnymeade Rd		SR 738 English Tavern Rd	670 E, Sunnymeade Rd; Cdlrs Mtn Rd	1.92	2300	MAC
SR 678 Airport Rd		US 460	SR 885 Prestwood Rd	0.21	2400	MAC
SR 678 Airport Rd		SR 885 Prestwood Rd	Dead End	1.13	1600	MAC
SR 683 Lawyers Rd		SR 622 Lynbrook Rd	US 29 Wards Rd	2.05	2700	MAC
SR 685 Calohan Rd		SR 738 Greenhouse Rd	SR 24 Colonial Hwy	1.80	5600	MAC
SR 685 Wisecarver Rd		SR 24 Colonial Hwy	SR 1630 Valley Dr	0.30	4800	MAC
SR 685 Wisecarver Rd		SR 1630 Valley Dr	SR 686 Browns Mill Rd	1.40	3600	MAC
SR 686 Browns Mill Rd		SR 685 Wisecarver Rd	US 501 Brookneal Hwy	0.32	4600	MAC
SR 696 Marysville Rd		SR 699 Gladys Rd	SR 701 N, East Ferry Rd	1.91	900	MAC
SR 696 Marysville Rd		SR 701 N, East Ferry Rd	US 29 S, Wards Rd	3.18	850	MAC
SR 699 Gladys Rd		US 29 Wards Rd	SR 701 Lambs Church Rd	1.30	2300	MAC
SR 699 Gladys Rd		SR 701 Lambs Church Rd	SR 696 Marysville Rd	3.43	1800	MAC
SR 699 Gladys Rd		SR 696 Marysville Rd	SR 629 Hone Rd	1.77	1300	MAC
SR 699 Gladys Rd		SR 629 Hone Rd	SR 761 Long Island Rd	2.65	1300	MAC
SR 711 Clarion Rd		NCL Altavista	SR 712 E, Dearing Ford Rd	0.40	6600	MAC
SR 712 Dearing Ford Rd		SR 43 E, Bedford Hwy	SR 714 Lynch Mill Rd	0.69	1400	MAC
SR 712 Dearing Ford Rd		SR 714 Lynch Mill Rd	SR 711 E, Clarion Rd	1.98	1300	MAC
SR 712 Dearing Ford Rd		SR 711 E, Clarion Rd	Bus US 29 NORTH	1.33	1000	MAC
SR 712 Riverbend Rd		Bus US 29 SOUTH	SR 699 Gladys Rd	1.59	750	MAC
SR 714 Lynch Mill Rd		NCL Altavista	SR 712 Dearing Ford Rd	1.03	2500	MAC
SR 714 Lynch Mill Rd		SR 712 Dearing Ford Rd	SR 626 Goodman Crossing Rd	0.68	2300	MAC
SR 726 Mt Athos Rd		US 460	SR 609 Stage Rd	0.34	6800	MAC
SR 726 Mt Athos Rd		SR 609 Stage Rd	2.43 MN SR 609	2.43	5500	MAC
SR 738 English Tavern Rd		US 29 MID	SR 622 N, Depot Rd	0.78	3300	MAC

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
SR 738 English Tavern Rd		SR 622 N, Depot Rd	SR 680 Suburban Rd	0.43	3100	MAC
SR 738 English Tavern Rd		SR 680 Suburban Rd	US 29 N, Wards Rd	1.62	3700	MAC
SR 738 Greenhouse Rd		SR 24 Colonial Hwy	Y Int; Gap	0.13	960	MAC
SR 738 Greenhouse Rd		SR 754 Gap	0.06 MN of 05-754	0.06	810	MAC
SR 738 Greenhouse Rd		0.06 MN of 05-754	SR 685 Calohan Rd	1.54	1200	MAC
SR 738 Greenhouse Rd		SR 685 Calohan Rd	US 29 S, Wards Rd	0.12	9900	MAC
SR 761 Long Island Rd		Pittsylvania County Line	SR 633 S, Epsons Rd	1.20	650	MAC
SR 761 Long Island Rd		SR 633 S, Epsons Rd	SR 705 Covered Bridge Rd	3.15	690	MAC
SR 761 Long Island Rd		SR 705 Covered Bridge Rd	SR 699 Gladys Rd	1.97	1100	MAC
SR 761 Long Island Rd		SR 699 Gladys Rd	US 501; SR 652	1.67	2200	MAC
SR 811 Evington Rd		Bedford County Line	SR 725 Ridge Rd	2.85	690	MAC
SR 811 Ridge Rd		SR 725 Ridge Rd	SR 24 Colonial Hwy	0.11	250	MAC
SR 812 Evington Rd		SR 811 Ridge Rd	SR 24 Colonial Hwy	0.44	780	MAC
SR 858 Alum Springs Rd		Bedford County Line	SR 623 W, Turkey Foot Rd	0.50	520	MAC
SR 858 Alum Springs Rd		SR 623 W, Turkey Foot Rd	SR 1580 New London Dr	0.65	2800	MAC
SR 1580 New London Dr		SR 858 Alum Springs Rd	US 460; SR 1512 Hicks Rd	0.02	7200	MAC
T-1111 Main St	Brookneal	US 501 Lusardi Dr	T-1115; T-1138	0.23	1400	MAC
T-1111 Main St	Brookneal	T-1115; T-1138	SR 40 Wickliffe Ave	0.27	1700	MAC
7th St	Altavista	SR 43 Bedford Ave	Franklin Ave	0.43	4000	MIC
7th St	Altavista	Franklin Ave	Lola Ave	0.44	2900	MIC
7th St	Altavista	Lola Ave	Bus US 29	0.50	1900	MIC
Avondale Dr	Altavista	Frazier Rd	Ogden Rd	0.60	390	MIC
Franklin Ave	Altavista	Bus US 29 Main St	7th St	0.07	800	MIC
Ogden Rd	Altavista	Avondale Dr	Lynch Mill Rd	0.38	1100	MIC
SR 601 Juniper Cliff Rd	Brookneal	US 501 Lynchburg Ave	NCL Brookneal	0.84	220	MIC
SR 601 Juniper Cliff Rd		NCL Brookneal	SR 605 W, Swinging Bridge Rd	1.00	220	MIC
SR 603 Mud St		SR 646 Spring Mill Rd	Appomattox County Line; SR 603 Dark Leaf Rd	3.00	510	MIC
SR 605 Whipping Cr. Rd		SR 633 Epsons Rd	SR 917 Railview Rd	3.58	450	MIC
SR 605 Whipping Cr. Rd		SR 917 Railview Rd	US 501 Brookneal Hwy	0.54	410	MIC
SR 606 New Chapel Rd		SR 615 Red House Rd	Appomattox County Line	7.68	620	MIC
SR 607 Winfall Rd		US 501 S, Brookneal Hwy	SR 615 Red House Rd	3.00	340	MIC
SR 623 Turkey Foot Rd		SR 858 W, Alum Springs Rd	US 460 Lynchburg Hwy	0.20	1000	MIC
SR 623 Turkey Foot Rd		US 460 Lynchburg Hwy	Bedford County Line	0.90	2100	MIC
SR 625 Austin Mill Rd		Bedford County Line	SR 623 Town Fork Rd	1.80	510	MIC
SR 626 Johnson Mountain Rd		Bedford County Line	SR 682 Leesville Rd	3.00	690	MIC
SR 633 Epsons Rd		SR 761 S, Long Island Rd	SR 635 W, Collins Ferry Rd	3.31	100	MIC
SR 633 Epsons Rd		SR 635 W, Collins Ferry Rd	SR 605 Whipping Creek Rd	1.31	200	MIC
SR 633 Epsons Rd		SR 605 Whipping Creek Rd	SR 614 E, Mclver Ferry Rd	1.56	150	MIC
SR 633 Epsons Rd		SR 614 E, Mclver Ferry Rd	SR 613 Jennings Rd	1.59	240	MIC
SR 633 Epsons Rd		SR 613 Jennings Rd	US 501 Brookneal Hwy	0.42	450	MIC
SR 640 Mansion Bridge Rd		Pittsylvania County Line	SR 712 Riverbend Rd	1.81	690	MIC
SR 643 Lewis Ford Rd		US 501 Brookneal Hwy	SR 618 Irvindale Rd	4.43	280	MIC
SR 643 Lewis Ford Rd		SR 618 Irvindale Rd	SR 615 Red House Rd	3.90	240	MIC
SR 646 Spring Mill Rd		SR 615 Red House Rd	SR 604 Promise Lnd Rd; Bent Cr. Rd	3.93	590	MIC

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
SR 648 Three Creeks Rd		SR 643 Lewis Ford Rd	SR 652 Pigeon Run Rd	5.59	580	MIC
SR 650 Mollies Creek Rd		US 501 Brookneal Hwy	SR 615 Red House Rd	6.75	520	MIC
SR 651 Bear Creek Rd		SR 606 New Chapel Rd	SR 24 Village Hwy	4.59	600	MIC
SR 656 Crews Shop Rd		SR 24 Village Hwy	SR 646 Doss Rd	2.25	1000	MIC
SR 660 Eastbrook Rd		ECL Lynchburg	1.90 ME of ECL	1.90	690	MIC
SR 660 Oxford Furnace Rd		1.90 ME of ECL	SR 24 Village Hwy	4.57	960	MIC
SR 662 Oxford Furnace Rd		SR 660 Oxford Furnace Rd	US 460 Lynchburg Hwy	2.08	700	MIC
SR 664 Old Rustburg Rd		677 Old Rstbrg Rd; Camp Hyd. Rd	US 501 Campbell Hwy	1.25	740	MIC
SR 665 Eastbrook Rd		US 501 Campbell Hwy	SR 660 Eastbrook Rd	0.64	1700	MIC
SR 677 Camp Hydaway Rd		SR 670 W, Candler's Mtn. Rd	SR 664 Old Rustburg Rd	3.03	370	MIC
SR 677 Old Rustburg Rd		SR 664 Old Rustburg Rd	SCL Lynchburg	1.35	550	MIC
SR 680 Suburban Rd		SR 738 English Tavern Rd	US 501 N, Campbell Hwy	3.20	1400	MIC
SR 683 Lawyers Rd		SR 682 Leesville Rd	SR 622 Lynbrook Rd	5.52	1600	MIC
SR 686 Browns Mill Rd		US 29 Wards Rd	SR 751 Stone Rd	2.81	560	MIC
SR 686 Browns Mill Rd		SR 751 Stone Rd	SR 685 Wisecarver Rd	2.67	580	MIC
SR 917 Railview Rd		US 501 S, Brookneal Hwy	SR 605 Whipping Creek Rd	1.63	310	MIC
SR 917 Railview Rd		SR 605 Whipping Creek Rd	US 501 N, Brookneal Hwy	0.91	830	MIC

CRASH DATA

Crashes that result in a fatality, an injury, or property damage of at least \$1,500 are reported and documented by VDOT. The information for fatal and injury crashes from 2014 through 2016 within Campbell County is shown in the three tables below. The number of crashes ranged from 231 in 2016 to 258 in 2015. There were a total of 23 fatal crashes during those three years. There were also a variety of collision types. The most frequent crashes were fixed object - off road, rear end, and angle collisions. A map showing the location of fatal and injury crashes from 2014-2016 is included in the appendix to this chapter.

Number of Fatal and Injury Crashes per Year (2014-2018)					
	2014	2015	2016	2017	2018
# of Crashes	249	255	237	246	228

Number of Fatal and Injury Crashes (2014-2018)	
Fatal	40
Injury	1175

Number of Crashes by Collision Type (2014-2018)	
Rear End	297
Angle	321
Head On	49
Sideswipe - Same Direction	26
Sideswipe - Opposite Direction	22
Fixed Object in Road	8
Non-Collision	59
Fixed Object - Off Road	390
Deer	12
Other Animal	4
Pedestrian	17
Backed Into	2
Other	8

RAIL TRANSPORTATION

According to the Association of American Railroads, railroads “form a seamless integrated system that provides the world’s most efficient, cost-effective freight service.” Since 1990, the percentage of intercity freight moved by rail has increased from 43 percent to 47 percent.

A number of rail lines traverse Campbell County and all but the Norfolk Southern Branch line are designated “high traffic density.” Coal and scrap waste materials are the major commodities transported through Central Virginia.

Norfolk Southern Railway Company - The Norfolk Southern mainline crosses Campbell County north to south from Lynchburg to Altavista, while the east to west line parallels the southern border of the county connecting the port of Hampton Roads with the Appalachian coal region. A Norfolk Southern north- south freight line connects Brookneal with Lynchburg,

the main exchange point for switching westbound cars. Altavista is the primary exchange center for switching eastbound cars.

CSX Transportation's James River Division - serves industry and general freight customers along the James River (the northern boundary of Campbell County) including Lynchburg, Amherst County and Bedford County.

The National Railroad Passenger Corporation (Amtrak) - Passenger service within Campbell County was discontinued decades ago, and there is no prospect of this service being resurrected even though Amtrak, using the Norfolk Southern mainline, passes through the County. The Amtrak Crescent, which makes a daily trip between New York and New Orleans, may be boarded at Lynchburg. In October of 2009, additional daily Amtrak service was established in Lynchburg, extending a Northeast Regional line that can take travelers to Washington, D.C., New York, and Boston.

AIR TRANSPORTATION

Lynchburg Regional Airport and the Brookneal-Campbell County Airport provide air transportation facilities within the county. If additional services are needed, other airports in Roanoke (1 hour), Richmond (2 hours), Greensboro (2 hours), Raleigh-Durham (2 hours) and Washington, D.C. (4 hours) can usually accommodate. All regional airports except the Brookneal-Campbell County Airport offer air- freight and charter 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. As of July 2019, the facility has 12 daily arriving and departing flights provided by American Eagle Airlines. The airport has two runways; one measuring 7,100 feet in length; and the other measuring 3,387 feet. Expanding the capabilities of the airport is currently being considered as a part of long-term facility planning. Lynchburg Regional Airport also provides general aviation and air freight service.
- **Brookneal-Campbell County Airport** - Located on VA 797 north of Brookneal just off US 501 (Brookneal Highway), the airport maintains a 3,800 foot lighted runway suited for instrument approaches. It is a general aviation facility and is unattended.

- **Falwell Aviation** - A general utility airport located on US Route 460 in the City of Lynchburg. The airport supports a runway 2,950 feet in length and has lights for night landings.

TRUCKING

Trucking firms operating in Campbell County provide overnight service to markets and ports throughout the North and East. Campbell County truckers also transport goods to major markets across the United States. Carriers in Lynchburg provide additional transportation resources to area businesses and industries.

In addition to general freight carriers, many firms specialize in transporting petroleum products, pipe and steel. Also, the Norfolk Southern Railway offers “piggy-back” freight service (rail to road) from its general freight terminal.

PLANNING ASSUMPTIONS

Campbell County’s population has increased steadily over the past four decades. In 2010, the County’s population was 54,842, which represented a 7.37% increase from 2000. The majority of residents live in the northern portion of the county, and the population is most dense in the Timberlake area.

Most of the County’s employers are located along the U.S. 29 Corridor, with concentrations near Lynchburg and Altavista. Another important employment center is the Mount Athos area along U.S. 460 between Lynchburg and Concord. Several facilities are also positioned along U.S. 501 in the Brookneal area.

Future commercial, industrial, and large-scale residential development in Campbell County will likely be tied to the combined availability of transportation resources (particularly rail and highway) and utilities (including water and sewer). The Campbell County Utilities and Service Authority provides drinking water to the Timberlake area, along Route 24 (including Concord, Rustburg, and Evington) and along U.S. 29 from Lynchburg to Altavista. Water service is also provided by the towns of Brookneal and Altavista.

With a few exceptions noted in the following sections, the county's existing road infrastructure is likely to provide adequate service well into the future.

ASSESSMENT OF THE MULTI-MODAL TRANSPORTATION SYSTEM

ROADWAYS

Campbell County's multi-modal transportation system is functional, and typically performs at a level on par with other localities within the region. Generally speaking, the County's road network provides little difficulty for the average driver, but there is noticeable congestion along U.S. 29 from English Tavern Road to the Lynchburg City limits. Colonial Highway (Route 24) between Yellow Branch and Evington has been experiencing an increasing amount of heavy truck traffic as industrial activities in the area have grown.

BRIDGES

The inspection and evaluation of bridges has been an ongoing focus of VDOT, but has received particular attention in the past several years. In the 2017 update to the 2040 Rural Long-Range Transportation Plan for Region 2000, current bridge sufficiency ratings were reviewed and those structures with a general condition rating of 5 or 4 were considered to be in fair or poor condition, respectively.

CAMPBELL COUNTY GENERAL CONDITION RATINGS (Region 2000 2040 Rural Long-Range Transportation Plan)	
GENERAL CONDITION RATINGS	NUMBER OF BRIDGES
Good (6-9)	167
Fair (5)	49
Poor (4)	5

PEDESTRIAN FACILITIES

As expected, sidewalks are prevalent in the older or more densely-developed areas of the county, including Rustburg, Brookneal, Altavista, and Concord. In Rustburg, sidewalks have been constructed on both sides of Village Highway (Route 24 and U.S. 501) between Rocky Road to the south and Gold Dust Trail to the north. South of Rocky Road, the sidewalk along Village Highway continues on the east side only until it terminates at the Y-intersection of Routes 24 and U.S. 501. The placement of this sidewalk allows students to walk between Rustburg Elementary and Rustburg Middle Schools without crossing the road. On the north side of Rustburg, near Gold Dust Trail, this sidewalk on the south or east side of the road terminates, while a sidewalk on the north side of Route 24 continues east to its termination point at Red House Road. The sidewalk again switches to the south side of Village Highway, and continues eastward to Rustburg High School. Thus, students wishing to walk from Rustburg High School into the village of Rustburg must twice cross Village Highway, a Minor Arterial roadway.

BICYCLE FACILITIES

The popularity of cycling is increasing in Campbell County. The elements that make certain rural roadways attractive for bicyclists (low traffic, moderate terrain, beautiful views) can also create vehicle to bicycle conflict, particularly involving speed differential.

Currently within Campbell County, there exist very few examples of specific on-road accommodations, such as signage, marking, or specific designated lanes, designed to alert motorists to anticipate cyclists or to provide cyclists specific riding guidance. While the use of bicycles along the road network has increased somewhat, the safety for area cyclists and motorist is compromised by a combination of lack of road accommodations and limited cycling education of some motorists and cyclists. Some of these conflicts can be avoided by the use of existing (or creation of new) educational programs and materials that focus on road rules, safe behaviors, and road responsibilities of cyclists, motorists, and pedestrians.

TRANSPORTATION GOALS AND OBJECTIVES

A successful Comprehensive Plan must accommodate and adapt to the desires and values of the community. Goals and objectives are used to provide a framework for the implementation of the Comprehensive Plan. Goals describe the desired results of the Comprehensive Plan's implementation. Objectives are the specific purposes that advance action toward the goal.

Campbell County will achieve these goals and objectives by employing appropriate policies and plans, including the Zoning Ordinance. The Comprehensive Plan assists in outlining the process and strategies of implementation for advancing the general goals and more specific policies set forth by the County.

GOAL 1: Promote a safe, effective and environmentally sound transportation system throughout Campbell County.

Objective 1: Maintain and improve the primary and secondary highway systems of Campbell County.

Objective 2: Promote regional transportation improvements through coordination with adjacent localities.

Objective 3: Comply with environmental protection regulations on all roadway maintenance and improvement projects.

GOAL 2: Promote a transportation system compatible with existing and future planned land uses.

Objective 1: Ensure growth is compatible with available transportation systems.

Objective 2: Promote an interconnected network of streets to maximize safety and efficient travel in all neighborhoods.

Objective 3: Assess the need for future road improvements that would accommodate growth following major public water and sewer projects.

- Objective 4: Ensure adequate parking availability in all areas and for all uses.
- Objective 5: Coordinate with adjacent localities to provide uniformity to the extent possible in transportation systems necessary for existing and future land use patterns.

RECOMMENDATIONS

The County's transportation network provides vital community access. Maintaining the efficiency and character of these highways is of critical importance. The County should continue to evaluate all development proposals along these primary corridors to ensure that new development does not negatively impact the safety, efficiency, or aesthetics of these important routes. Maintenance and enhancement of these highways will require an ongoing partnership with the Virginia Department of Transportation and adjoining land owners.

The County's major highways, Routes 29, 460, 501, and 24, are important transportation corridors for the region. These corridors allow for the efficient movement of people and goods, and thus are critical to the County's economic health and quality of life. VDOT is responsible for the maintenance, improvement and construction of all primary and secondary highways within Campbell County. In preparation for anticipated growth and increased travel demands, we must work with VDOT to establish objectives that maximize use of existing highways, minimize potential conflicts with surrounding land uses, and optimize through traffic access. The following transportation strategies and recommendations coexist with other goals and objectives expressed in the Comprehensive Plan.

Maintaining and enhancing traffic flow within these corridors is of crucial importance to the County. Future development along these corridors should be designed to ensure that it does not impede or further restrict traffic flow. In this regard, access management is very important. In 2006, the Campbell County Board of Supervisors enacted a Transportation Corridor Overlay District "to provide for the orderly development along certain highway frontages within the County and within the development goals reflected in the Campbell County Comprehensive Plan and good zoning practice." The special zoning district is intended to maintain the long term functionality of certain primary highways, to limit access and the

number of conflict points; to promote vehicular circulation; and to promote the prevention or reduction of traffic congestion and danger in public streets. While additional districts may be created elsewhere in the County, the sole district as of the writing of this document is along U.S. 29 (Wards Road) from its intersection with State Route 699 (Gladys Road) and extending north to the Lynchburg City limits.

VDOT completed a pilot study using the Strategic Highway Research Program 2 (SHRP2) PlanWorks in 2016 for the U.S. 29 corridor from Yellow Branch to the Lynchburg City limits. A defined blended solution set was developed to address identified problems and themed solutions along the corridor. Problems were identified by crash analysis, capacity analysis, reliability analysis, and through the public involvement process. The recommended blended solution set is outlined below, with the respective VDOT planning level costs. Key improvements include median crossovers closures and modifications; turn lane extensions, new turn lanes, intersection signal improvements, restricted crossing U-turn, and new alignments / roadway modifications.

<i>Solution Element</i>	<i># Sites</i>	<i>Cost per site (2016)</i>	<i>Element Cost</i>
Closure of Median Crossovers Low Cost	2	\$10,000	\$20,000
Closure/Modification of Median Crossovers High Cost	10	\$25,000	\$250,000
Lengthen Left Turn Lane Storage & Taper	15	\$100,000	\$1,500,000
Install Left Turn Lane	8	\$225,000	\$1,800,000
Lengthen Right Turn Lane Storage & Taper	6	\$100,000	\$600,000
Install Right Turn Lane	5	\$225,000	\$1,125,000
Various Signal Improvements (Calohan Road)	1	\$10,000	\$10,000
Access Modification - Anstey Road	1	\$25,000	\$25,000
Access Modification - Realignment of Leyland Drive @ Hyland Heights Church	1	\$775,000	\$775,000
Access Modification - Realignment of Rangoon Street	1	\$50,000	\$50,000
Install RCUT Median Access Points	4	\$1,250,000	\$5,000,000
Total Estimated Cost:			\$11,155,000

Safety and traffic flow improvements along the U.S. 501 corridor are also critical to Campbell County's development. Of the nine current priorities of the 501 Coalition, seven are located within the County (see table below). Residents, government officials, business and industry leaders, and other stakeholders should continue active and vocal support of the Coalition.

<i>Priority</i>	<i>Project #</i>	<i>Project Location</i>	<i>Phase</i>	<i>Funding</i>
#1	104980	Route 633, Campbell	Construction	\$664,400.00
#2	100556	Campbell Passing Lane	Right of Way	\$640,000.00
#3	104947	Shoulder Widening Rustburg	Right of Way	\$605,000.00
#4	104949	Shoulder Widening Gladys	Right of Way	\$760,000.00
#5	105947	Shoulder Widening Rustburg	Construction	\$1,015,000.00
#6	104949	Shoulder Widening Gladys	Construction	\$1,170,000.00
#7	104946	Halifax Passing Lane	Right of Way	\$2,500,000.00
#8	104946	Halifax Passing Lane	Construction	\$12,000,000.00
#9	100556	Campbell Passing Lane	Construction	10,772,000.00

Lynbrook Road (Route 622) is an important rural major collector in the county. The section of Lynbrook Road from Lawyers Road (Route 683) to Wards Road (U.S. 29) is the one remaining section of Route 622 to be improved between Route 29 and the Campbell/Bedford County line. The purpose of this project is to improve the horizontal and vertical alignment to current design standards and to provide a wider roadway. The first phase of this project from Lawyers Road to 1.231 miles to the east has been approved and funded. The county supports efforts to complete improvements to Lynbrook Road from Lawyers Road to U.S. 29. This is a key project in the Region 2000 Comprehensive Economic Development Strategy (CEDS) and Implementation Plan.

GENERAL TRANSPORTATION STRATEGIES

1. Support US 29 Corridor safety and congestion improvement projects.
2. Support US 501 Corridor improvement projects.
3. Promote safety and efficiency improvements to primary and secondary routes.

4. Promote awareness of, and access to, a public/private transportation network for elderly, handicapped and -disadvantaged citizens, including services provided on a regional basis.
5. Promote the efficient use of existing highways by discouraging strip commercial and residential direct-access development along arterial highways through existing state and local access management regulations.
6. Increase awareness of bus, truck, air, courier and rail freight services in the region.
7. Provide pedestrian and bicycle access in areas where access is appropriate.
8. Continue active participation in regional transportation planning organizations.

PEDESTRIAN FACILITIES & BICYCLE FACILITIES

A sidewalk along the south side of Village Highway (Route 24) in Rustburg between Red House Road and Gold Dust Trail should be considered in order to provide safe pedestrian access to Rustburg High School from the village center. This sidewalk would be approximately 1,850 feet in length.

Laxton Road (Route 1520) serves as a connection between the Wyndhurst development in the City of Lynchburg and Timberlake Road (US 460 Business). There are existing sidewalks along Enterprise Drive (Route 1415) at its intersection with Laxton Road. A sidewalk along Laxton Road between Enterprise Drive and Timberlake Road should be considered to connect the existing sidewalks to the Timberlake Road corridor and to provide safe pedestrian access to Brookville High School.

Campbell County is a participant in the Region 2000 Blueways & Greenways Plan for the study and construction of bike paths and walking trails throughout the County. Campbell County supports the concepts in the Plan as bike trails have a potential benefit to the quality of life of residents.

RURAL SCENIC CORRIDORS

In 2012, the Region 2000 Local Government Council conducted a study of best practices relating to rural scenic corridors within the region. The resulting report made numerous recommendations on evaluating the scenic (visual) as well as cultural (historic) significance of

rural roadways. Within Campbell County, two corridors were recommended to be studied further and/or designated as scenic corridors. These are:

- **State Route 633 (Epsons Road), State Route 761 (Long Island Road), State Route 699 (Gladys Road)** - between U.S. 501 near Brookneal and U.S. 29 (Scenic Road) near Altavista. River views, historic homes, farmland, historic community of Long Island.
- **State Primary Route 24 (Colonial Highway)** - between Rustburg and Bedford County line. Farmland, historic homes, Evington, Flat Creek Rural Historic District (proposed).

TABLES OF RECOMMENDED MULTIMODAL IMPROVEMENTS

Below is a list of potential road and intersection improvements, a description of action, and the estimated cost (if available). The number to the left of each item is keyed to the Transportation Map. These improvements should be considered by the Virginia Department of Transportation, Central Virginia Metropolitan Planning Organization, and other bodies when crafting future plans; they should also be considered when future developments are built along roads that cannot handle an increased capacity, which may affect the level of service. Below is a list of road and intersection improvements that are reflected on the Transportation Map.

The Virginia Six Year Improvement Program (SYIP), Fiscal Years 2018-2023, identifies those projects currently being considered by VDOT or under construction. The Campbell County Board of Supervisors provides input on the inclusion of local projects in the SYIP. Virginia's current financial condition has produced a financially constrained program for road construction and improvements, with a modest number of relatively small projects in Campbell County.

#	PROJECT NAME & DESCRIPTION	EST. COST
VDOT FY 2020-25 Six Year Improvement Program (SYIP)		
1	UPC 104679- RTE 24 - CONSTRUCT ROUNDABOUT AT RTE 646	\$2,982,000
2	UPC 109590- RTE 24 - CONSTRUCT SIDEWALK AT RTE 646	\$577,000
3	UPC 104600- RTE 29 NBL - BRIDGE & APPROACHES OVER NSRR	\$17,164,000
4	UPC 114094- RTE 29 - SHOULDER WIDENING AND RUMBLE STRIPS	\$1,530,000
5	UPC 115488- RTE 29 - CONSTRUCT RCUT AT INTERSECTION OF RTE 699	\$3,087,000
6	UPC 104947- RTE 501 - SHOULDER WIDENING - RTE 607 TO RTE 655	\$2,271,000
7	UPC 104950- RTE 501 - CONSTRUCT LEFT & RIGHT TURN LANES AT RTE 633	\$2,808,000
8	UPC 111976- RTE 501 - CENTERLINE RUMBLE STRIPS	\$126,000
9	UPC 111316- RTE 29 - DYNAMIC FLASHING LIGHTS AT RTE 699 (GLADYS RD)	\$158,000
10	UPC 112854- RTE 501N PRIMARY PLANT MIX	\$327,000
11	UPC 114025- RTE 607 - RURAL RUSTIC(SURFACE TREAT NON-HARD SURFACE)	\$200,000
12	UPC 5542- RTE 622 - RECONSTRUCTION FROM RTE 683 EAST 1.227 MILES	\$11,029,000
13	UPC 82510- RTE 711 - BRIDGE & APPROACHES OVER NS RAILWAY	\$3,820,000
14	UPC 112412- RTE 882 - RURAL RUSTIC(SURFACE TREAT NON-HARD SURFACE)	\$34,000
15	UPC 114091- RTES 1520 & 9070 - CONSTRUCT SIDEWALK	\$634,000
16	UPC 108761- FR 907 (LIBERTY MTN. DR.) - EXIT RAMP & ROUNDABOUT	\$4,719,000
17	UPC 108776- MOUNTAIN VISTA DR. - RURAL ADDITION	\$175,000
18	UPC 113329- NIGHTHAWK ROAD - RURAL ADDITION	\$108,000
19	UPC 113330- CRESTHILL ROAD - RURAL ADDITION	\$269,000
20	UPC 105755- FR-907 - COMPLETE LIBERTY MTN RD & 1 ST PHASE MTN LAKE RD	\$5,129,000
21	UPC 113327- SIMONS RUN - CONSTRUCT CONNECTOR ROAD	\$2,678,000
VTrans2040 Multimodal Transportation Plan (VMTP)		
	US 460 & Route 24 / Route 608 - Improvements at intersection	\$100,000
	US 29 - Construct Regional Bikeway that parallels US 29 corridor (multi-jurisdictional)	\$64,750,000
	US 29 & Route 699 - Improve safety of intersection	\$240,000
	US 29 - SHRP Blended Solution Improvements	\$20,100,000
	US 460 Bus - Safety improvements along US 460 Bus (multi-jurisdictional)	\$3,000,000
	US 29 - US 29 Access Management Studies (multi-jurisdictional)	\$350,000
	US 460 - Access Management and Safety Improvements along US 460 (multi-jurisdictional)	\$36,000,000
	US 501 - US 501 Corridor Access Management Strategy (multi-jurisdictional)	Strategy
Central Virginia Metropolitan Planning Organization (CVMPO) 2040 Long-Range Transportation Plan (LRTP) 2015		
Financially Constrained Plan		
	Route 29 (Wards Rd) - Bridge and approach over NS RR, northbound lanes	\$10,110,000
	Route 29 (Wards Rd) - Right turn lane at Route 688 (Patterson Rd)	\$252,000
	Route 460 (Richmond Hwy) - Right turn lane at Route 752 (Mt Olivet Church Rd)	\$208,000
	Frontage Road 907 - Complete Liberty Mountain Rd and 1 st phase Mountain Lake Rd	\$5,428,000
Unconstrained (Vision) Plan		
	Route 460 Business (Timberlake Rd) at Route 622 (Waterlick Rd) - Median & turn lane improvements, add lanes	\$2,344,000
	Route 29 (Wards Rd) Route 738 (English Tavern Rd) to Terminal Dr - Access management	\$4,000,000
	Route 29 (Wards Rd) S of Route 685 (Calohan Road) to Lynchburg City Limit -Access management, traffic operations, safety improvements	\$10,000,000
	Route 29 Southern Bypass (Western Alternative) S of Route 24 to Route 460 (Richmond Highway) - New 4 lane limited access facility	\$244,951,000
	Route 29 Southern Bypass (Eastern Alternative) S of Route 24 to Route 460 (E Lynchburg Salem Turnpike) - New 4 lane limited access facility	\$363,245,000
	Route 460 (E Lynchburg Salem Turnpike) Route 622 (Waterlick Rd) to Route 501 (Campbell Ave) - Increase to 6 lanes	\$173,356,000
	Route 29 (Wards Rd) Route 685 (Calohan Rd) to Lynchburg City Limit - Widen road (rural 6 lane with median)	\$63,784,500
	Route 622 (Waterlick Rd) Bedford County Limit to Route 1520 (Rainbow Forest Dr) - Widen to 4 lanes	\$23,480,500
	Route 29 (Wards Rd) Route 24 (Colonial Hwy) to Route 685 (Calohan Rd) - Widen road (rural 6 lane with median)	\$23,486,000
	Route 622 (Waterlick Rd) US 460 Business (Timberlake Rd) to Route 682 (Leesville	\$20,889,000

	Rd) - Widen to 4 lanes	
	Route 501 (Campbell Hwy) Route 24 (Village Hwy) to Route 680 (Suburban Rd) - Widen to 4 lanes	\$27,387,500
	Route 726 (Mt. Athos Rd) Route 460 (Richmond Hwy) to Babcock and Wilcox - Upgrade existing 2 lane road	\$13,614,000
	Route 681 (Sunburst Rd) Route 460 (Richmond Hwy) to Route 622 (Waterlick Rd) - Reconstruct 2 lane roadway	\$21,736,000
	Route 682 (Leesville Rd) Lynchburg City Limits to Route 460 (Richmond Hwy) - Widen to 4 lanes	\$41,663,500
	Route 738 (English Tavern Rd) Route 29 (South Intersection) to Route 680 (Suburban Rd) - Widen to 24 feet	\$10,032,000
	Route 738 (English Tavern Rd) Route 680 (Suburban Rd) to Route 29 (North Intersection) - Widen to 24 feet	\$13,376,000
Region 2000 2040 Rural Long-Range Transportation Plan (RLRTP) (2017)		
Note: Prioritized as presented in RLRTP		
	US 29 at VA 699 (Gladys Rd) - Long-term consider rerouting truck/heavy traffic away from VA 699.	
	US 29 at VA 24 - Short-term modify clearance intervals for all approaches. Reduce speed limit northbound US 29 from 60 MPH to 45 MPH.	
	US 460 at VA 24 / VA 608 - Short-term install Do Not Enter (R5-1) signs in median east of intersection on US 460. Remove concrete island on northbound approach and graphical Keep Right (R4-7) signs; Mid-term implement Enhance Advance Warning Notification at intersection to improve intersection safety.	
	VA 711 (Clarion Rd.)/Northern City Limit Altavista to VA 712 E. - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	US 29 Bus. (Main St)/7th St to Bedford Ave - Short-term consolidate entrances along corridors. (Town of Altavista)	
	US 501 at VA 633 (Epsons Rd) - Long-term flatten horizontal curve alignment to improve sight distance.	
	VA 24 at VA 656 (Plum Branch Rd) - Long-term consider installing turn lanes on all approaches. (The appropriate turn treatment will be determined based on turning movement counts).	
	US 29/Pittsylvania Co. Line to James River - Mid-term to reduce demand and improve capacity on US 29, construct a new 4-lane divided limited access highway from US 29 south of VA 24 to US 460 west of the airport. Reconstruct US 29 as a 6-lane limited access highway from Campbell Avenue to the Madison Heights Bypass.	
	US 29 Bus./7th St to Northern City Limit Altavista - Mid-term widen to urban 4-lane roadway. (Town of Altavista)	
	US 501 (Lusardi Dr/Lynchburg Ave)/Halifax Co. Line to Northern City Limit Brookneal - Mid-term and long-term reconstruct as rural three-lane roadway. (Town of Brookneal)	
	Lynch Mill Rd at US 29 Bus. (Main St) - Long-term realign intersection with roadway widening to accommodate turn lanes on all approaches. (Town of Altavista)	
	VA 712 (Mount Herman Rd)/VA 43 E. To VA 714 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 40/US 501 to Brookneal Eastern Town Limit - Mid-term widen to urban three-lane roadway. (Town of Brookneal)	
	VA 24 at VA 646 - Short-term install Intersection Ahead signs on VA 24; Mid-term implement Enhance Advance Warning Notification at intersection to improve intersection safety.	
	VA 714 (Lynch Mill Rd)/Northern City Limit Altavista to VA 626 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	Pittsylvania Ave/US 29 Bus. (Main St) to S. Corp. Limits - Short-term widen to four-lane roadway. (Town of Altavista)	
	US 501 (Brookneal Hwy)/VA 24 W. to VA 622 - Mid-term and long-term widen to urban three-lane roadway.	
	US 29 Bus. at VA 688 (Pittsylvania Ave) - Short-term improve turn radius to accommodate truck traffic and modify lane use at intersection (no specific lane use identified yet); Mid-term implement Enhanced Advance Warning Notification at intersection to improve intersection safety; Long-term consider access management to consolidate entrances on northeast and southeast corners and in conjunction, consider redeveloping vacant lots. (Town of Altavista)	

	US 29 Bus. (Main St)/S. Corp. Limits to North End of Bridge - Short-term construct new two-lane bridge over river with multi-use trail. (Town of Altavista)	
	US 501 (Lynchburg Ave./Brookneal Hwy.)/Northern City Limit Brookneal to VA 24 W. - Mid-term and long-term reconstruct as rural three-lane roadway.	
	Lynch Mill Rd at Clarion Rd - Mid-term realign intersection with roadway widening to accommodate appropriate turn lanes on all approaches. (Town of Altavista)	
	VA 761 (Long Island Rd)/VA 705 to US 501 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 711/VA 682 S. to VA 714 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	Lynch Mill Rd at Altavista Elementary School (multiple entrances) - Short-term add turn bays at the school entrances. (Town of Altavista)	
	VA 696 (Hells Bend Rd)/VA 700 to VA 699 - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 628 (Bishop Creek Rd)/VA 682 to VA 43 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 615 (Red House Rd)/VA 24 to VA 834 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 606 (Spring Mill Rd)/VA 604 to VA 606 N. - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	
	VA 643 (Lewis Ford Rd/Carver Ln)/VA 501 to VA 615 - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 615 (Red House Rd)/VA 834 to Charlotte Co. Line - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	
	VA 600 (Sugar Hill Rd)/VA 601 to Charlotte Co. Line - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 600/VA 40/Brookneal Town Limit to VA 40 E. - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 635 (Flynn St)/VA 761 N. to US 501 - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 612 (Epsons Rd)/VA 614 E. to US 501 - Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	
	VA 696 (Marysville Rd)/VA 701 N. to US 29 S. - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 646 (Morris Church Rd)/VA 615 to VA 604 - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 43 (Bedford Hwy)/VA 628 to VA 682 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	T-1102 (Cook Ave)/T-1111 to T-1133 - Long-term reconstruct road to address geometric deficiencies (10-foot lanes). (Town of Brookneal)	
	VA 609 (Stage Rd)/Cabin Field Rd to Appomattox Co. Line - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 652 (Pigeon Run Rd)/US 501 to VA 648 - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 601 (Juniper Cliff Rd)/Brookneal Northern Town Limit to VA 605 W. - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 601 (Juniper Cliff Rd)/US 501 to Brookneal Northern Town Limit - Long-term reconstruct road to address geometric deficiencies (10-foot lanes). (Town of Brookneal)	
	VA 648 (Suck Creek Rd)/VA 652 to VA 615 S. - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 633 (Epsons Rd)/VA 761 S. to VA 614 E. - Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 24/VA 808 to US 29 - Long-term reconstruct corridor to current design standards.	
Priority Projects		
Central Virginia Metropolitan Planning Organization Bike Plan (2010)		
	Timberlake Road (BYP 460 to Lynchburg Expressway) Signed Share Road; Pave Shoulder; Signage; consider development of combined turn, bus, bike travel lane	
	Wards Road (Fort Avenue to South MPO Boundary @Colonial Highway) Signed Share Road; Wide Outside Lane, Trail Signage; Restripe; develop trail according to Lynchburg Wards Road Master Plan	
	Waterlick Road (Thomas Jefferson Road to Wards Road) Signed Share Road; Pave Shoulder; Signage; Pave 2' Shoulder	

Priority Projects		
Region 2000 Greenways, Blueways, and Trails Plan (2012)		
	Staunton River Water Trail - Development of a water trail beginning at Leesville Dam and continuing through Altavista and Brookneal including the upgrade to existing boat launches and creation of additional access points.	
Region 2000 Rural Scenic Corridors Study		
	State Route 633 (Epsons Road), State Route 761 (Long Island Road), State Route 699 (Gladys Road) - between U.S. 501 near Brookneal and U.S. 29 (Scenic Road) near Altavista. River views, historic homes, farmland, historic community of Long Island.	
	State Primary Route 24 (Colonial Highway) - between Rustburg and Bedford County line. Farmland, historic homes, Evington, Flat Creek Rural Historic District (proposed).	
Region 2000 Comprehensive Economic Development Strategy (CEDS) (2016)		
	Route 622 (Lynbrook Rd) - Reconstruct Lynbrook Road (Route 622) from Route 29 to Lawyers Road by improving alignment and widening roadway.	
	Route 29 (Wards Rd) S of Route 685 (Calohan Road) to Lynchburg City Limit -Access management, traffic operations, safety improvements.	
Other Recommendations		
	Construct approximately 1,850 feet of sidewalk on southern side of Route 24 (Village Highway) between Red House Road and Gold Dust Trail in Rustburg.	
	Construct a sidewalk along Laxton Road between Route 1415 (Enterprise Drive) and US 460 Business (Timberlake Road).	
	Develop strategies for reducing or mitigating heavy truck traffic on Colonial Highway (Route 24) between U.S. 29 and Evington	
	Develop strategies for reducing congestion along U.S. 29 between English Tavern Road and the Lynchburg City Limits	
	Wards Ferry Road Corridor Study- Simons Run - The signalized intersection of Simons Run at Wards Ferry Road currently operates with excellent service levels and is forecast to continue to do so in the No Build conditions. The only recommendations that were developed for this intersection are pedestrian signals and crosswalks. Pedestrian accommodations are recommended because the intersection connects two major retail areas and it will also be a part of a future trail network that connects the retail areas along Wards Road.	\$66,000
	Continue support of downtown revitalization activities , streetscape improvements, and additional pedestrian and bicycle facilities in the towns of Alavista and Brookneal.	

FUNDING SOURCES

SMART SCALE

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 ca

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/>

HIGHWAY SAFETY PROGRAMS

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

TRANSPORTATION ALTERNATIVES

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/prehancegrants.asp>

STATE OF GOOD REPAIR



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

VDOT REVENUE SHARE PROGRAM

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. Project costs are divided equally between the Revenue Share Fund and locality funding.

ELIGIBLE PROJECTS

- Supplemental funding for projects listed in the adopted in the six-year plan
- Construction, reconstruction, or improvement projects not including in the adopted six-year plan
- 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)
- New roadway
- Deficits on completed construction, reconstruction, or improvement projects

ELIGIBLE APPLICANTS

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

WEBSITE

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

VDOT ROAD MAINTENANCE

The VDOT Road Maintenance category of funding covers a wide variety of maintenance and operations activities. Road maintenance funds comprise the majority of VDOT's scheduled funding (versus new construction). Road maintenance funding addresses needs having to do with pavement management, signals, pavement markings, signs, stripes, guardrails, and ITS (Intelligent Transportation Systems) assets that are considered to be of critical safety and operational importance. Maintenance funding also addresses operation services comprising ordinary and preventative maintenance work such as cleaning ditches, washing bridge decks, patching pot-holes, debris removal, snow and ice removal, emergency response, incident management, mowing, and equipment management.

SUMMARY

Campbell County lies at the crossroads of several major transportation systems. We are committed to the effective management of our transportation resources to encourage economic development throughout the County. Our strength as a Central Virginia county depends upon our ability to adapt our transportation systems to economic and demographic changes.

TRANSPORTATION RELATED WEBSITES

LOCAL AND REGIONAL

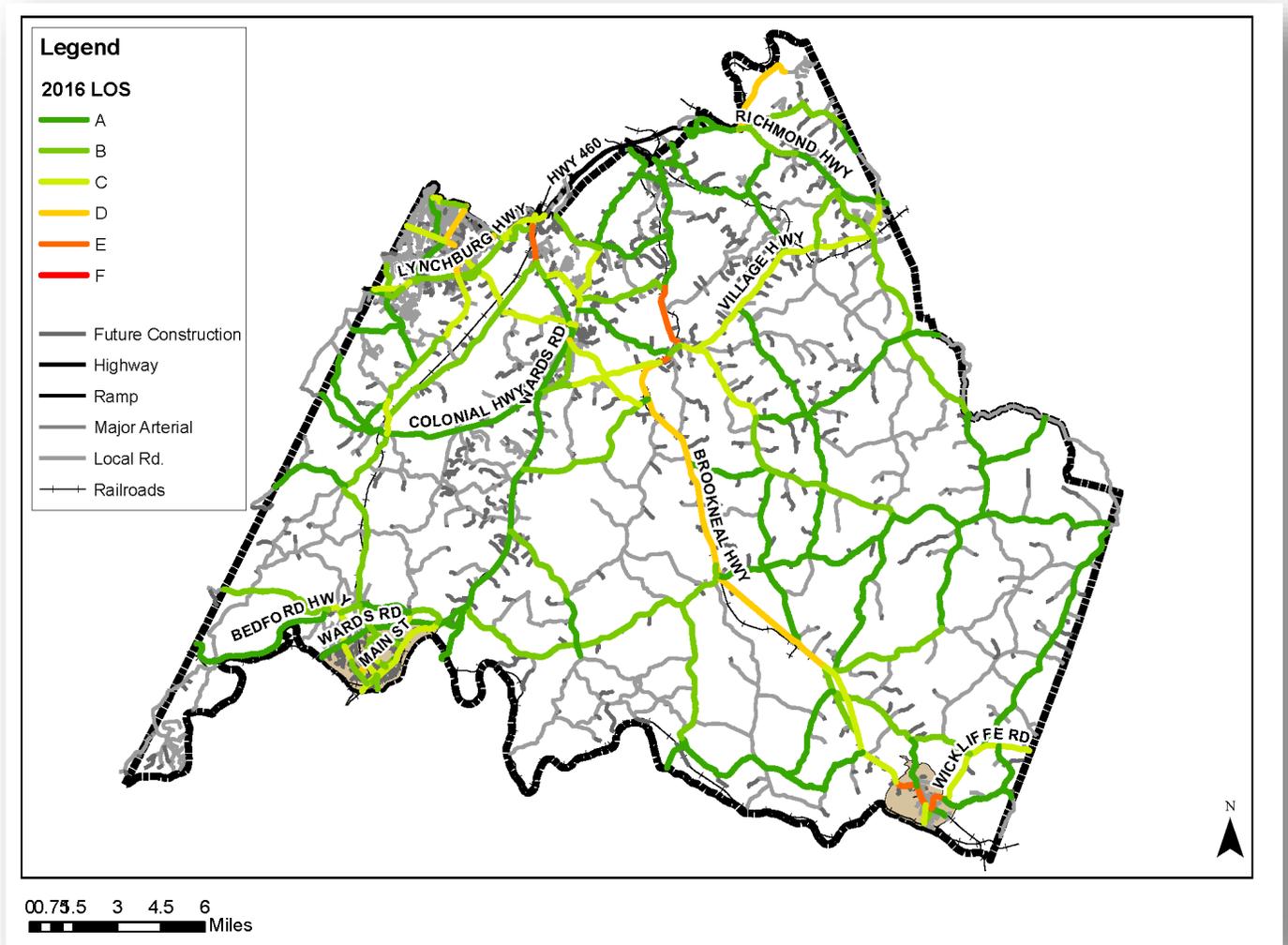
- Campbell County - www.campbellcountyva.gov
- Region 2000 Local Government Council - www.region2000.org
- US Route 501 Regional Coalition - www.route501.org

COMMONWEALTH OF VIRGINIA

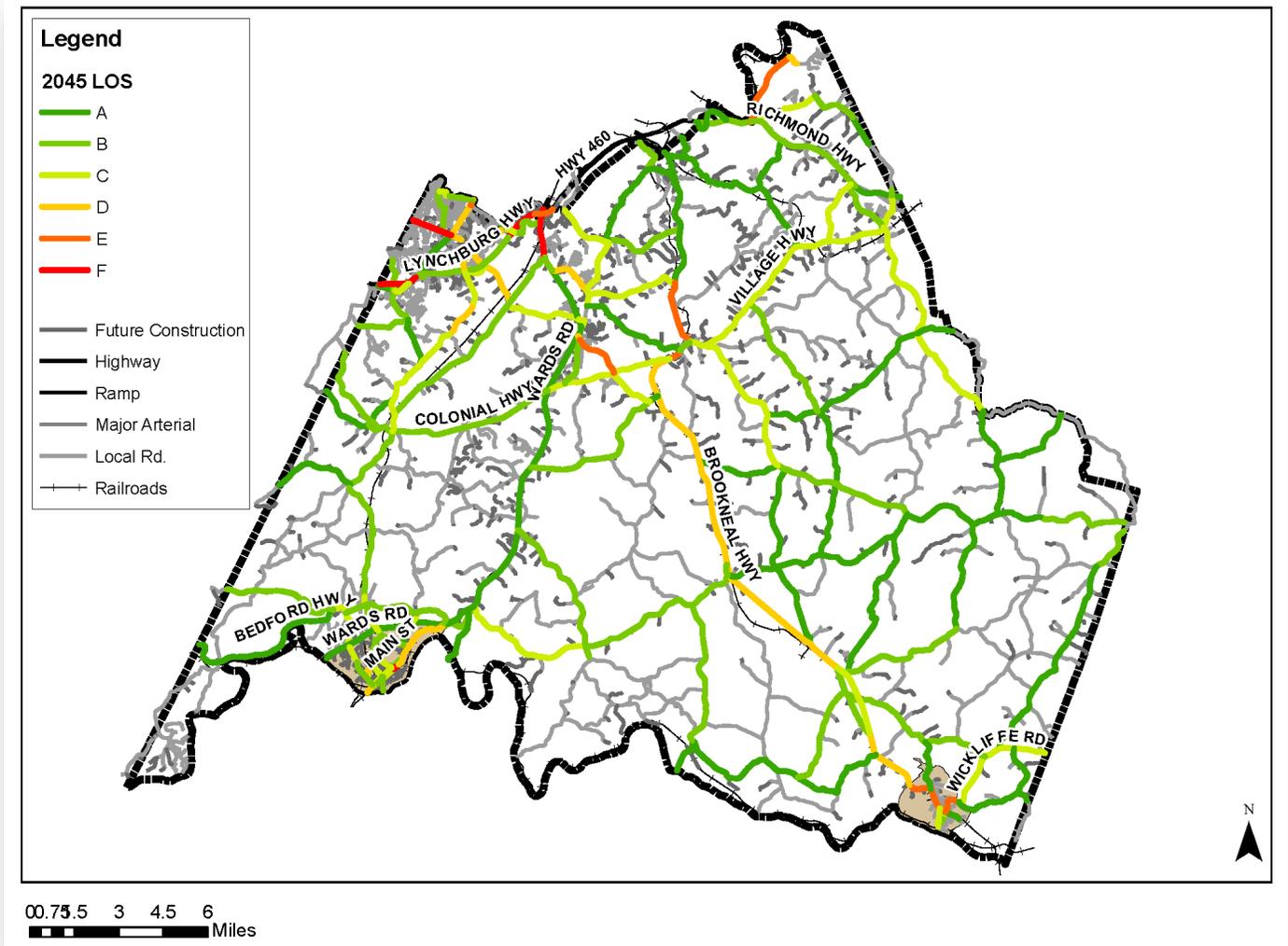
- Department of Transportation - www.virginiadot.org
- Department of Rail and Public Transportation - www.drpt.virginia.gov
- Department of Aviation - www.doav.virginia.gov

APPENDIX F: TRANSPORTATION SYSTEMS AND FACILITIES MAPS

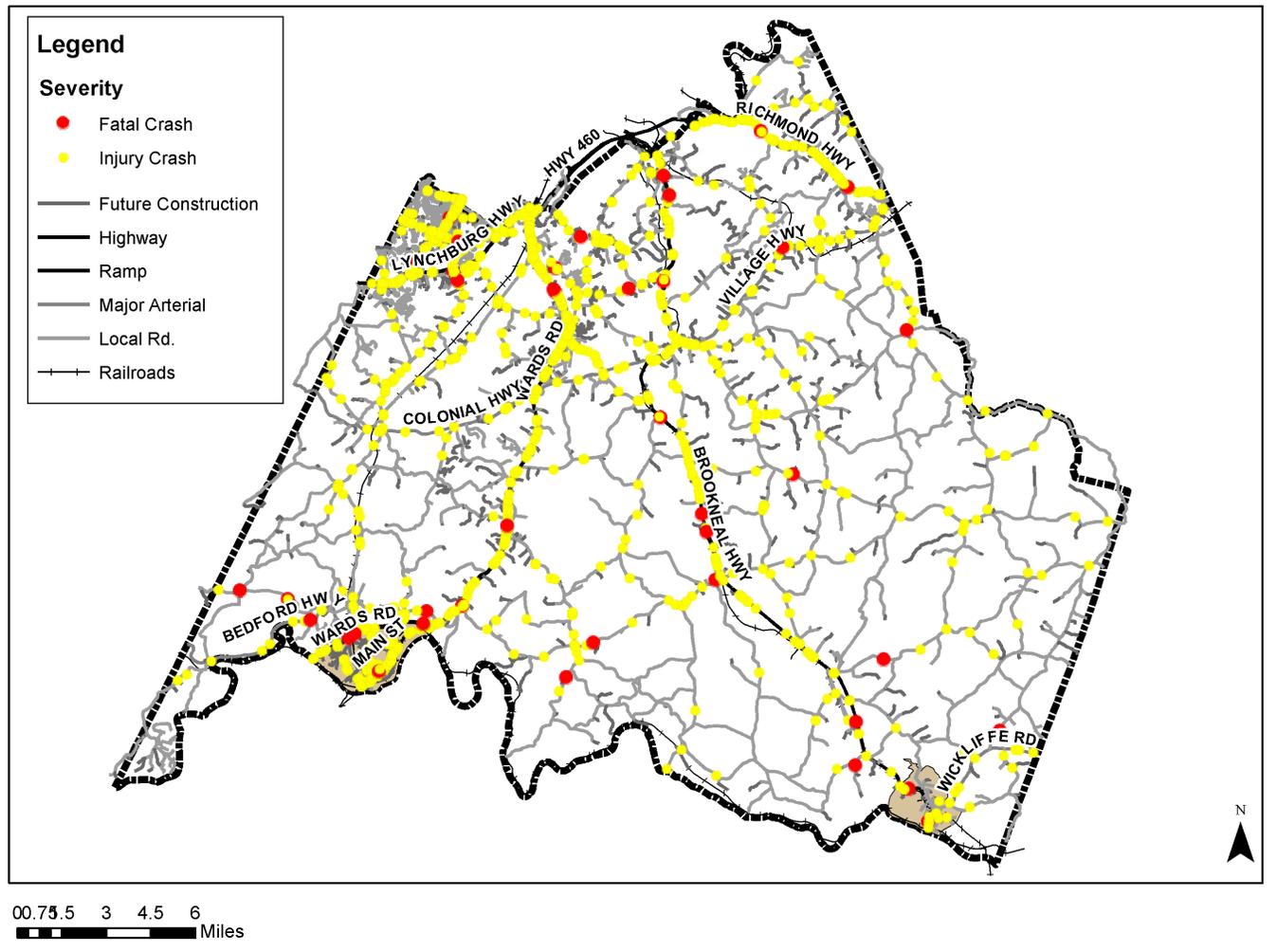
2016 LEVEL OF SERVICE (LOS) MAP FOR CAMPBELL COUNTY



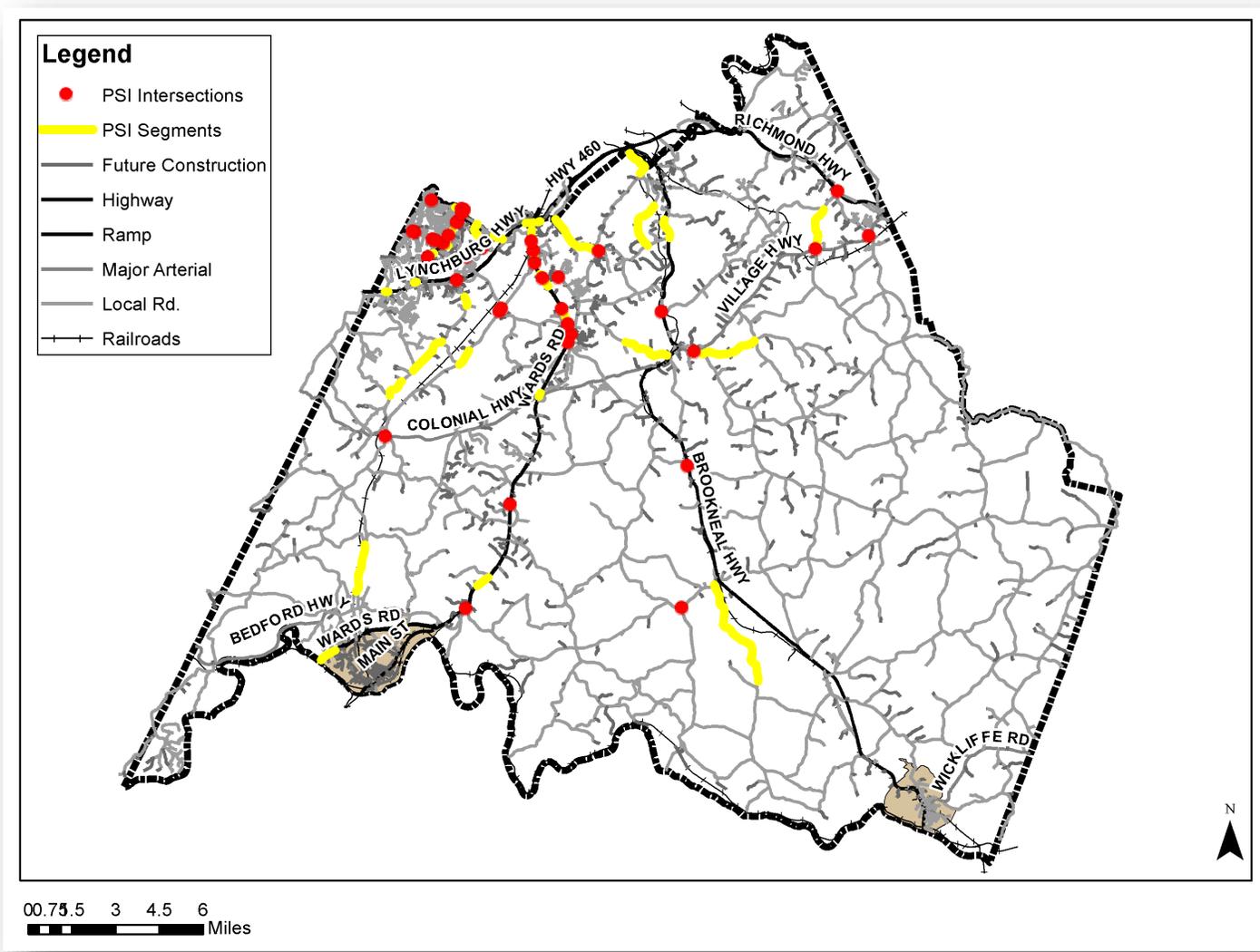
2045 PROJECTED LEVEL OF SERVICE (LOS) MAP FOR CAMPBELL COUNTY



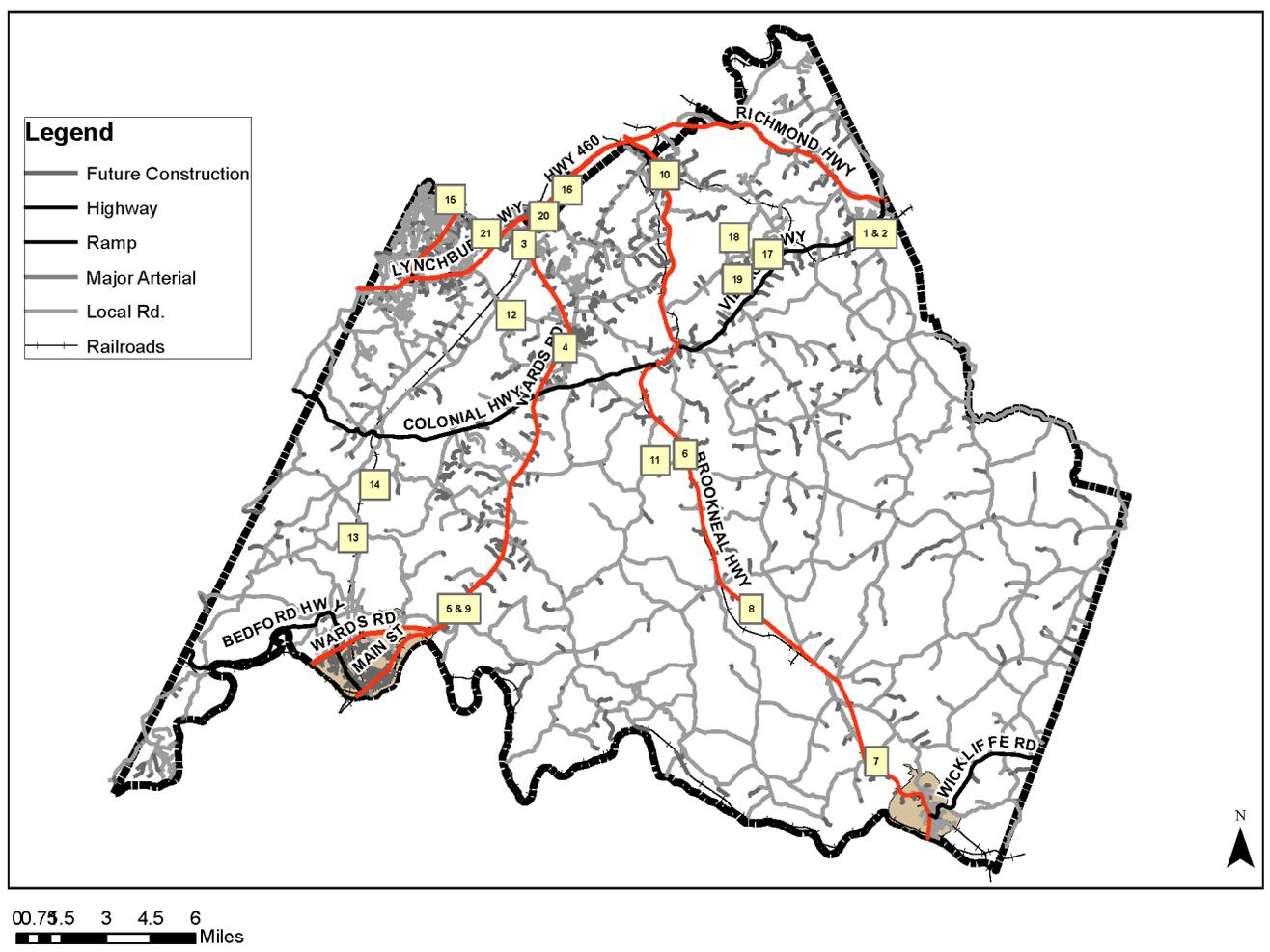
LOCATIONS OF FATAL AND INJURY CRASHES IN CAMPBELL COUNTY 2014-2018



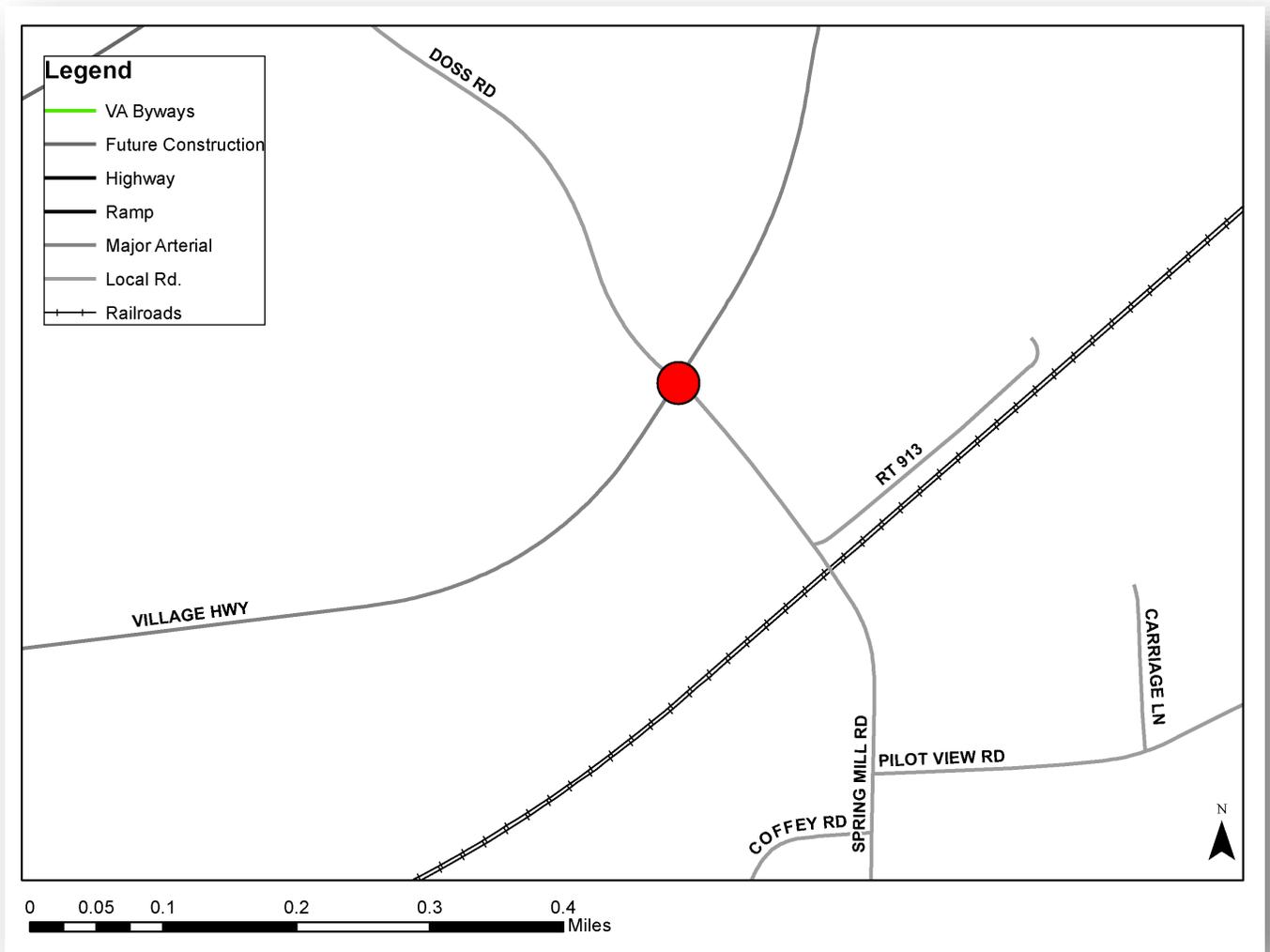
POTENTIAL FOR SAFETY IMPROVEMENTS (PSI) INTERSECTIONS AND SEGMENTS 2013-2017



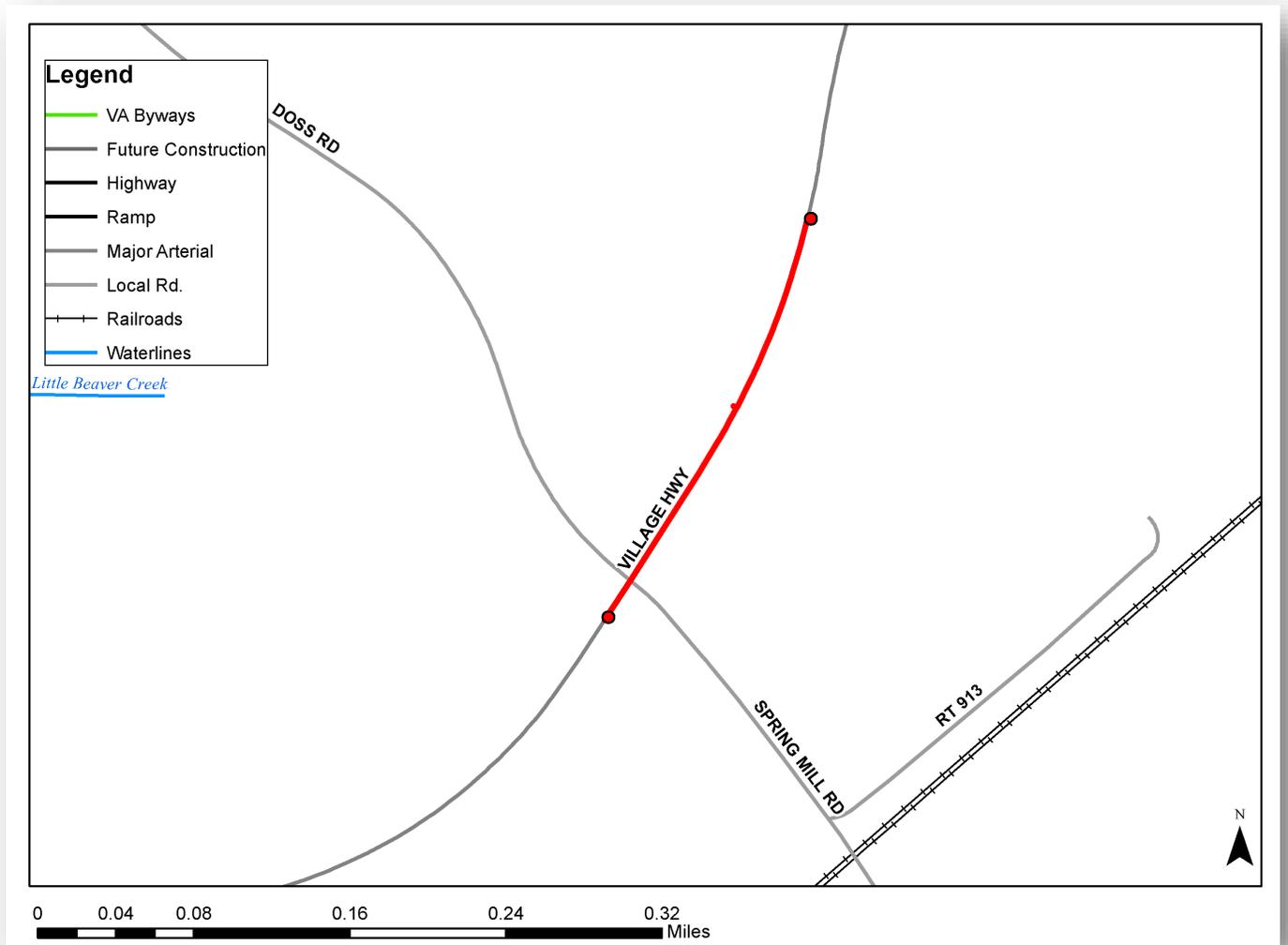
LOCATIONS OF VDOT FY 2020-25 SIX YEAR IMPROVEMENT PROGRAM PROJECTS



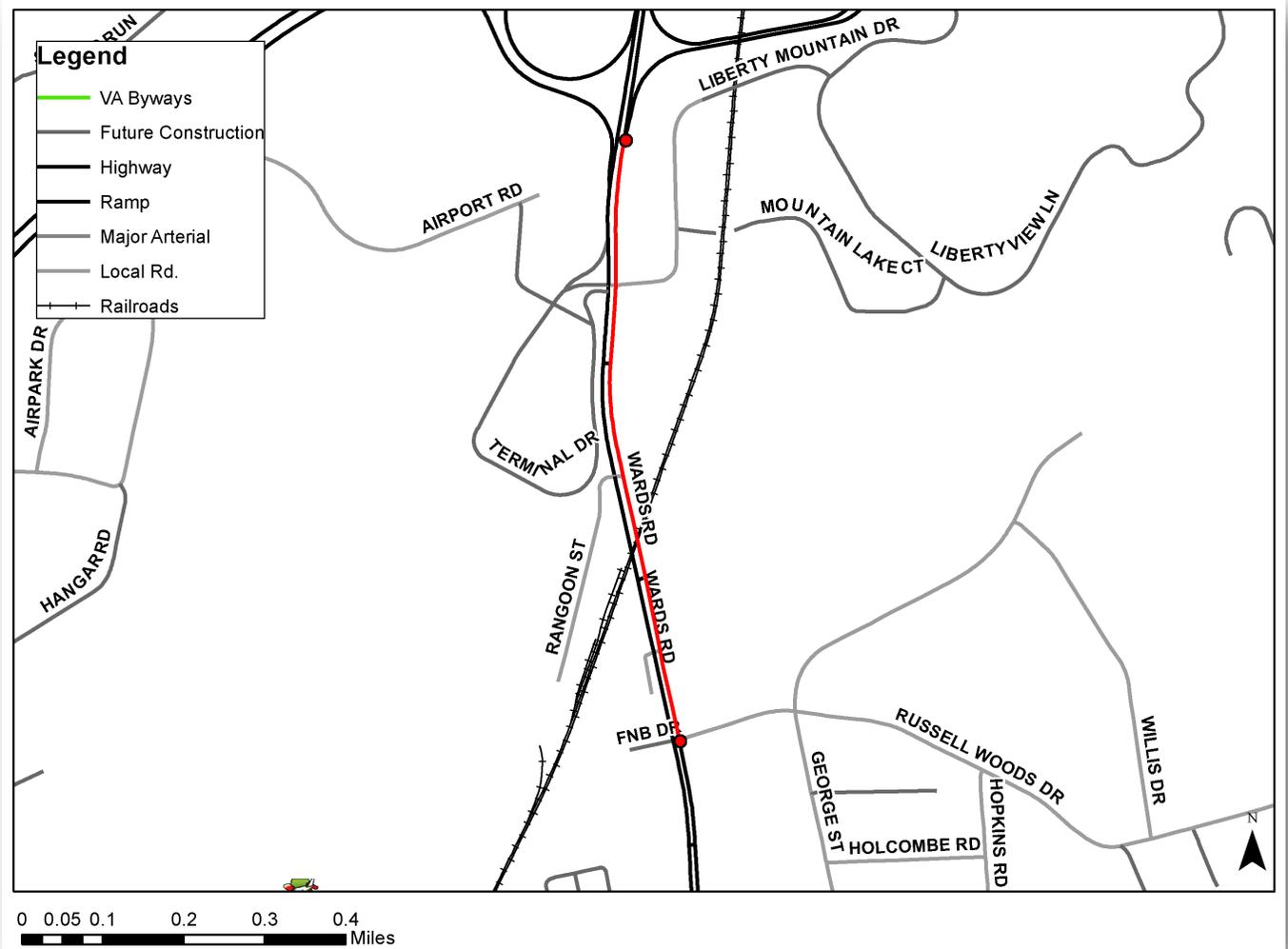
#1 TRANSPORTATION - CONSTRUCT ROUNDABOUT AT VILLAGE HWY AND DOSS RD



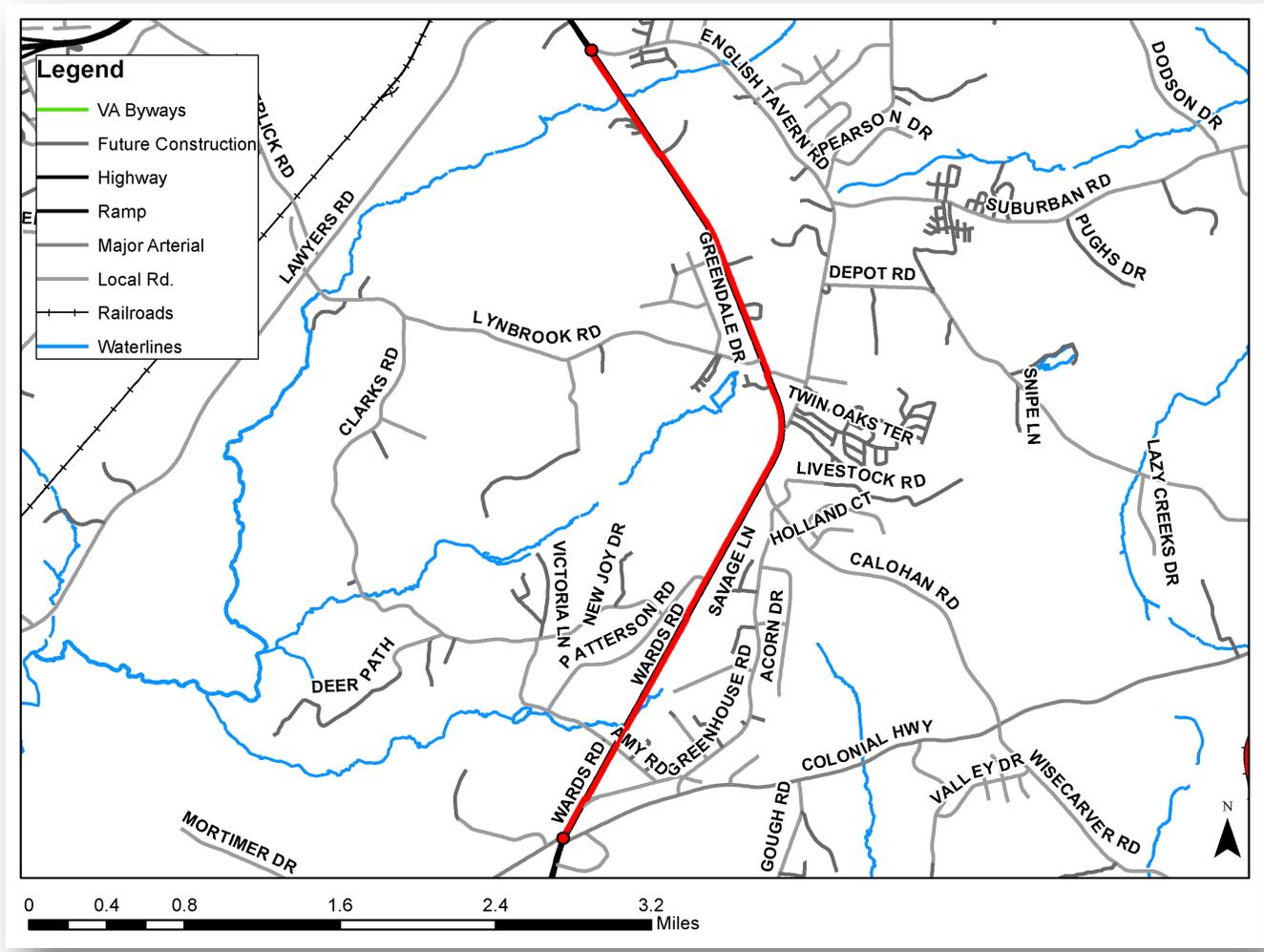
#2 TRANSPORTATION – VILLAGE HWY – CONSTRUCT SIDEWALK AT DOSS RD/ SPRING MILL RD



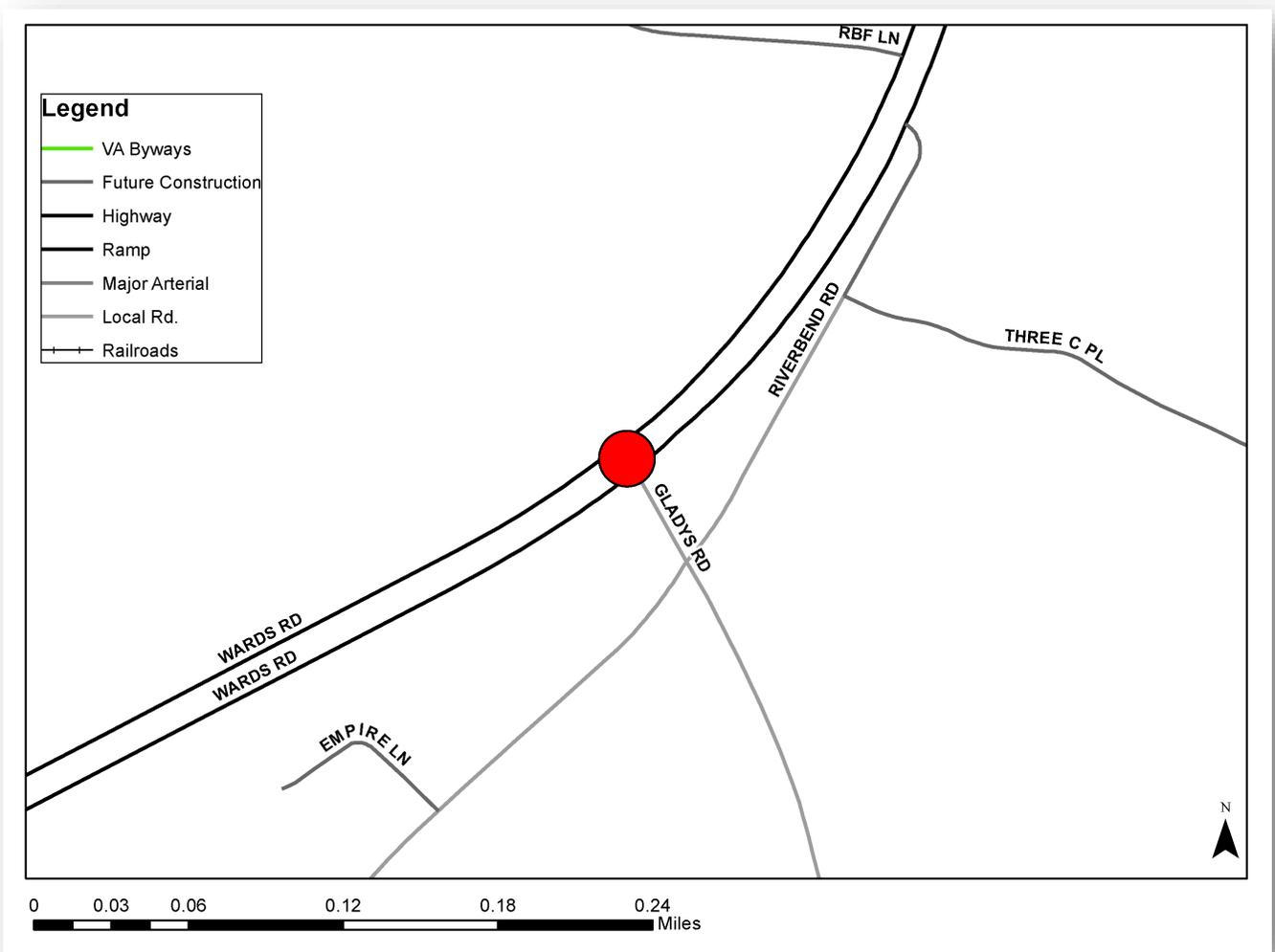
#3 TRANSPORTATION – WARDS RD NORTHBOUND – BRIDGE APPROACHES OVER NORFOLK-SOUTHERN RAILROAD



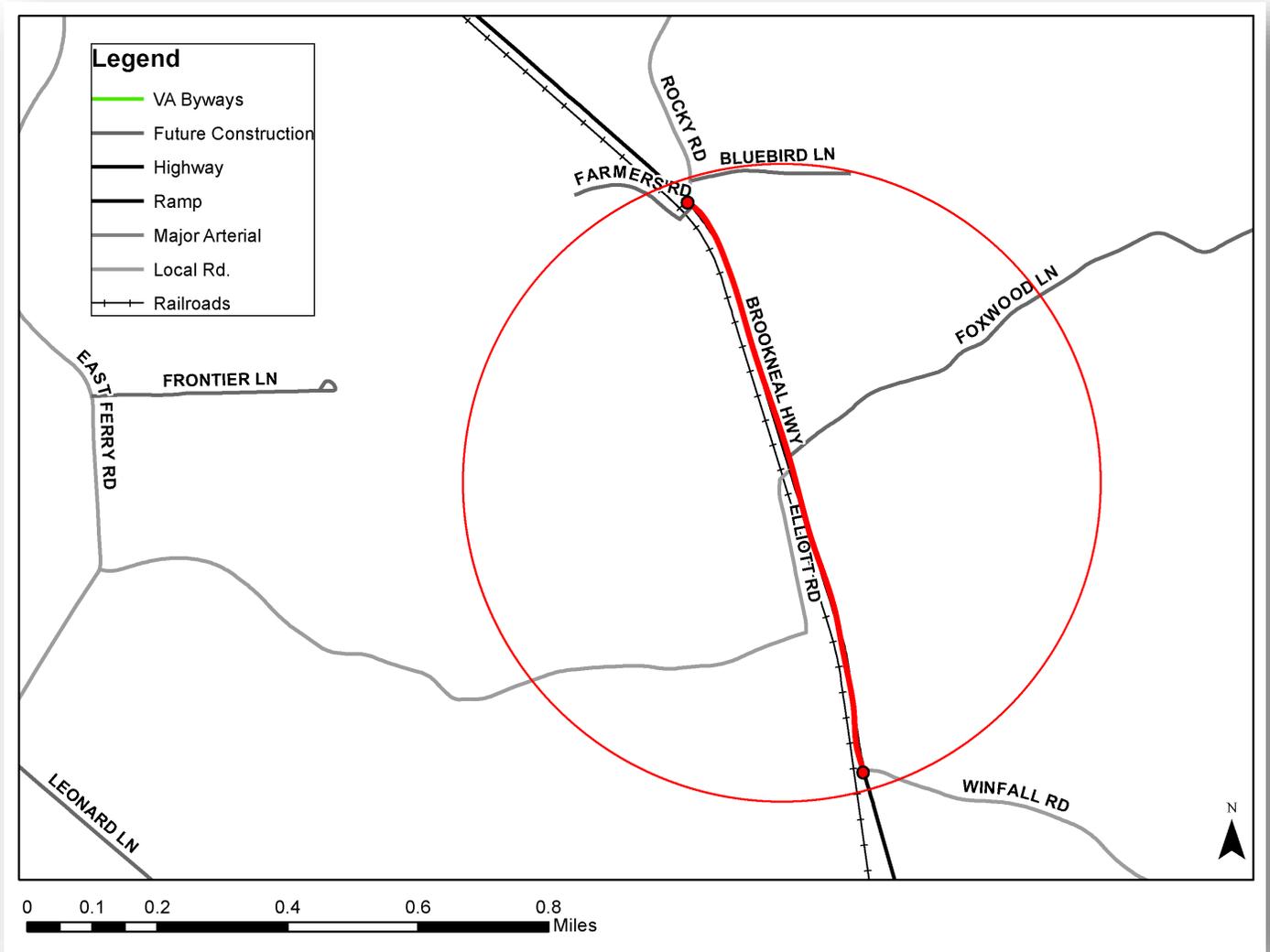
#4 TRANSPORTATION – WARDS RD – SHOULDER WIDENING AND RUMPLE STRIPS



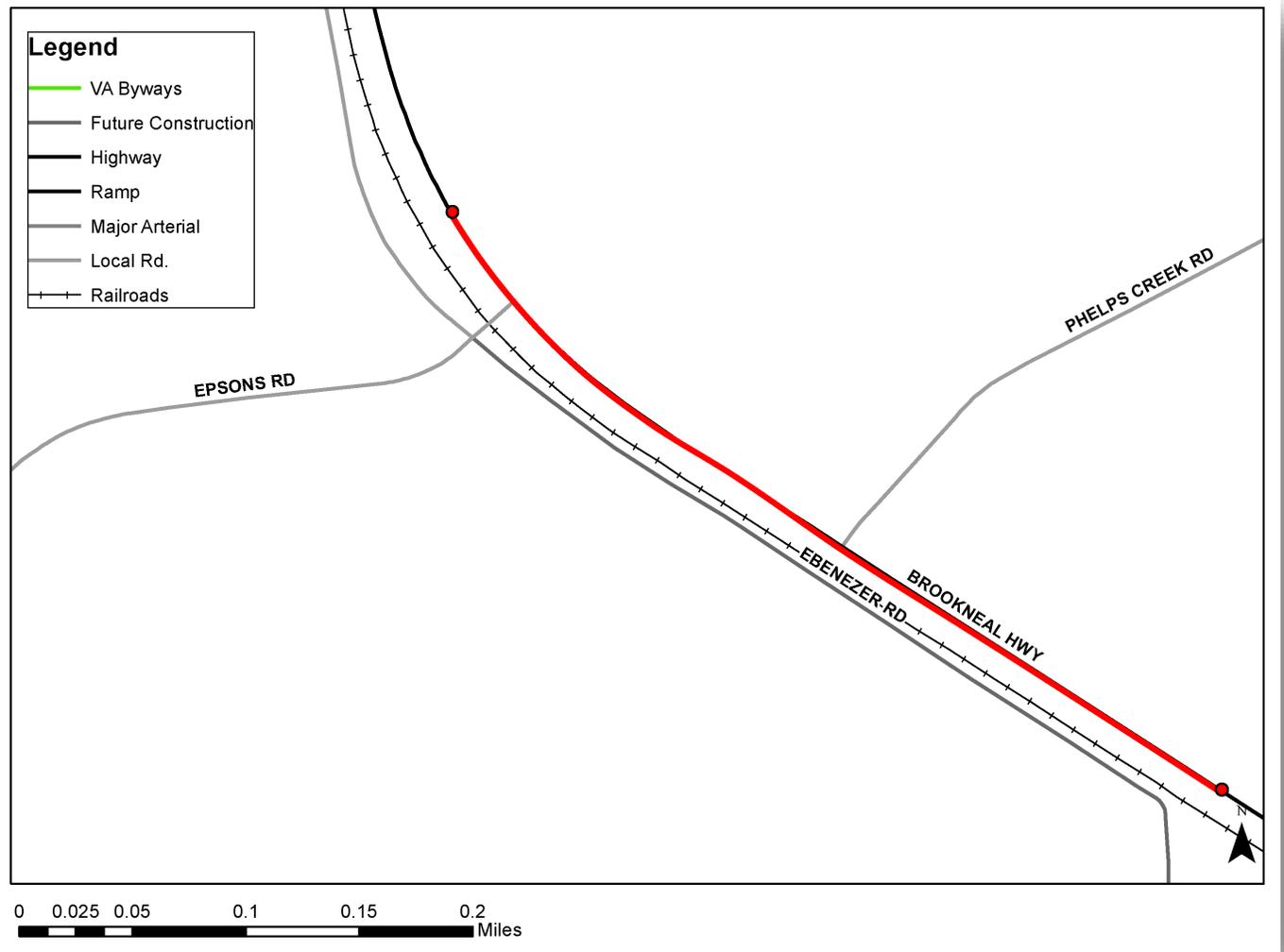
#5 TRANSPORTATION – WARDS RD – CONSTRUCT RCUT AT INTERSECTION OF GLADYS RD



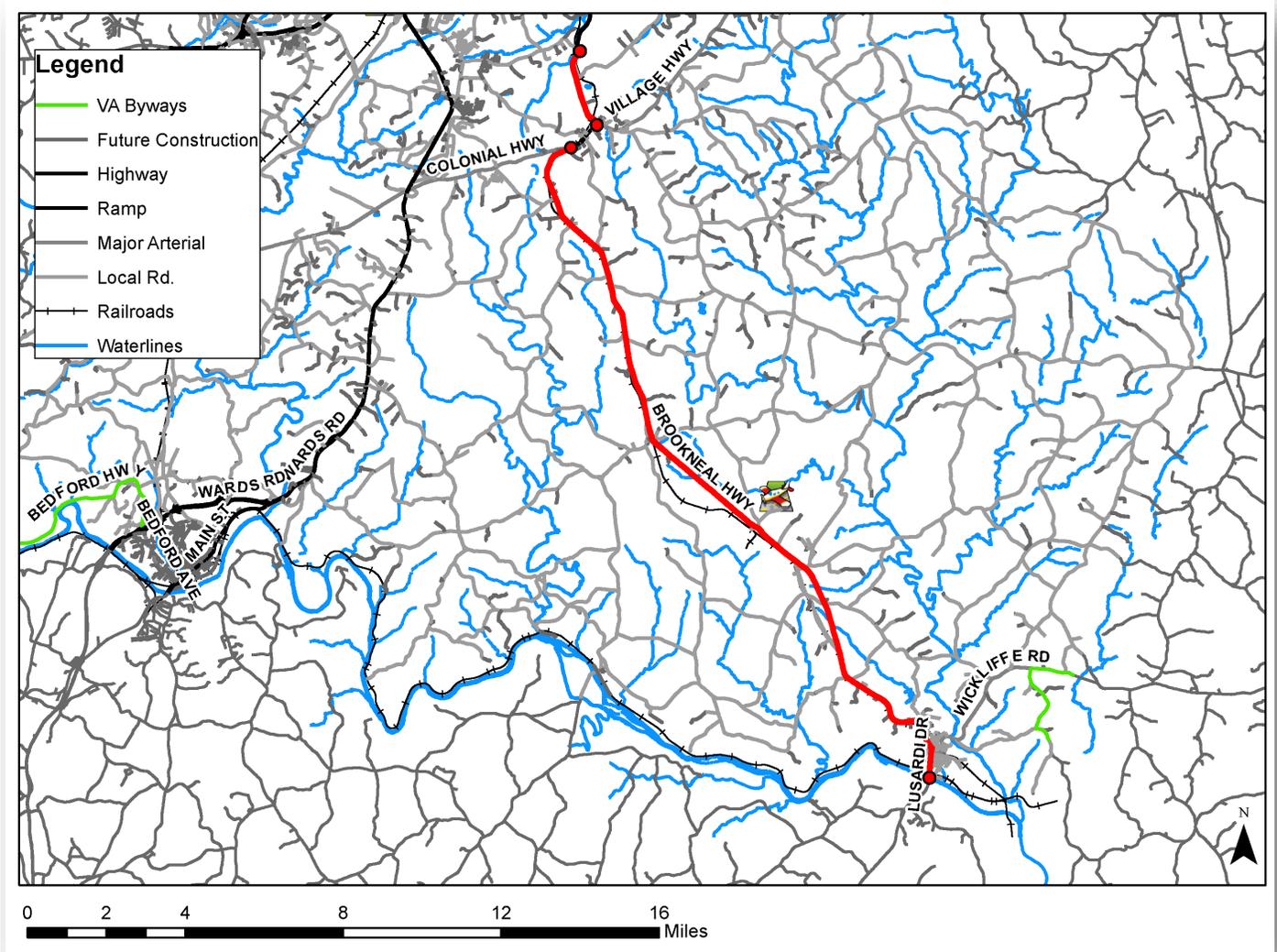
#6 TRANSPORTATION – BROOKNEAL HWY – SHOULDER WIDENING FROM ROCKY RD TO WINFALL RD



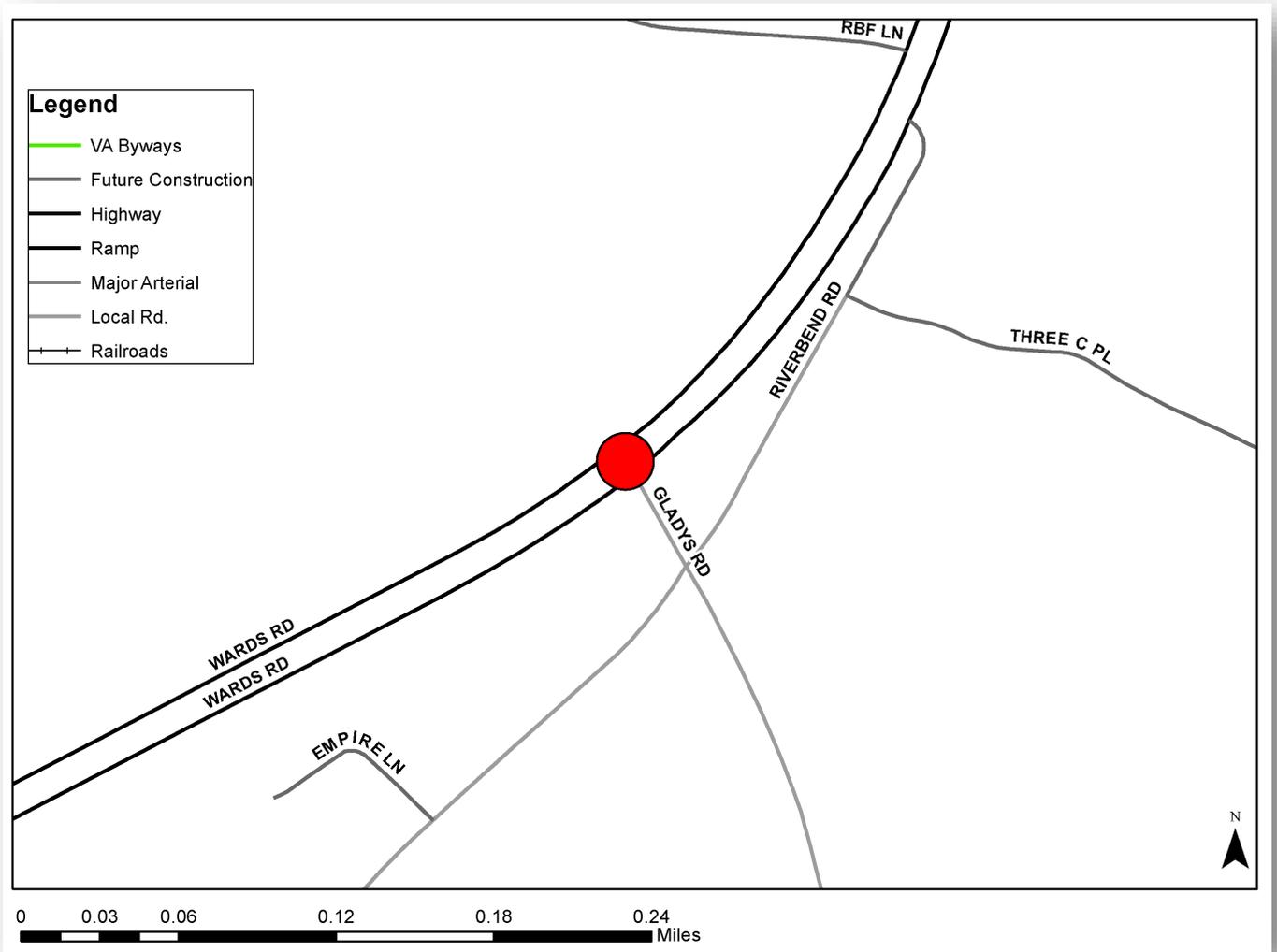
#7 TRANSPORTATION – BROOKNEAL HWY – CONSTRUCT LEFT AND RIGHT TURN LANES AT PHELPS CREEK RD



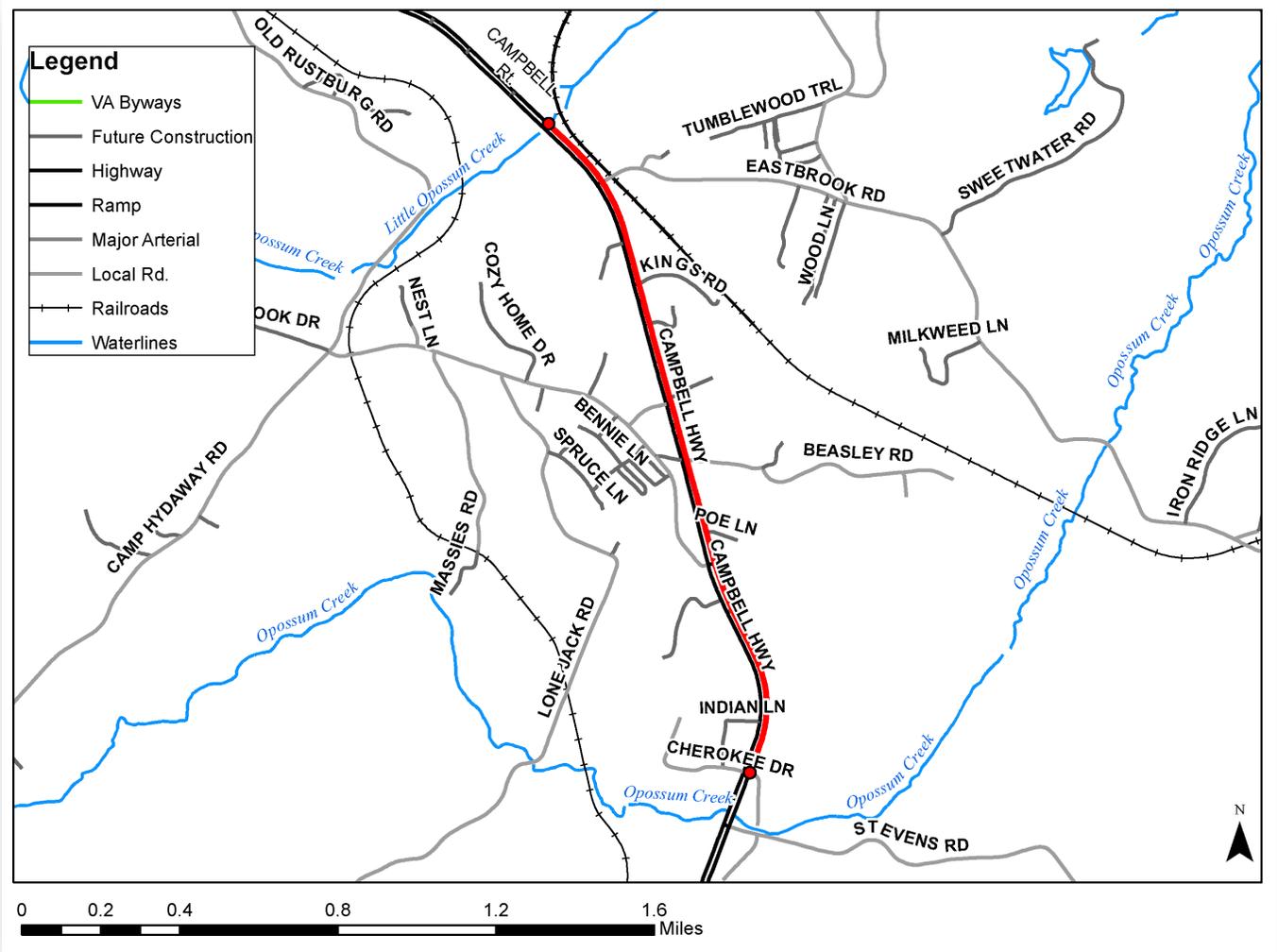
#8 TRANSPORTATION – LUSARDI DR/BROOKNEAL HWY/CAMPBELL HWY – CENTERLINE RUMBLE STRIPS



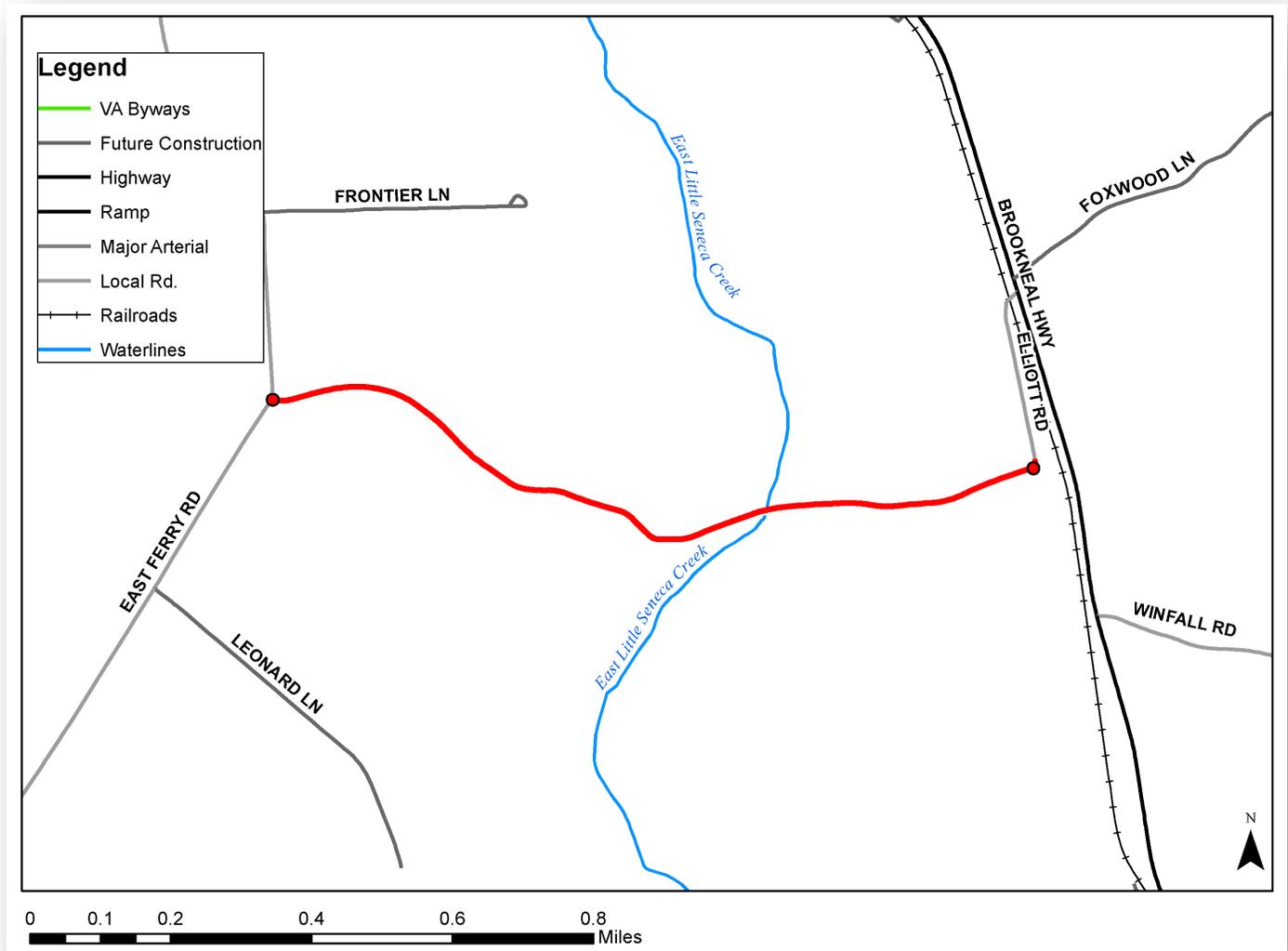
#9 TRANSPORTATION – WARDS RD/GLADYS RD – INSTALL DYNAMIC FLASHING LIGHTS



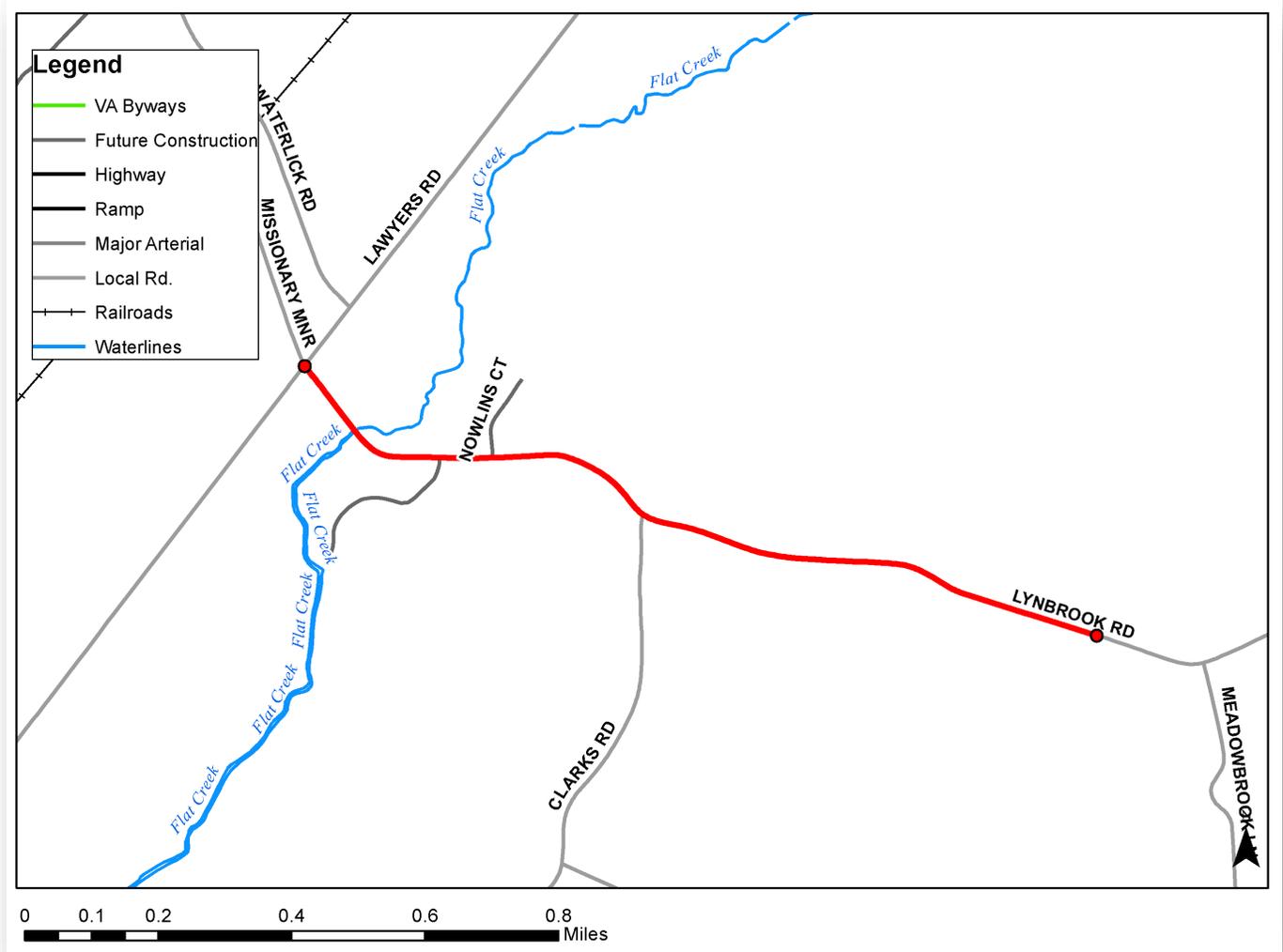
#10 TRANSPORTATION – CAMPBELL HWY NORTHBOUND – PRIMARY PLANT MIX



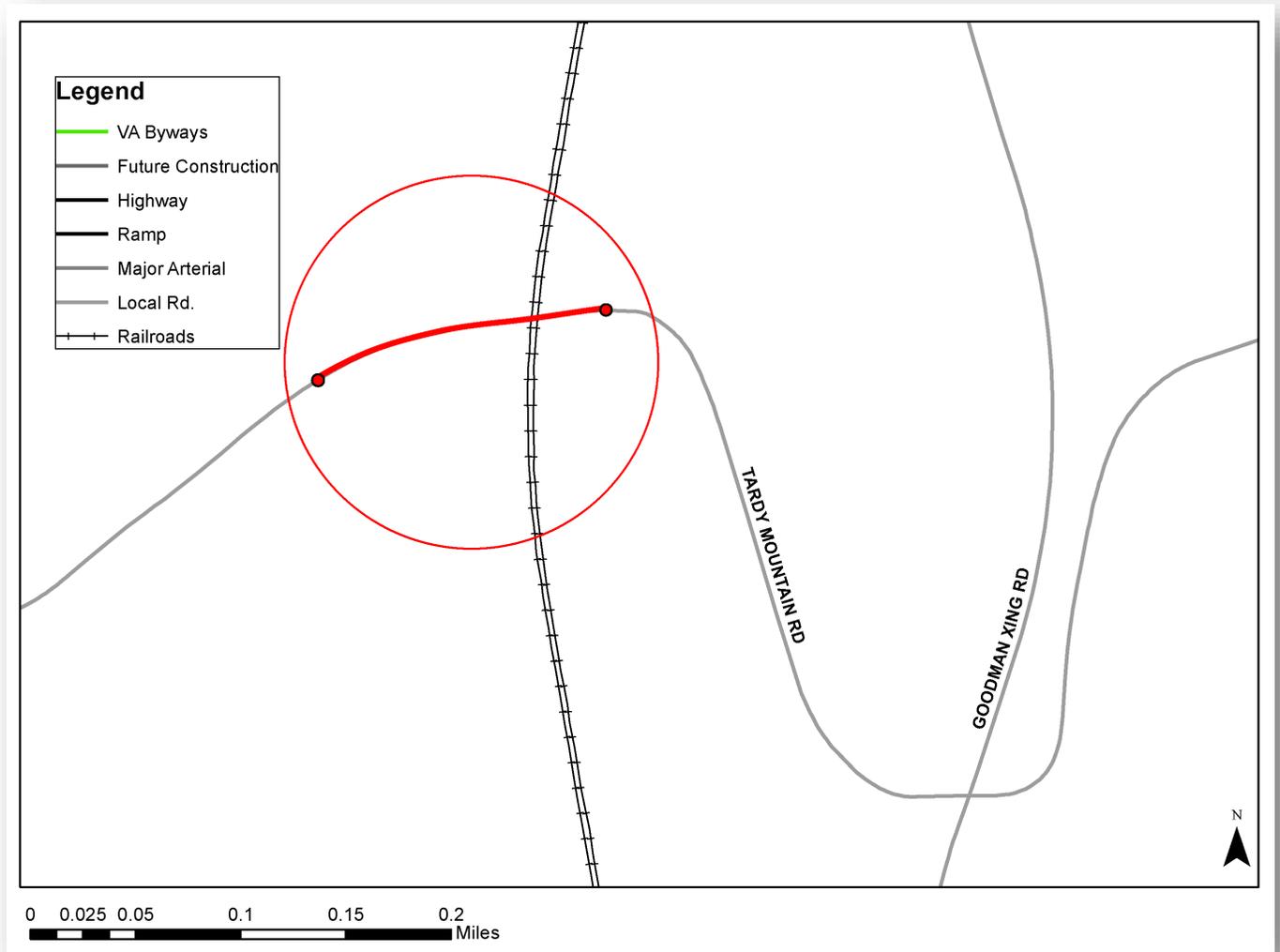
#11 TRANSPORTATION – ELLIOTT RD – RURAL RUSTIC (SURFACE TREAT NON-HARD SURFACE)



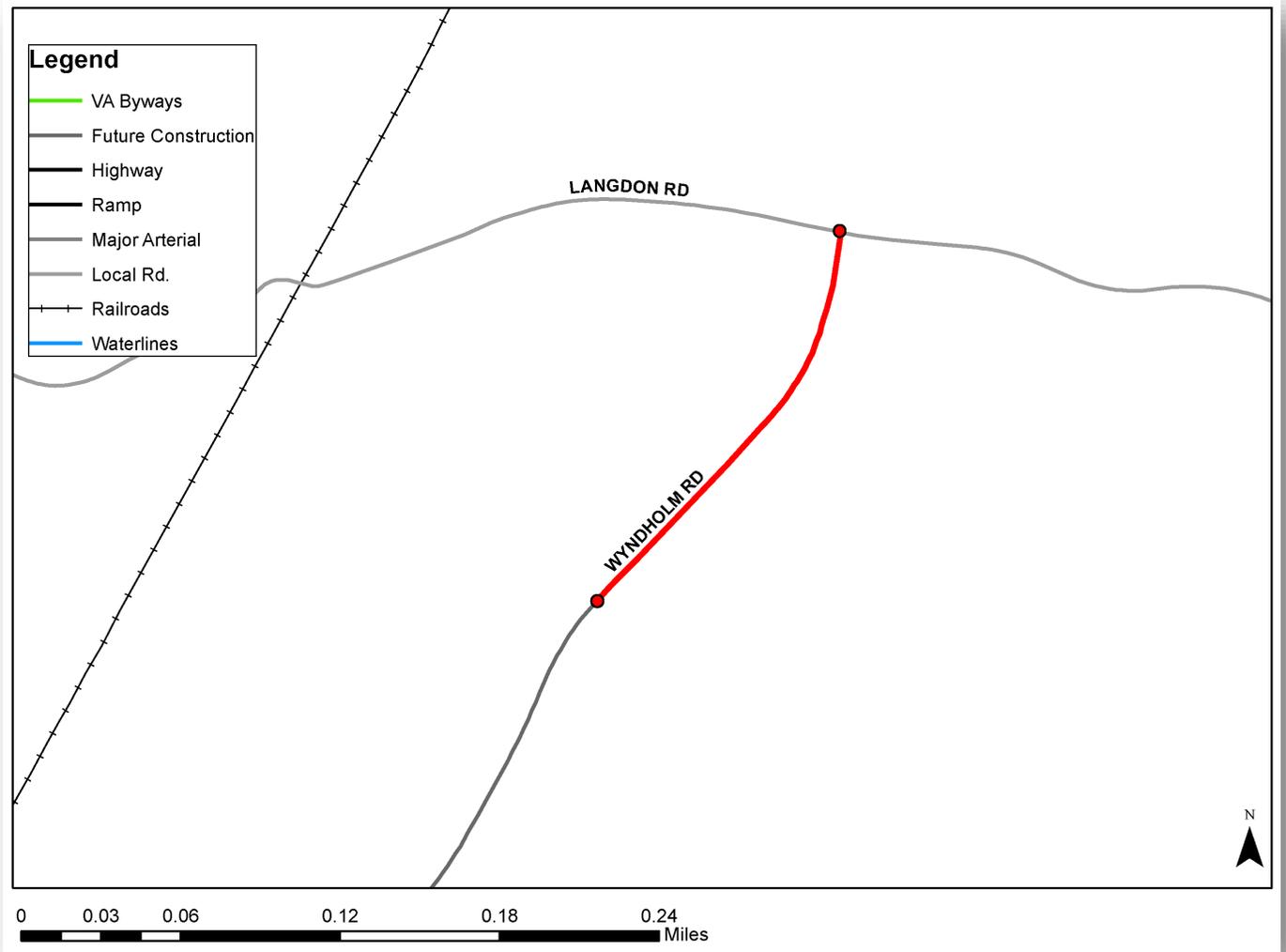
#12 TRANSPORTATION – LYNBROOK RD – RECONSTRUCT FROM LAWYERS ROAD EAST 1.227 MILES



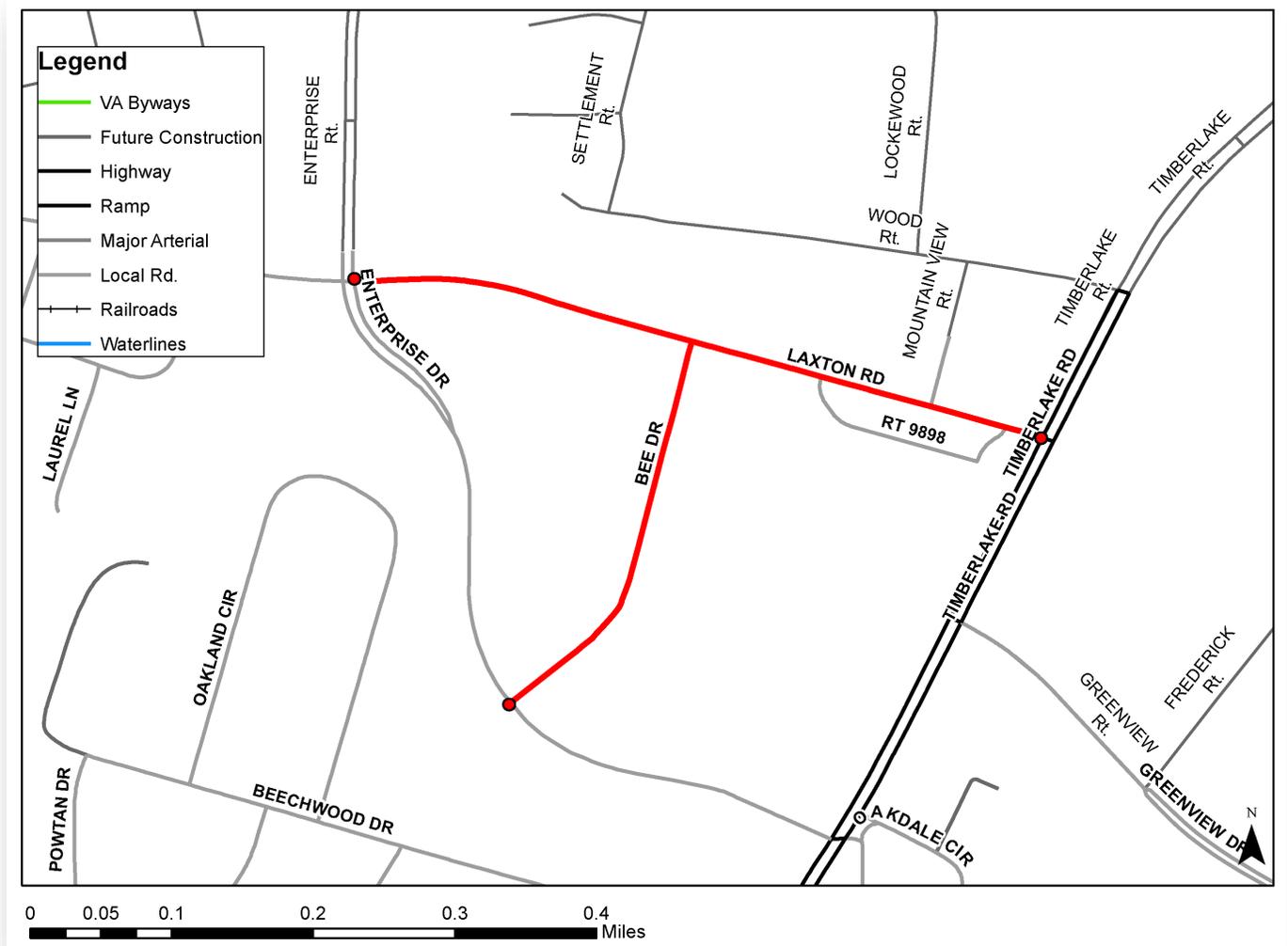
#13 TRANSPORTATION – TARDY MOUNTAIN RD – BRIDGE AND APPROACHES OVER NORFOLK SOUTHERN RAILWAY



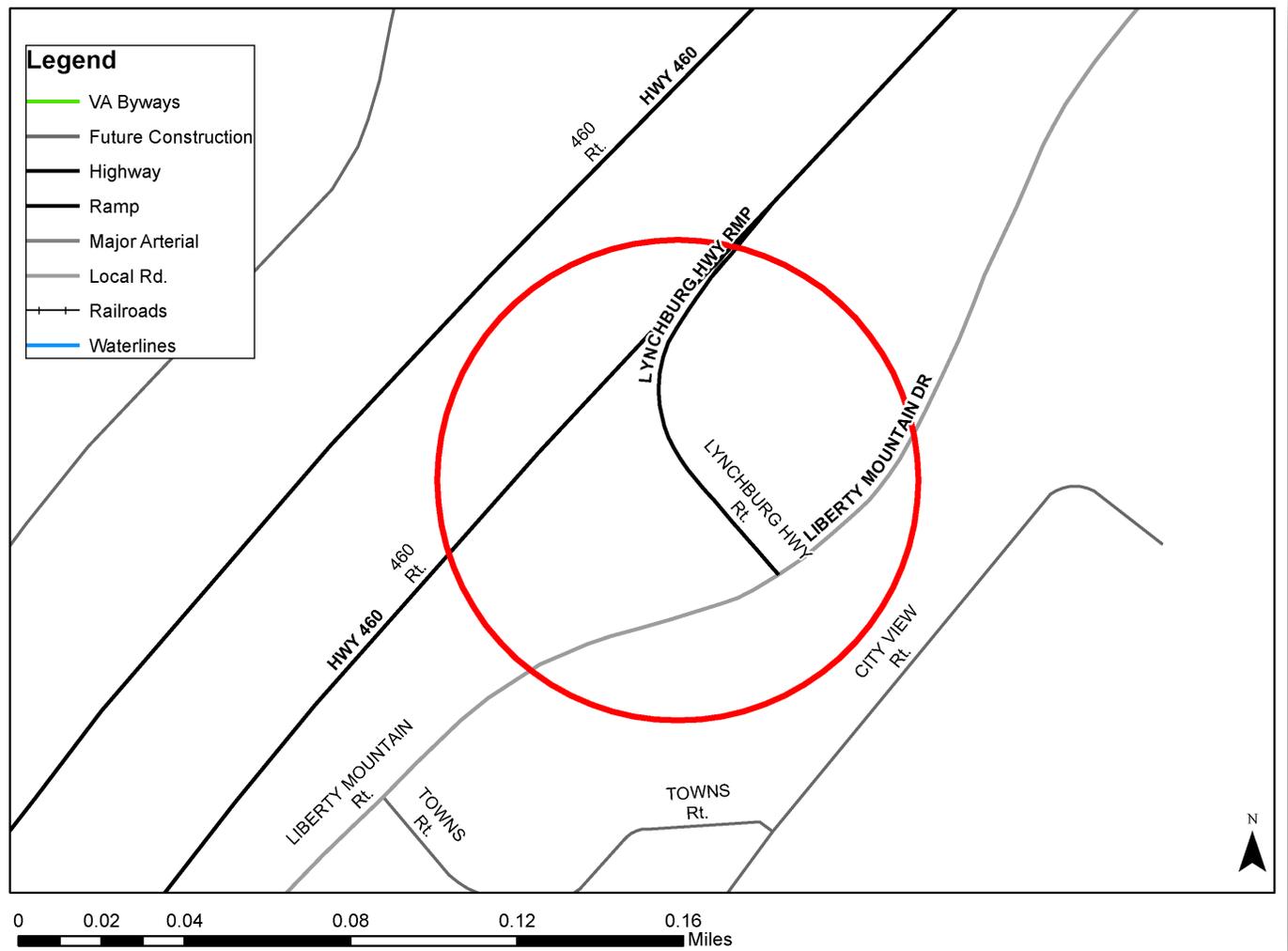
#14 TRANSPORTATION – WYNDOLM RD – RURAL RUSTIC (SURFACE TREAT NON-HARD SURFACE)



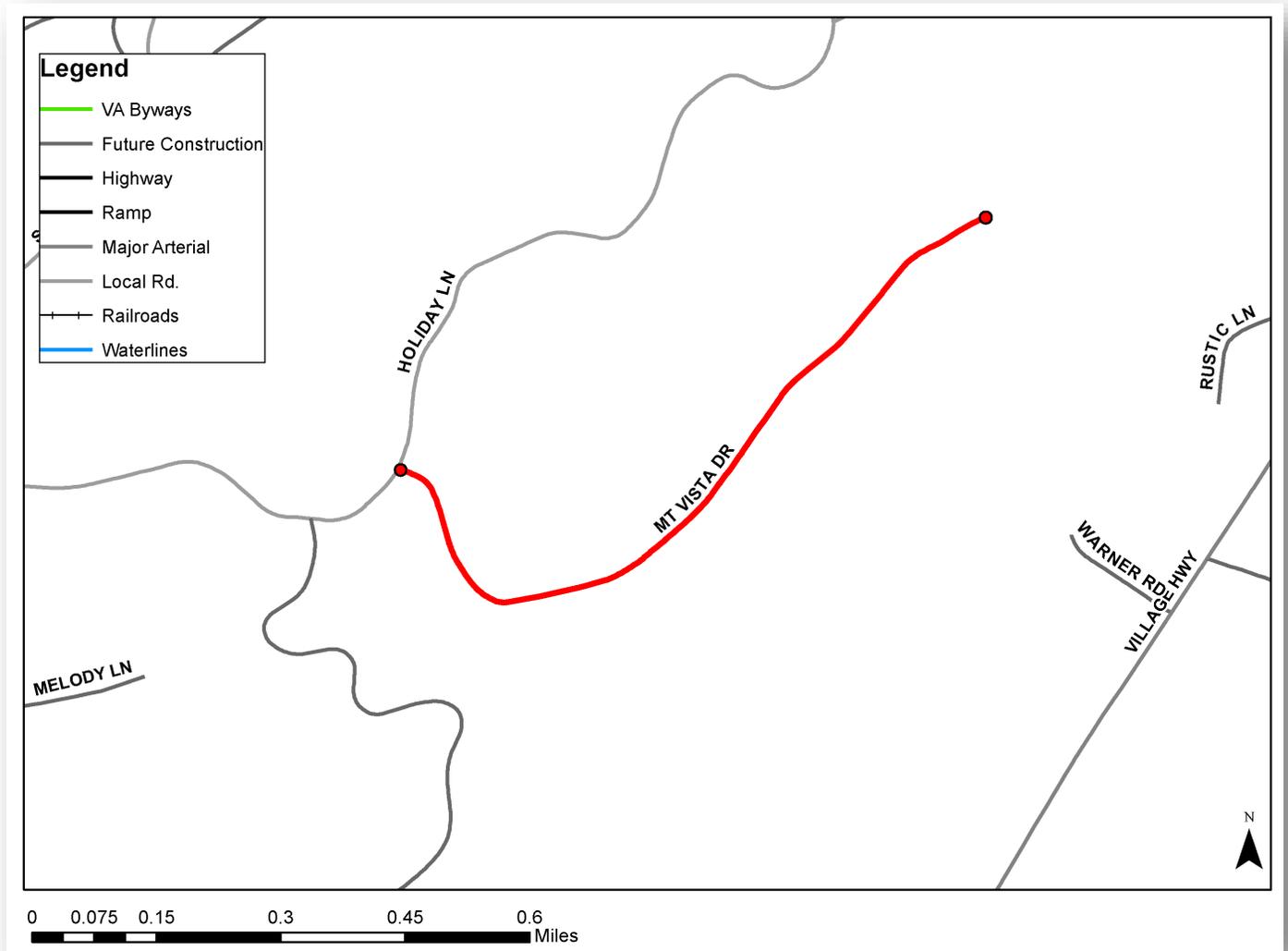
#15 TRANSPORTATION – LAXTON RD/BEE DR – CONSTRUCT SIDEWALK



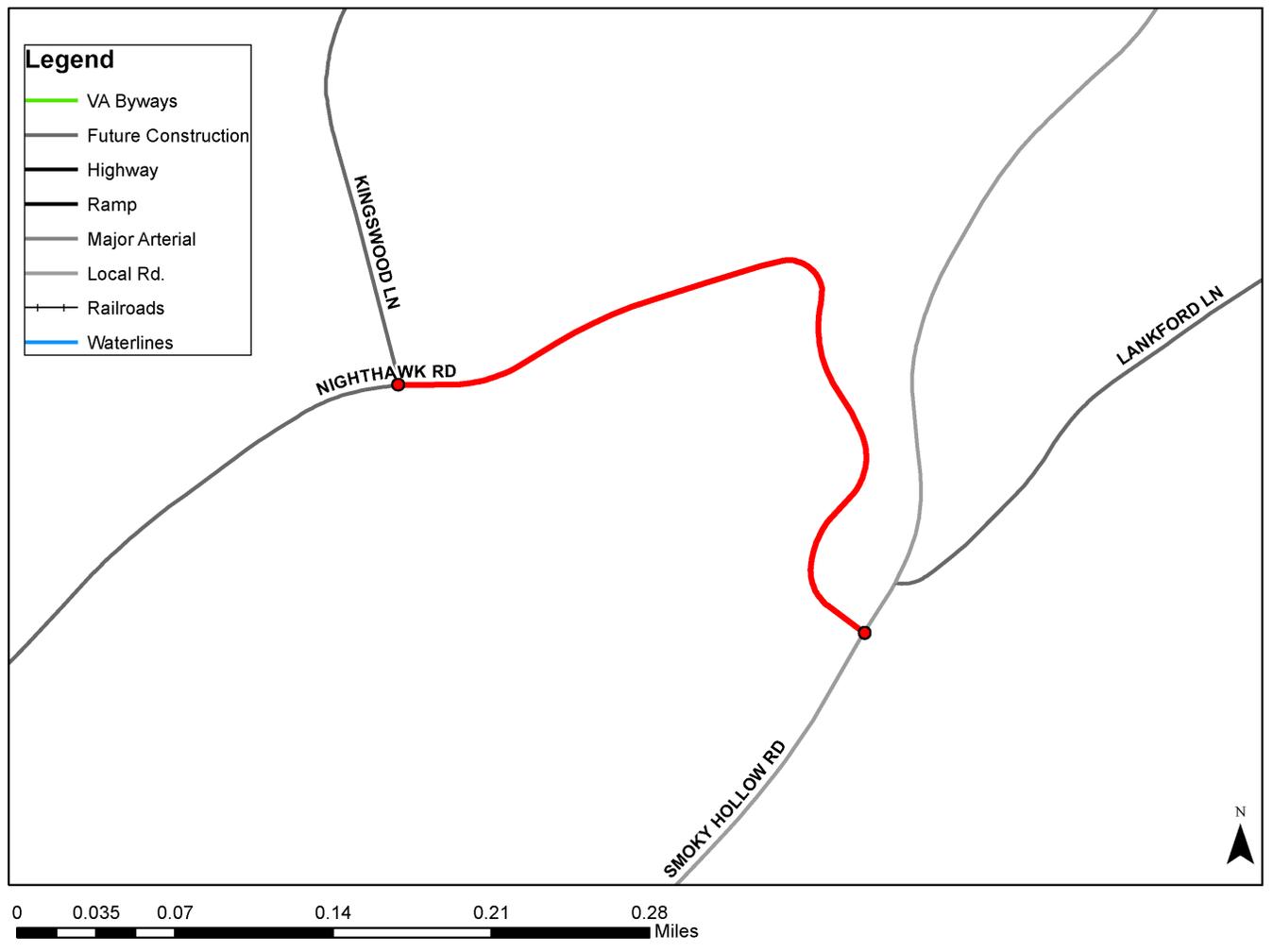
#16 TRANSPORTATION – LIBERTY MOUNTAIN DR – EXIT RAMP AND ROUNDABOUT



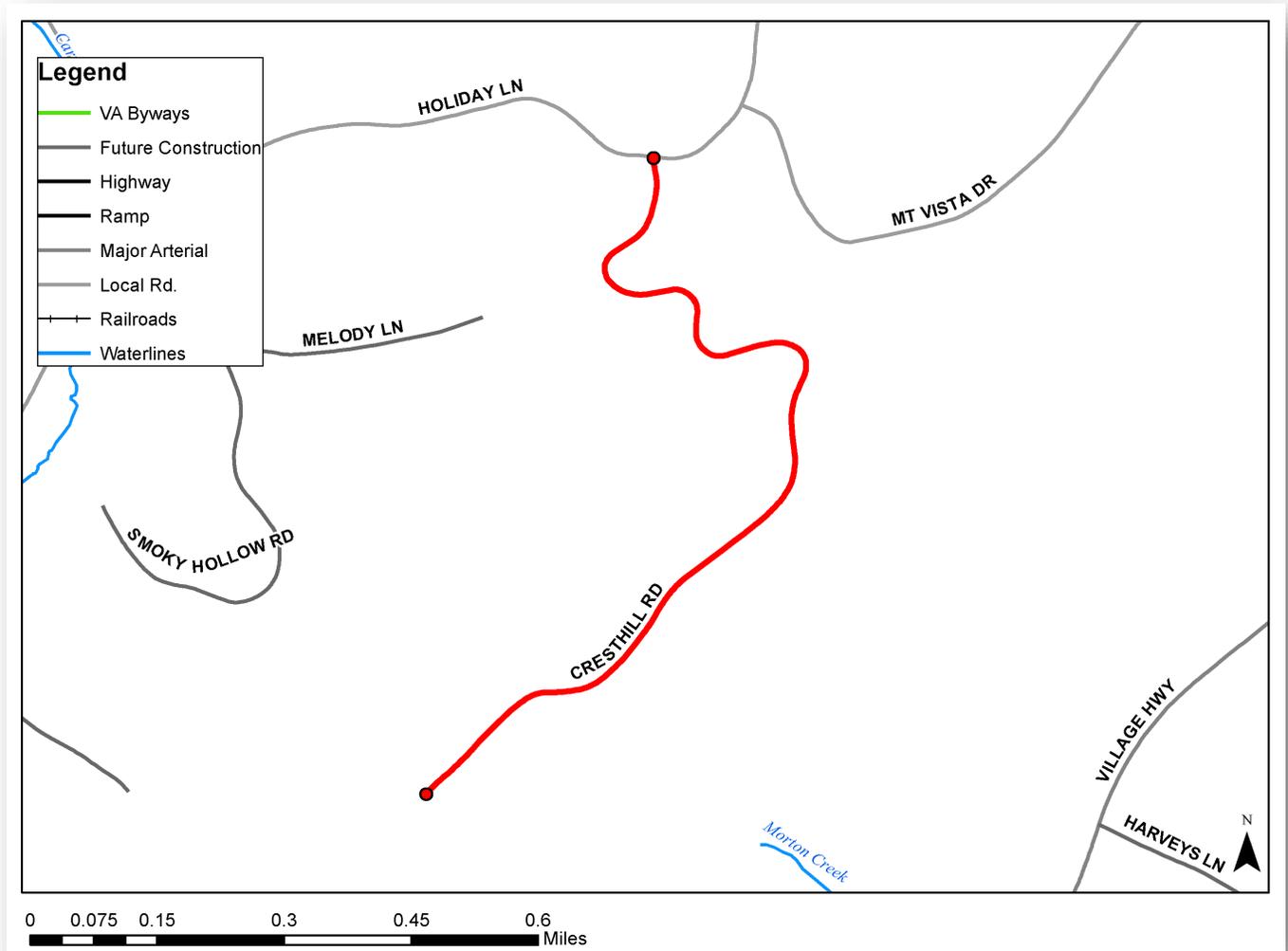
#17 TRANSPORTATION – MOUNTAIN VISTA DRIVE – RURAL ADDITION



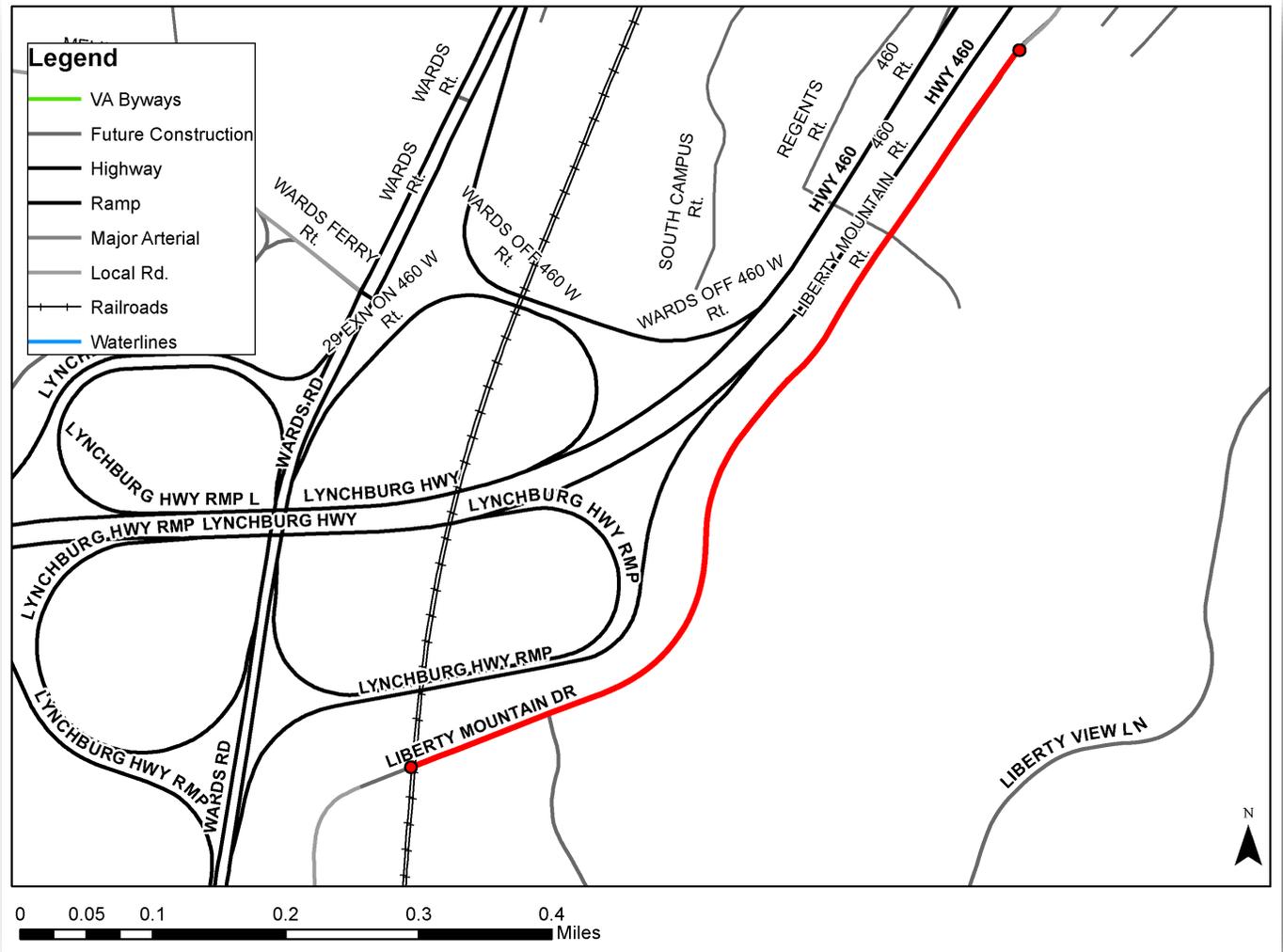
#18 TRANSPORTATION – NIGHTHAWK RD – RURAL ADDITION



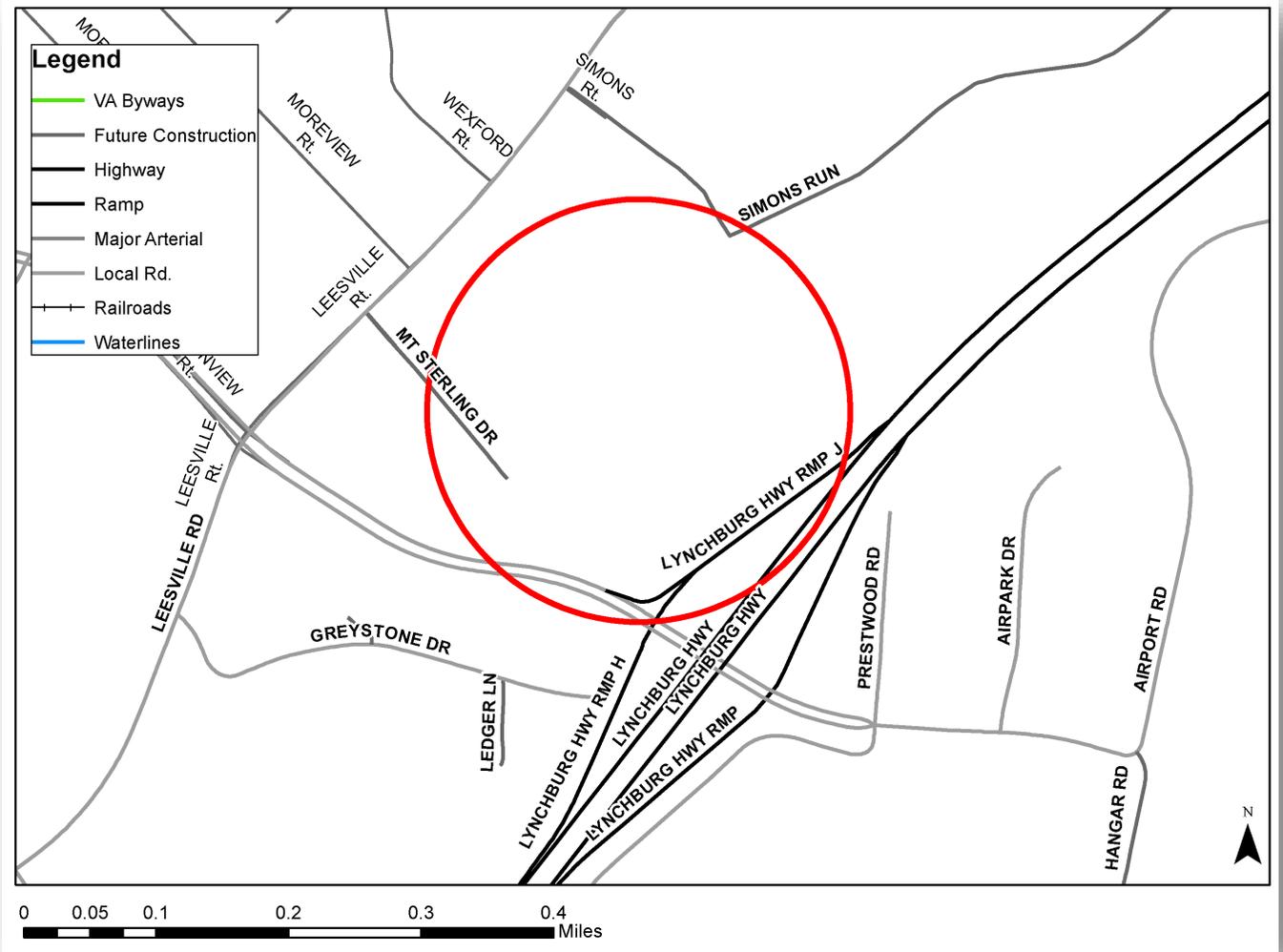
#19 TRANSPORTATION – CRESTHILL RD – RURAL ADDITION



#20 TRANSPORTATION – LIBERTY MOUNTAIN DR/1ST PHASE MOUNTAIN LAKE RD



#21 TRANSPORTATION – SIMONS RUN – CONSTRUCT CONNECTOR RD



CHAPTER 10: INFRASTRUCTURE DEVELOPMENT

INTRODUCTION

Infrastructure is a term representing facilities and services available to the public.

Infrastructure is essential to building and maintaining a community, and therefore, we believe the quality of our infrastructure is directly related to the quality of life for our citizens. It is also an important factor in attracting and retaining businesses for our local economy.

Infrastructure development is therefore a significant part of the planning process for local government.

The Board of Supervisors has taken a proactive approach to improve the facilities and services under its control and encourages other government agencies and private companies to do likewise. The Board of Supervisors works closely with the School Board, Constitutional Officers, Campbell County Utilities and Service Authority, and many others to provide essential infrastructure such as: public education, public safety and law enforcement, solid waste disposal, public water and sewer services, libraries, recreation, and human services. The Commonwealth of Virginia provides the publicly maintained roads and highways within Campbell County through the Virginia Department of Transportation and public health services through the Virginia Department of Health. Public health services include the regulation of wells and septic systems, which are widely used in Campbell County. The Commonwealth also provides other services to local residents through field offices located in the region.

The private sector supplies many of the commodities and services citizens use in their daily activities such as electricity, natural gas, and other forms of fuel. The majority of citizens receive their primary health care through private facilities and services available in the region. The private sector also provides communications services encompassing a broad array of technologies including radio, cable, broadcast and satellite television, telephone, fiber optics and data transmission, wireless communication, and Internet access. Emerging technologies sometimes present new challenges to local government. The placement of communications infrastructure has become an important issue for many local governments trying to balance

the public demand for new services with concern for the aesthetic impact of towers, antennae, and other equipment. This chapter provides an inventory of existing infrastructure as well as a plan for growth and development that is consistent with the County's land use goals. The development of infrastructure in accordance with a plan is the primary means available to local government to encourage general growth and development within targeted areas.

INFRASTRUCTURE DEVELOPMENT GOALS AND OBJECTIVES

GOAL 1: Provide the public services and community facilities necessary to maintain or enhance the quality of life for Campbell County residents.

Objective 1: Promote appropriate growth through the development of infrastructure in targeted areas according to the County's land use plan.

Objective 2: Provide a high quality and cost effective educational program for the school age population.

Objective 3: Ensure that public school buildings and support services meet the needs of the educational program.

Objective 4: Ensure that all residents are afforded high quality police, fire and rescue services.

Objective 5: Anticipate the need for public improvements and plan adequate funding strategies in advance.

Objective 6: Provide a library system that offers educational, cultural and leisure opportunities for County residents.

Objective 7: Increase recreational opportunities for citizens by developing facilities and services that are easily accessible to all areas of the County.

Objective 8: Maintain and enhance the County's geographic information system to provide a broad range of infrastructure data used by consumers and decision-makers.

Objective 9: Promote an effective transportation network that supports the land use and economic development goals of the County.

GOAL 2: Promote a healthful and attractive environment for all present and future residents of the County.

Objective 1: Participate in an environmentally sound and cost effective waste disposal system for the region.

Objective 2: Encourage voluntary recycling efforts where there is a viable market for materials.

Objective 3: Participate in efforts to promote our public lakes and rivers, preserve open spaces, protect passive recreation lands, and enhance water quality and habitat areas.

Objective 4: Promote tourism, cultural and economic investment in support of our natural environment.

Objective 5: Enforce local ordinances dealing with floodplains, erosion and sediment control, and storm water management in order to meet state and federal mandates to mitigate the negative effects of development on water quality.

Objective 6: Address dilapidated properties and public nuisances through enforcement of local ordinances.

GOAL 3: Improve the infrastructure necessary to attract commercial and industrial development that will enhance our local economy.

Objective 1: Implement water and sewer master plans that support the land use goals of Campbell County by providing public water and sewer services to targeted areas.

- Objective 2: Support the development of modern communications infrastructure such as broadband Internet as resources become available.
- Objective 3: Support the continued development of parks and recreation as part of our economic development strategy to promote Campbell County.
- Objective 4: Participate in regional efforts for shared infrastructure and services that will be more cost effective for Campbell County citizens and other local consumers.

INFRASTRUCTURE DEVELOPMENT PLAN

The Infrastructure Plan addresses the need to maintain and upgrade existing community facilities and services based on the projected growth patterns and fiscal capabilities of Campbell County. The purpose of this plan is to assess existing conditions and to develop recommendations that will allow the County to meet future needs. While current facilities are generally adequate for the existing population and pattern of development, significant changes will strain current infrastructure or alter the level and type of services required.

Existing community facilities, with the exception of roads and more recently water and sewer lines, have not had a significant impact on development patterns in the County. Location decisions for infrastructure are becoming more important in determining where development will locate. Residential development of higher density often occurs adjacent to water and/or sewer lines.

An additional purpose of this plan is to present ways for the County to use its control over infrastructure locations as a tool to influence future development.

Infrastructure has been divided into the functional areas listed below for planning purposes. This division will allow for better evaluation of existing conditions and future needs for particular community facilities and services.

Each of the following functional areas is a component of the overall infrastructure development plan for Campbell County:

- **PUBLIC SAFETY**
- **LIBRARY**
- **PUBLIC EDUCATION**
- **RECREATION AND INFORMATION SERVICES**
- **HUMAN SERVICES**
- **SOLID WASTE COLLECTION AND DISPOSAL**
- **UTILITIES**

Following the detailed information presented by functional area, the Infrastructure Development Plan concludes with a discussion on implementation strategy through capital improvement funding and a brief summary.

PUBLIC SAFETY

SHERIFF'S OFFICE

The primary enforcer of laws in Campbell County is the Sheriff's Office. Under the direction of a sheriff, popularly elected for a four-year term, the office is responsible for protecting life and property from criminal acts and apprehension of violators. The Sheriff's Office also functions as enforcer of the decisions of the court in civil matters. The Sheriff oversees a staff of deputies, officers and support personnel serving in secretarial, clerical, and notary functions. The Virginia State Police can provide extra backup personnel if emergency needs arise. The Altavista and Brookneal police departments each provide law enforcement services to their respective towns.

All employees of the Sheriff's Office complete a period of on the job training. Formal classroom instruction is provided at the Central Virginia Criminal Justice Academy and major universities nationwide. All law enforcement personnel must qualify on the pistol range twice yearly and are instructed in self-defense training and precautionary work procedures.

The County is divided into two geographical patrol sectors according to size and population density. Sworn officers also provide investigative operations throughout the County. Analysis of collected evidence is often provided by laboratory facilities of the Commonwealth of Virginia.

Campbell County is part of the 24th District Court system. The current courthouse was constructed in 1990 and contains facilities for Circuit, General District and Juvenile and Domestic courts. The Sheriff's Office provides 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.

The Blue Ridge Regional Jail Authority (BRRJA) provides services to the County for confinement of prisoners. The County pays a per diem fee to the BRRJA for each County prisoner confined in the jail facility. A regional juvenile facility is operated within the City of Lynchburg, and is shared by the cities of Lynchburg and Bedford and the counties of Amherst, Bedford, Campbell and Nelson.

DEPARTMENT OF PUBLIC SAFETY

Campbell County's Department of Public Safety is responsible for the following:

- Coordination of fire and rescue activities
- Operation of career EMS Staff
- Operation of Public Safety Answering Point (PSAP/E911 center)
- Responsible for the County's Public Safety radio system
- Enforcement of the State Fire Prevention Code (SFPC, fire marshal duties)
- Emergency Management functions
- Animal Care and Control services

The Fire Advisory Committee (FAC), the Emergency Medical Services Advisory Committee (EMSAC), and the Public Safety Committee work with the Department of Public Safety to facilitate the coordination of the fire and rescue efforts in Campbell County. The FAC is comprised of the fire chiefs of each company, 2 citizen representatives, the Deputy Director of Fire, and a liaison who is elected to represent FAC on the Public Safety Committee. The

EMSAC is comprised of the captains of each company, 2 citizen representatives, the Deputy Director of EMS, and a liaison who is elected to represent EMSAC on the Public Safety Committee. Two (2) members of the Board of Supervisors, the County Administrator, and the Director of Public Safety also are part of the FAC, EMSAC, and the Public Safety Committee. The emergency response for fire incidents is provided by eight (8) volunteer fire companies. Their mission is to “protect the lives and property of the citizens of the community through fire fighting capability and fire prevention.” The companies are Altavista VFD, Brookneal VFD, Brookville-Timberlake VFD, Concord VFD, Evington VFD, Gladys VFD, Lyn-Dan Heights VFD, and Rustburg VFD. The continuing education for these companies is organized by the Department of Public Safety in conjunction with Virginia Department of Fire Protection (VDFFP). A Regional Fire Training Center is located adjacent to the Lynchburg Regional Airports on a 30-acre tract. This facility is maintained through the joint efforts of the counties of Campbell, Bedford, Amherst, Appomattox, and the city of Lynchburg.

EMS services for Campbell County are provided by the Department of Public Safety utilizing three (3) volunteer rescue squads, three fire-based first responder agencies, and Public Safety career EMS staff. The volunteer agencies are, Campbell County Rescue Squad, Citizens Emergency Crews, and Concord Rescue Squad. The volunteer first responder agencies are Altavista VFD, Brookneal VFD, and Evington VFD. Continuing education is coordinated by the joint effort of the Department of Public Safety and Blue Ridge Emergency Medical Service council (BREMS).

Campbell County provides significant fiscal support to the volunteer agencies in the form of annual contributions, funds to be used for vehicle maintenance and Personal Protective Equipment, and supplying insurance coverage for the equipment, facilities, and members of the volunteer agencies. Campbell County provides all fuel and communication equipment necessary for emergency response. Additionally, the County provides a capital improvement budget for the volunteer agencies in an effort to help with the purchase of apparatus, ambulances, equipment, and building upgrades. Public Safety provides support to the volunteer agencies with processing new member applications.

Public Safety continually monitors career EMS staffing levels to ensure that enough staff is available to meet response goals set forth in the Public Safety strategic plan. This is to ensure that the citizens of Campbell County receive a satisfactory standard of care.

The Public Safety Answering Point (PSAP) is the central dispatch for all fire, rescue, and law enforcement in the county. The PSAP is a six-position call center equipped with nine (9) 911 trunk lines and provides direct communication, via the public safety radio system, with the responding agency. The center operates with a Computer Aided Dispatch (CAD) system that allows the tracking of all calls for service.

The Public Safety Communications System provides two-way communications for the County Sheriff's Office, Animal Care and Control, the Police Departments of Altavista and Brookneal, and the fire and rescue agencies of the County. The system also provides a paging feature for the notification of fire and EMS volunteers.

The Fire Marshal's Office enforces the Statewide Fire Prevention code by inspection, complaint, permits, and by plans review. The office is additionally responsible for the investigation of all fires, explosions, and hazmat incidents that occur in the County.

The Department of Public Safety is responsible for the Emergency Management function of the County. This includes writing and updating the Emergency Operation Plan (EOP). The EOP covers the four phases of emergency management: planning for, response to, mitigation of, and recovery from any natural or man-made disaster. In addition, the department facilitates the Local Emergency Planning Committee (LEPC). The LEPC is mandated by the EPA SARA Title III regulation under the Community's Right to Know provisions. Campbell County has organized the LEPC as an all hazard committee, which exceeds the requirements mandated by the EPA.

The Animal Control division operates the County's Animal Care and Control facility. They respond to animal control related complaints, sponsor rabies clinics, and enforces County Code related to animal care and control. The division collaborates with a volunteer organization, Friends of Campbell County Animal Control, for the adoption and care of unwanted or stray domestic animals.

PUBLIC SAFETY GROWTH PLAN – SHERIFF'S OFFICE

The Sheriff's Office relies on a combination of state and local funds in order to provide law enforcement in the County. Funding from the Commonwealth of Virginia has not always kept pace with growing demand, thus putting more of the financial burden on the County. There are a variety of personnel needs in the Sherriff's Office and it is important to maintain competitive salaries in order to attract and retain the necessary staff. There are also corresponding demands on the vehicle fleet and other equipment, all of which require significant financial resources. It is hoped that stable and adequate funding will allow for the necessary functions of the Sherriff's Office to continue uninterrupted.

The Sherriff's Office also desires to increase the time available to its personnel on the firing range. They currently use a local range owned by the City of Lynchburg and the time allotted to Campbell County is very limited. In order to meet training and qualifying needs, the Sheriff, Board of Supervisors, and County staff have studied various options for constructing a new firing range. Options include owning and controlling the new range outright, or entering into a cooperative regional agreement. At the time of this writing in 2014, the location and operational details of the firing range have not been determined.

Additional information on the Sherriff's Office is available on the County website at the following link:

<http://www.campbellcountyva.gov/depts/sheriff/Pages/index.aspx>

PUBLIC SAFETY GROWTH PLAN – DEPARTMENT OF PUBLIC SAFETY

- 1. Improve the Public Safety Radio System:** Public Safety is currently in Phase IV which is the future migration to a new radio system whether it be digital VHF, UHF, or Regional Radio system.
- 2. Enhance Emergency Medical and Fire Services:** The services provided by the three (3) volunteer emergency medical and the eight (8) volunteer fire companies will require increased support from the County. Support will be needed financially by an annual contribution, insurance coverage, fuel costs, Capital Improvement funding and training. As demand for services increase due to growth within the County and reduced availability of volunteers during peak service times, the County may need to provide more career support staff. This will be required to ensure the availability of adequate pre-hospital emergency care and adequate manpower for firefighting activities. Specific consideration has been given to assessing the need for an additional emergency services facility near Liberty Mountain Drive. Volunteer companies providing fire suppression for the County will also require continued County support. Their role and need for equipment will be ever changing with the growth of the County.
- 3. Review Communication Staff/Technology Solutions:** As call volumes continue to increase, communications staff or a technology solution will be needed to adequately handle the call and dispatch traffic in the PSAP/E911 center. Maintenance of response times are necessary to ensure citizen safety and timely response to emergency calls for assistance.
- 4. Construct New Facilities:** The age, size, and condition of the current Animal Care and Control facility will require the future construction of a new facility. This will ensure compliance with State regulations concerning the operation of the facility and care provided to the animals. The growth in E911 call demand, the recent additions to career EMS staff, and the projected growth in support staff will require the future construction of a new Public Safety facility to co-locate all Public Safety staff and provide for a larger PSAP/E911 center.

LIBRARY

The mission of the Campbell County Public Library is to provide the library resources, services and information technology necessary to anticipate and meet the evolving educational, informational and recreational needs of the public it serves. To support this mission the County operates a main library in Rustburg and branches in Altavista, Brookneal and in the Brookville-Timberlake area. These facilities are staffed by a competent professional staff, which includes full and part time employees and numerous volunteers.

HISTORY AND FACILITIES

Rustburg: Campbell County Public Library opened in 1966 as a demonstration project sponsored by the Library of Virginia. Beginning in 1968, Campbell County provided operations and financial support. An eight member Board of Trustees selected by the County Board of Supervisors governs the Library. The membership consists of seven members representing the seven election districts in the County and one non-voting at-large member of the Board of Supervisors. After operating in 2,900 square feet for twenty years, the Main Library in Rustburg moved into new quarters in January 1986. The present building houses school administrative offices on the second floor and provides 12,500 square feet of library space on the first floor. The Main Library is open to the public 49 hours per week, and is staffed by nine full-time and five part-time employees, who provide services to the general public as well as support services for the branch libraries.

Brookneal: The Patrick Henry Memorial Library was founded by the Women's Club in the 1950's and was financed and operated by the Town of Brookneal. In 1982 the Town requested that the County take an active role in the operation of the Library. The Board of Supervisors approved, and that library became a branch of the Campbell County Public Library System. All operational expenses were borne by Campbell County with the exception of building maintenance. At that time Patrick Henry Branch occupied 530 square feet of space in the Community Building. In 1990, Campbell County purchased the Holland Furniture Building in Brookneal for use as a new library facility. The grand opening of the renovated building was held in April 1992. The library occupies 4,720 of the 6,000 square foot space with the balance used by the Staunton River Historical Society for the Willie Hodges Booth Museum. It is open to the public 34 hours per week, including 5 hours on

Saturday and is staffed by three part-time employees and a degreed librarian is available several days a month. The museum is open whenever the library is open, serves as a quiet study area, and is available for reservation for groups.

Altavista: The Staunton River Memorial Library in Altavista also began as a Women's Club project, joining the Campbell County system in 1985. In 1986, a new 5,000 square foot facility was opened, financed by a combination of local community and County funds. The Staunton River Memorial Library is open 48 hours per week and is staffed by two full-time and one part-time employee and a degreed librarian 5 days a week.

Timbrook: In 1977, the Timbrook Public Library was forced to close due to annexation by the City of Lynchburg. The library had been a project of the Timbrook Woman's Club with some financial support from Campbell County. The next library service offered in the Brookville-Timberlake area was a bookmobile service operated by the Campbell County Public Library System. As service needs increased, a mini-branch was housed in an old bookmobile parked at the Waterlick Plaza Shopping Center. When the growing population made the mini-branch obsolete, the branch moved to a 2,200 square foot space in Brookville Middle School. In 1992, expansion needs at the school forced the Branch Library to move to a 4,000 square foot leased space in the Southwood Village Shopping Center on Timberlake Road. In January 2016, a permanent Timbrook Library was opened to the public on Leesville Road. The present facility is staffed by two full-time employees and four part-time employees. A degreed librarian is available 5 days a week. It is open to the public 57 hours per week.

FUNDING

The Library receives operating funds from Campbell County, the Commonwealth of Virginia, and on occasion, the Federal Government. Local Campbell County funds provide approximately 70% of the library's budget. State Aid channeled through the Library of Virginia provides approximated 23% of the library budget. This State Aid is used mainly for books and materials and to supplement professional salaries. Local town governments provide about 5% of the budget through payment of utilities and maintenance services. The remaining 2% comes from federal or private grants.

SERVICES

The services provided by the Campbell County Public Library System (CCPLS) are divided into the following areas:

- **Informational** - The library provides reference services in person, by telephone, in writing and electronically. The staff provides assistance to readers through recommendation of titles, authors or subjects according to needs or wishes. Interlibrary loans are offered when materials are not held by the system. The CCPLS provides more than 240,000 volumes of books, ebooks, audio books, CDs, videos, and large print books, and over 100 magazine (in print and e-zines) subscriptions for patron use. Through the Library of Virginia, CCPLS offers access to electronic research-based databases through various links on its website.
- **Educational** - Library personnel conduct tours and provide training in library skills to individuals and groups. School group tours are arranged upon request. The Library works with teachers and schools to supplement reading materials in the school system, engaging in regular outreach. The Literacy Volunteers of America program, sponsored by the Campbell County Public Library, assists adults who seek to improve their reading skills and citizens learning English as a Second of Other language. The children's Storytime and Summer Reading Program encourage preschool reading skills and reading enhancement and young adult reading incentives to build on those early skills. Technology literacy is at the forefront of educational planning and programming for the future.
- **Recreational and Cultural** - The library serves as a repository of materials for the enhancement of leisure time, providing a variety of formats for cultural, informational and pleasure reading and information access.
- **Materials and Outreach** - Items are loaned between branches and may be returned to any branch, including a borrowing collaboration with Bedford County and the city of Lynchburg in which collections and transactions are shared amongst citizens of all three localities. Through its Interlibrary Loan Program the library provides access to books and magazine and journal articles from libraries throughout the state. In

addition, library staff provide a range of library materials, services, and programs through their Pop Up Library initiative that seeks to engage citizens that are otherwise unable to visit CCPLS locations during regular library hours.

- **Program Rooms** - Each library in the Campbell County System has multiple rooms designated for programs of community interest, education and information. In most cases, community members, government entities, and nonprofit groups may reserve these spaces for meetings and presentations.
- **Community Programming** - Preschool story time, summer reading programs, and STREAM (Science, Technology, Reading, Engineering, Arts, and Math) and special events for children are provided at all branches of the library. Adult programs and book discussion groups are provided as a community service by the Friends of the Library and by library staff. Family fun events are organized several times per year. All programs offered in the library are free to the public.
- **Literacy Volunteers of America** at the Campbell County Public Library is a free adult literacy program for area residents. This service began in 1988 with a federal grant. It is currently supported by County funds, and supplemented through various grant sources and individual donations. The teaching methods are one-on-one instructions for basic literacy students and small group instruction for students of English as a Second or Other Language. The Literacy Program Manager is responsible for the program. This person develops publicity to promote the program, locates students and tutors, matches students with qualified tutors, provide tutor training, prepares grant applications, conducts fund-raising campaigns, and prepares statistical reports for various agencies. The Library provides supervision, facilities, and support services to the Literacy Program.

TECHNOLOGY

Technology is an extremely important part of the County library system. With the ever changing and expanding world of technology, the library needs to continually upgrade and maintain PCs, servers, software, databases and other necessary equipment in order to provide quality service to County citizens. The library system provides Internet access to the

public at all four branches through networked computers and wireless access. The Campbell County Library and Campbell County Schools share data lines in order to provide Internet access economically. The library offers technology literacy instruction on demand at all four branches as well as one-on-one assistance. All branches also house and maintain iPads loaded with early literacy learning games fostering educational goals for both traditional learning and technology literacy.

LIBRARY GROWTH PLAN

1. **The Campbell County Library:** The Main Branch in Rustburg is the central hub of the library system and provides support services to all four branches. Recent improvements include paint, carpet, updated seating area, an enclosed small group meeting space, and an outdoor patio. The Friends of the Rustburg Library are in the process of renovating the children's area and the CCPLS Foundation is fundraising for a large light wall which will continue to transform the space into a destination for young children and families in the county. Future plans include a small, outdoor toddler play area, curbside service, and area for teens (which have long been an underserved population). Campbell County IT is currently exploring a wireless printing option and the installation of security cameras.
2. **The Timbrook Library:** The Timbrook Library opened in its permanent home in 2016 and is easily the busiest branch. Usage of the various meeting spaces has exploded, meaning people are regularly turned away. In addition, attendance for programming often exceeds fire code requirements, causing library staff to cap attendance at most events. The Literacy Volunteers Thursday night English classes are so popular that they occupy all of the meeting spaces and spill out in to the body of the library. The basement is still an untapped resource, and should be considered to alleviate space issues. Curbside service will be implemented in 2020 for patrons with mobility issues and those who desire a more convenient library pickup experience.
3. **Patrick Henry Memorial Library:** The Friends of the Library have recently completed their renovation of the Children's Programming Room and a fundraising effort to replace the blinds in the main body of the library with a window tint. This

combined with their efforts in previous years have resulted in a finished, attractive interior. Current needs include the repair and painting of the various awnings on the outside, which have suffered from a lack of regular maintenance.

4. **Staunton River Memorial Library:** Staunton River Memorial Library continues to enjoy increased usage by the public. Administrative staff is currently exploring the feasibility of serving as a Visitor's Center for the Town of Altavista, tapping into existing resources. At a minimum, the existing service staff is working to streamline/curate internal exhibits about the history of Altavista and other items of curiosity and interest. Due to the close proximity of the local high school, SRML has become a de facto after school destination for local teens. Future needs include programming staff to work with teens at SRML and the Rustburg Library.

5. **CCPLS Outreach:** As the essential services of libraries evolve, so should our methods of delivery. It has become increasingly important in today's world to meet people where they are. To that end, CCPLS has devised an outreach plan that includes regular "Pop Up Libraries," satellite collections across the county, programs and events delivered off site, and institutional collections. While some of these services are manageable with existing staffing and resources, there will be a need for additional allocations to achieve the long range goals.

PUBLIC EDUCATION

EDUCATIONAL SERVICES

The Campbell County public school system was established in 1871. Educational facilities and instruction prior to that time consisted of private schools located throughout the County. Today, Campbell County operates seven elementary schools, two middle schools, two high schools, two combined schools, a technical center, an alternative school, and participates in shared regional facilities for students with severe disabilities and gifted math and science students. Campbell County Public Schools also offers dual enrollment credit through its partnership with the Central Virginia Community College.

A seven member elected School Board governs the Campbell County School System. Average minimum competency and achievement scores are at or above state averages. Average College Board scores are at or above national averages. The Campbell County Schools' curriculum follows the Virginia Standards of Learning and emphasizes problem solving and higher order thinking skills. Electives are provided in the fine arts, vocational classes and other areas of interest to students.

Full-time principals are assigned to the two high schools, two combined schools, two middle schools and the technical center. Each of the seven elementary schools also has a full-time principal. Librarians and guidance counselors are assigned to all schools according to the Virginia Department of Education Standards of Accreditation. All schools in the County have been fully accredited by the Commonwealth of Virginia. Full-time clerical and support personnel are assigned to all County schools.

SCHOOLS

The Following is an inventory of the school facilities currently in use in Campbell County. The four high schools are each followed by the middle and elementary schools associated with them.

Altavista Combined School – ACS, located in the Town of Altavista, was constructed in 1951 on an 18-acre site. Additions were made in 1957 and 1961. A major renovation and construction program was completed in 1997. The school has a capacity of 850 students in grades six through twelve.

Altavista Elementary School – A new elementary school, AES was built in 1995, winning Virginia’s Best Masonry Design Award for that year. It has a pupil capacity of 750 for students grades K-5. The school offers multiple classrooms, resource rooms, gymnasiums, library, and a media center.

Brookville High School – BHS, located on a 57.8-acre site on Route 460 Business, west of Lynchburg, was constructed in 1965. In 1970, 16 classrooms were added. It has a pupil capacity of 900, attending grades nine through twelve. The facility was totally renovated during the 1991-93 school years.

Brookville Middle School – BMS was constructed in 1975 on a 25-acre site adjacent to Brookville High School. It has a pupil capacity of 900 in grades six through eight. Facilities include two gymnasiums, band and choral rooms, industrial arts shop, art lab, home economics suite, instructional materials center, auditorium and a science lab. Classroom areas are centered on three centrums, which allow instructors large, open areas in which two or more classes may be combined.

Leesville Road Elementary School – LRES was constructed in 1960 on a 15-acre site on Leesville Road, approximately two miles south of Route 460 Business. An addition was made in 1961. The school provides enrollment for grades K-5, with a capacity of 750. A major renovation was completed in 1998-99.

Tomahawk Elementary School – TES, located beside Brookville High School, has a capacity of 750 students in grades K-5. This building was constructed in 1975. A major renovation was completed in 1999.

Rustburg High School – The new school building for RHS was built in 1978-79. It is located on a 40-acre site fronting Village Highway on the east side of Rustburg. The school has all the modern design facilities required to serve 1,000 students. A renovation was completed in the fall of 2001.

Rustburg Middle RMS – The original RMS building was built in 1920 on a 16-acre site in Rustburg. An addition was completed in 1951, followed by renovations in 1979 and 1995. It has a pupil capacity of 730 in grades 6-8.

Rustburg Elementary School – RES was completed by September 1999 on a 23-acre site near the intersection of Village Highway and Colonial Highway. The school has a capacity of 650 students in grades pre-K through 5.

Concord Elementary School – CES was built in 1937 on a 21.4-acre site with additions in 1958, 1989, and major renovations and additions in 2009. The school is located on Village Highway at Concord. The pupil capacity is now 725 students in grades pre-K through 5.

Yellow Branch Elementary School – YBES was constructed in 1965 on a 20-acre site at the intersection of Wards Road and Colonial Highway. Additions were made in 1974, 1978 and 2005. The latest addition increased the capacity from 350 to 725 students for all elementary grades.

William Campbell Combined School – WCHS & WCMS were originally constructed in 1952 on a 120-acre site in Naruna. There was an addition in 1961. The pupil capacity is 800 attending grades 6-12. A major renovation and construction program took place in 1979-80 and further renovation was completed by fall of 1998.

Brookneal Elementary School – A new BES was built in 1995. It has a pupil capacity of 500, attending grades K-5. The school offers multiple classrooms, resource rooms, gymnasium, library, and a media center.

Campbell County Technical Center – The Technical Center is located near the intersection of Colonial Highway and Wards Road. It serves students from all four high schools. Students take basic education core subjects at their “home” high school for a half-day and technical courses there the remainder of the day. Technical Center courses are offered in the following vocations: auto mechanics, auto body, culinary arts, cosmetology, electricity, electronics, nurse’s assistant and job coordination work study programs. This facility also houses alternative school students in grades K-12 and the Early College program.

Laurel School –A regional school for students with severe disabilities. Laurel is located in Lynchburg and serves the counties of Bedford, Campbell, Amherst and Appomattox, as well as the City of Lynchburg. Laurel serves students of all ages up to 21 years of age as required by state law.

Central Virginia Governor’s School – A regional school for gifted math and science students. This school is located in Lynchburg and serves the counties of Bedford, Campbell, Amherst and Appomattox, as well as the City of Lynchburg.

LIBRARY MEDIA PROGRAMS

Each school in the Campbell County system has a centralized library media center staffed by a full-time, certified librarian.

EXTRA-CURRICULAR AND ATHLETIC PROGRAMS

An extensive, extra-curricular program is available to all students at the secondary level. Music, band, and special interest clubs and organizations are offered. Excellent athletic facilities at all high schools allow students to participate in all Virginia High School League programs. Activities are also available for other grade levels.

TRANSPORTATION

Campbell County provides transportation for approximately 3,900 elementary and 4,500 secondary students. Over 100 buses travel more than 1,000,000 miles in the 181 days of operation. The County retains more than 130 buses. The extra buses are used for backup in case of emergency. The fleet of buses requires over 100 drivers to be employed in the transportation system.

FOOD SERVICE

The school system operates a lunch program in all schools. The school system also participates in the Federal Free Lunch Program and operates free breakfast programs in all elementary, middle and high schools.

EDUCATIONAL FACILITIES PLANNING

EVALUATION

Schools are one of the governmental entities most affected by population shifts. Rapid or unplanned growth can leave schools crowded, undercapitalized, understaffed and ineffective in their educational mission. Building new schools takes several years of planning, design, and construction, followed by the allocation of new students and faculty to a new facility. Likewise, population declines or shifts can leave schools nearly empty and inefficient to operate. Closed schools represent a lost capital investment unless the property can be sold or utilized for some other purpose.

Campbell County's school enrollment peaked in 1976 before declining as part of a national post-baby boom trend. This trend was due, in part, to the desire for smaller families. Private schools and home schooling also became more prevalent. School enrollment in the County is generally stable with some decrease in recent years; fluctuations are usually within two percentage points.

The trend toward smaller families would tend to lessen the population impacts on the Campbell County school system. However, the County will continue to experience growth in some areas due to residential development. An increase in attendance is possible for some schools even if the overall school-age population declines in future years. Residential growth should be concentrated within the growth areas identified by the Land Use Plan.

As shown by the following table, the amount of available space varies from school to school. Recent school construction and adjustments to elementary school attendance zones should adequately address capacity issues at elementary schools for the near future. Brookville High School is expected to be the only school operating above capacity after 2019. The School system and County government will work jointly on a new 20-year plan for school construction needs. Rustburg and Brookville attendance zones are more likely to gain students in the coming years as residential development occurs in these areas. Enrollments are expected to decline in the Altavista and Brookneal areas where population growth is not occurring.

RESERVE SCHOOL SPACE

	CAPACITY	AVERAGE FALL ENROLLMENT 2016 - 2018	RESERVE SPACE (Based on 3-year Average Fall Enrollment)
ALTAVISTA			
Altavista Elementary	750	533	217
Altavista Combined	850	694	156
BROOKVILLE			
Tomahawk Elementary	750	673	72
Leesville Road Elementary	750	662	88
Brookville Middle	900	700	200
Brookville High	900	941	-41
RUSTBURG			
Concord Elementary	725	409	316
Rustburg Elementary	650	463	187
Yellow Branch Elementary	725	561	164
Rustburg Middle	730	618	112
Rustburg High	1,000	870	130
WILLIAM CAMPBELL			
Brookneal Elementary	500	368	132
William Campbell Combined	800	454	346

SOURCES: Membership by Grade Level Report, Campbell County Schools, 2016, 2017 & 2018

RECREATION

The Board of Supervisors created the Campbell County Department of Recreation in July 1971. The department is responsible for the development of leisure opportunities by establishing guidelines for programs that meet the needs and interests of the majority of the County residents. The Recreation Department coordinates the establishment and operation of programs to prevent competition for resources and duplication of programs. Working with related agencies and civic organizations to avoid duplication of services minimizes overall costs and expense to participants. The Recreation Advisory Council is appointed by the Board of Supervisors to advise the Board and the Recreation department on matters related to policy development, program planning, and capital development and improvements. Citizen input and assessment of needs is through the Board of Supervisors, the Advisory Council, and contact with Recreation Department staff.

The Recreation Department provides a variety of programs in five major program areas: sports and athletics, cultural arts, senior citizens, community and special programs and parks. The needs of all age groups are taken into account and serious attempts are made to satisfy these needs throughout the various program offerings.

The sports and athletic programs offer a variety of leagues for youths and adults, as well as open gym or free play activities, clinics, and fitness programs. These activities rely heavily on facilities at public schools throughout the County. They also utilize non-school facilities in the towns of Altavista and Brookneal and elsewhere in the County. Sports and athletic programs include the following:

- Basketball
- Basketball Clinics
- Football Clinics
- Gymnastics
- Wrestling Clinics
- Tennis
- Softball
- Volleyball
- Open Gym
- Soccer

- Physical Fitness
- Youth League Football - cooperative effort of the Department and football commission.

The Recreation Department currently offers some thirty or more classes and activities for citizens of all ages. These Cultural Arts Programs are offered at County locations where instructors, facilities and participation are available. The following are examples of the cultural art programs routinely provided, but the list is not necessarily exhaustive:

- Arts and Crafts
- Ballet Classes
- Baton Classes
- Decorative Crafts
- Cake Decorating
- Guitar Lessons
- Needlework Course
- Round Dancing
- Square Dancing
- Children's Little Theater
- Painting
- Holiday Classes

The Senior Citizen Program offers services for citizens in a variety of settings. Services operate as follows:

- [Senior Services](#) - Recreational programs and a chance to meet with peers for socializing and sharing new experiences are offered for Senior Citizens in a variety of settings which include centers, classes and athletic opportunities. Other services formerly offered by the County Recreation Department are now administered by the Central Virginia Area Agency on Aging or the Youth and Adult Community Services Department.

Community and Special Programs offer activities at special times of the year or on a one-time basis. Such programs include the following:

- [Summer Playground/Camp Programs](#) - A Department-organized single week or eight-

week program of activities involving all ages, but with an emphasis on ages 6 to 13, is conducted during the months of June, July, and early August.

- [Heritage Festival](#) - The Festival, created to honor Campbell County's rich heritage, is comprised of educational and historical demonstrations crafters, food vendors, children's activities, storytellers and musical entertainment. .
- [Special Discounts](#) - In cooperation with various organizations and businesses in the County, the Department has been able to arrange special rates for County citizens for some programs and events. These include Kings Dominion and Busch Gardens admission tickets.

Parks represent the fifth program area of the Recreation Department. There are currently four parks in the County, and five more under development. Two of the parks, Shreve Park and English Park, are located within the town limits of Altavista, while Brookneal Town Park is in the Town of Brookneal. These four parks are cooperative ventures between the two towns and the Recreation Department, with the Department providing technical assistance as needed. The fourth park, Long Island Park, is located along the Staunton River at Long Island.

- [Shreve Park](#) contains three acres, with a playground, a volleyball court, two picnic pavilions, and an amphitheater.
- [English Park, formerly Staunton Riverfront Park](#) contains 25 acres complete with two basketball courts, one baseball field, one softball field, an open play area, playground equipment, boat launching ramp, concessions, bandstand, picnic areas, and walking paths.
- [English Park](#) contains 125 acres of space along the banks of the Staunton River in the Town of Altavista. It will include multi-use fields, shelters, and softball/baseball fields, multi-purpose fields, picnic shelters, soccer fields, and canoe facilities in the lower park. A new access road will also be constructed.
- [Brookneal Town Park](#) contains 28 acres with three lighted baseball-football fields, three picnic shelters, four tennis courts, hiking trails, concession stands and a lake.

- **S. R. Bryant, Jr. Memorial Way** The S. R. Bryant, Jr. Memorial Way is a neighborhood park, located off Bumgarner Drive in the Timberlake area. The park, owned by the County and operated by the neighborhood's Recreation Committee, will be left in its natural state. It is ideal for leisure activities such as walks, picnics and sports for neighborhood residents.
- **Long Island Park** contains 60 acres leased by the County from the Department of Game and Inland Fisheries. The park has 3 picnic shelters with tables, rest rooms, a boat ramp, a nature trail along the river and a field for informal ball playing. Primitive camping is also offered at the park.

In addition to the above, the County has acquired property for the development of Countywide Park in the Yellow Branch area. The Board of Supervisors has also determined that parks will be created in each of the four high school attendance zones. Property has been acquired in the Brookville, Rustburg, Altavista, and William Campbell areas. The parks will include a variety of athletic fields and other recreational opportunities as described below:

- **Timbrook Park** is located off Leesville Road near Waterlick Road. It contains 43 acres of recreational space to include baseball/softball, tee-ball and multi-purpose fields, sand volleyball courts, trails, and a pond with docks accessible to people with disabilities. The first phase of the development of this park is nearly completed.
- **Long Mountain Park** is located on the corner of Village Highway and Bear Creek Road, approximately two miles east of Rustburg High School. It consists of 51.88 acres of land to be used for baseball/softball fields, shelters, trails, playgrounds and much more.
- **Community Park** is a 90 acre park located beside William Campbell High School. Phase I of the development of this park has been completed. When finished, this park will include baseball, softball, football, and soccer fields, an amphitheater, as well as a variety of trails.

The possibility of linking some of the individual trails in these parks with others in a regional system exists through cooperative efforts with the Virginia Department of Transportation and

Virginia Department of Conservation and Recreation.

The Recreation Department offers technical assistance to anyone in the County seeking program or facilities help. The Department also schedules outside uses for the Recreation Department meeting room and works closely with other agencies in scheduling activities for county facilities.

The people of Campbell County have several fine rivers and streams that can be used for recreational purposes. The two largest waterways have boat access ramps. The Staunton River can be accessed at Altavista, Long Island and Brookneal. The James River can be accessed near Mt. Athos.

Campbell County is within reasonable driving distance of several state parks, facilities which can attempt to fulfill the recreational needs of County residents until a large County park is constructed. Located within an hour's drive are Smith Mountain Lake, Buckingham-Appomattox State Forest, Holliday Lake State Park, and Goodwin Lake-Prince Edward State Park. All offer a variety of activities such as hiking, camping, picnicking, swimming, and boating, yet all require a drive outside of the County.

RECREATION GROWTH PLAN

New or expanded recreational facilities will be needed to reduce the present overload on existing sites and to accommodate expected growth and development needs for picnicking, camping boating and other outdoor activities.

1. **Develop Countywide Park:** Land for the development was purchased in the Yellow Branch area several years ago. This park will be classified as a regional park, and should remain no less than 100 acres in size. Included in the park would be such recreational amenities as a community center, swimming pool, tennis courts, ball fields, playground, and picnic facilities. This park will serve the entire County, but most especially the urbanized area south of Lynchburg, an area presently without a recreation facility.
2. **Continue Development of Three Community Parks:** Several other areas of the County are also lacking in recreational facilities, a situation which is being addressed by the

development of community parks in each of the four high school attendance zones. These park sites have already been acquired and are at different stages in their development. These parks will be smaller than the Countywide Park, and there will be considerable community involvement in determining the park facilities in each. Community centers may also be included in these parks.

3. **Encourage Recreational Areas Within Larger Residential Developments:** In accordance with the recreational goals of Campbell County, land for neighborhood and community recreational facilities is encouraged to be allocated when development proposals are made, with the understanding that prior to development or construction, areas for recreational purposes will be reserved. This will allow not only recreational opportunities for subdivision residents, but will enhance both the visual and monetary value of the entire development.

4. **Encourage Hiking and Biking Trail Development:** Another area of interest to the Campbell County Recreation Department is the development of hiking/biking trails for fitness, leisure, transportation and quality family time. The opportunity exists for Campbell County to join with several other Central Virginia jurisdictions in building a coordinated system of such trails. One such trail will follow an abandoned railroad right-of-way from downtown Lynchburg across the James River into Amherst County. Near Mt. Athos, the trail will re-cross the James and end in Campbell County. Once finished, the trail will connect to the west with Lynchburg's existing Blackwater Creek Trail system. Proposals have called for a trail to link the Blackwater Creek Trail with the trails the City of Bedford plans to build. Trails to the Peaks of Otter by way of Routes 43 and 501 are also in discussion. According to a master plan developed by the Virginia Department of Conservation and Recreation, a multi-use biking, hiking/walking trail is proposed along the entirety of the scenic and historic James River. The new Lynchburg/Amherst trail will be the first leg of this massive project known as the James River Heritage Trail. A future leg is proposed from Cumberland County through Buckingham and Appomattox Counties to the Mt. Athos area of Campbell County, possibly along Mt. Athos Road and Stage Road. With two of the first legs of the James River trail system meeting in Campbell County, the County is an active participant in the process to maximize local benefit. The Department also supports designation of greenways and blueways, which may include, but not necessarily be limited to, trails.

5. **Increase Bicycle Use:** In addition to this recreation network, the Recreation Department would like to see the County actively encourage the use of bicycles as a form of daily transportation where appropriate. The construction of bike lanes and trails between residential, commercial and employment centers would help promote the increased use of bikes for daily commuting, leading to cleaner air and a higher level of fitness.

6. **Increase River Access:** The Recreation Department would also like to see more river access points thus developing a blueway trail along the Staunton River from the dam at Leesville Lake to the existing DGIF boat ramp at Brookenal. This blueway would be a part of a larger statewide initiative of the Staunton River Blueway. Boat ramps exist on the Staunton River at Altavista, Long Island and Brookneal, and the James River near Mt. Athos at Joshua Falls.

HUMAN SERVICES

SOCIAL SERVICES

The Campbell County Department of Social Services administers a variety of human service programs to County residents including residents of the Towns of Altavista and Brookneal. The local department of social services is a state supervised and locally administered social services system. The administrative authority of the agency is a seven-member board appointed by the County Board of Supervisors. The local Social Services Department is located in the courthouse complex in Rustburg and employs a staff of 78.

The Social Services Department provides services in two primary areas, financial assistance and family services. Below is an alphabetical listing and brief description of financial assistance and family services offered by the Department of Social Services.

- [Adoption](#) - Services are provided to children in the care and custody of the department who are permanently separated from family.
- [Adult Protective Services \(APS\)](#) - Investigation and services are provided to identify, treat and prevent abuse, neglect, and exploitation of elderly and incapacitated adults; intervention focuses on the adult's right to self-determination.
- [Adult Services](#) - Screenings for long-term care support and services are provided to adults to maximize self-sufficiency; to prevent abuse and inappropriate institutionalization; and to assist with appropriate placement. Guardianship reports are reviewed to ensure appropriate care.
- [Auxiliary Grant Program \(AGP\)](#) - Financial assistance is provided to eligible individuals living in Assisted Living Facilities whose income is insufficient for the total cost of care.
- [Child Protective Services \(CPS\)](#) - Services identify, treat and protect children under 18 who are abused or neglected by a caretaker.
- [Childcare Services](#) - Subsidies are provided to low-income parents for quality childcare with licensed childcare vendors.

- **Energy Assistance** - Financial assistance is provided to eligible low-income families, disabled and elderly citizens to offset energy costs.
- **Foster Care** - Temporary care is provided for abused, neglected or court-ordered children to reunify families or develop other means of permanency for the child.
- **General Relief (GR)** - Financial assistance is provided to assist non-relatives responsible for care of a minor child.
- **Home Based Care (Companion or Homemaker Services)** - Services support a companion or homemaker provider in the home of eligible adults to assist with self-care, home management and activities of daily living to prevent inappropriate institutionalization, abuse, neglect, and exploitation.
- **Housing Services** - Housing Choice Voucher Program offers rental subsidies for income-eligible families to assist in obtaining affordable housing.
- **Intake Services** - Information and referral to community resources are provided to County citizens.
- **Medicaid** - Eligibility is determined for financial benefits to support health and medical care for low-income individuals.
- **Ongoing Child Protective/Court-Ordered Prevention Services** - Services are provided to families and children to prevent child abuse and neglect and to strengthen the capacity of the family to ensure safety, permanency and well-being for their children.
- **Positive Parenting Services** - Parenting education is provided to parents and caregivers to reduce the incidence of child abuse and neglect and to support family functioning.
- **Supplemental Nutrition Assistance Program (SNAP)** - Eligibility is determined for a supplement for low-income families to purchase food.

- [Temporary Assistance to Needy Families \(TANF\)](#) - Eligibility is determined for financial assistance to low-income persons responsible for a related minor child.
- [TANF Emergency Assistance](#) - Eligibility is determined for a onetime money payment to households with minor children experiencing an emergency such as fire or flood.
- [Virginia's Initiative for Employment and Work \(VIEW\) Program](#) - Services assist and prepare TANF recipients for gainful employment.
- [Volunteer Services](#) - Coordinated services for resource acquisition, community resource development, transportation services, food basket and holiday sponsorship are provided by volunteers assisting staff and clients.

YOUTH, ADULT AND COMMUNITY SERVICES

YOUTH, ADULT AND COMMUNITY SERVICES (YACS) was created in 2003 to oversee an array of services throughout the county related to youth and senior needs as well as volunteer programming. The mission is to meet the human service needs of youth, adults and seniors in Campbell County through assessment, resource development, coordination and delivery of comprehensive community services, outcome evaluation and volunteer citizen participation geared toward enhancing the quality of life for all residents.

To do this, YACS coordinates the following areas of service:

- [Comprehensive Services Act \(CSA\)](#) - The Comprehensive Services Act is a Virginia law designed to help troubled youth and their families. Through a collaborative system of services and funding that is child centered, family focused and community based, local teams review the strengths and needs of troubled and at risk youth and their families. Visit the [local Campbell County CSA web page](#) for more information.
- [Retired and Senior Volunteer Program \(RSVP\)](#) - RSVP is part of [Senior Corps](#), a network of national service programs that provides older Americans the opportunity to apply their life experience to a diverse range of non-profit organizations and agencies. The Campbell County program has been in existence for more than 30 years. RSVP is

open to people age 55 and older. Currently there are over 200 local volunteers serving more than 40 local agencies.

- [Strategic Prevention Framework - State Incentive Grant \(SPF-SIG\)](#) - In March 2012, Campbell County was awarded a state grant through a local regional coalition known as [HIPE \(Healthy Individuals through Prevention and Education\)](#). The grants mission is to decrease the number of alcohol related motor vehicle crashes for youth between the ages of 15 and 24.
- [Virginia Juvenile Community Crime Control Act \(VJCCCA\)](#) - The Virginia Juvenile Community Crime Control Act provides state funding for juvenile justice oriented programs or services that provide an alternative to secure detention.

HEALTH CARE

HEALTH SERVICES

The health care concerns that Campbell County will face in the coming years are the same as those confronting communities across the nation. Leading the way will be increased demand for public health services in the face of decreasing resources, both financial and personnel. This will increase the pressure to both reduce costs and raise more revenue to cover the costs.

Many other major medical concerns will continue to exist. One such troubling area will be the rising level of substance abuse and the resulting associated problems. Other distressing situations include the spread of HIV, environmental pollution problems and the ever-growing problems of illegitimate and teenage pregnancy.

Compounding these problems will be the continued shortage of primary care providers in rural areas such as Campbell County. In addition the possible advent of a national health policy will have an unknown effect on the health status of every County resident, unknown because such a policy is only now in the planning stage.

HEALTH CARE

The City of Lynchburg is the major medical center for Campbell County. The city has two hospitals, both of which are owned and administered by Centra Health, Inc. Lynchburg General Hospital, with a 270-bed capacity, is now the region's cardiology center. Virginia Baptist Hospital, which has a 328-bed capacity, has among its specialties maternity and

premature infant care. Centra Health operates other medical service facilities in the region, including a mammography center on Timberlake Road in Campbell County as well as the Brookneal Family Medical Center. Centra Health desires to offer the best specialized care possible without costly duplication of services. Collectively, these facilities provide adequate locations and services to meet the health care needs of Campbell County residents.

Physicians, dentists, and nurses are located throughout the County, including the Timberlake Road, Rustburg, Altavista and Brookneal areas. In addition, medical service is available through the Campbell County Health Department, which provides public nursing, home health services, immunization clinics, environmental sanitation, general public health activities and vital statistical records.

Medical service is also available through the Campbell County Health Department. Services provided include public health nursing, environmental sanitation through community sewage and water protection, restaurant inspections, and rabies control; disease control and education; immunizations; sexually transmitted disease and HIV control; infant and children programs including both sick and well child care; WIC supplemental food programs; nutrition counseling; dental care; adult medical services; family planning; prenatal care; home nursing care, assessment of the community's health status and the assurance of conditions in which people can be healthy.

HUMAN SERVICES GROWTH PLAN

1. **Increase Staff in Proportion to the Clientele:** The Campbell County Department of Social Services provides County residents with various forms of assistance through a wide array of programs. Over the long term, the department expects a moderate increase in clientele, necessitating a similar increase in staff in order to effectively continue implementation of these programs.
2. **Increase Prevention Services:** In the future, the focus of Social Services will continue to shift from crisis intervention to prevention services. Methods will be developed to identify children and youth at risk of abuse and/or neglect. This identification may occur as early as birth. Service implementation will then begin prior to family crisis, and intervention will be more in line with education rather than family restructuring.

3. **Develop and Upgrade Program Information Systems:** Most of the seventeen financial assistance, child welfare, adult, and employment services have automated databases and automated case processing which require maintenance and periodic upgrades. In the foreseeable future the Social Services Department will convert paper documents to digital documents.

4. **Patient Protection and Affordable Care Act:** The Affordable Care Act will continue to expand the Medicaid program. Automation required by the Act will significantly alter the methods of determining initial and ongoing eligibility.

UTILITY SERVICES

WATER TREATMENT AND DELIVERY

The major water distribution systems of Campbell County are publicly owned and operated by the Campbell County Utilities and Service Authority (CCUSA), a state-chartered agency. As of June 1, 2019, the combined Authority water systems had 8,181 connections serving approximately 20,500 customers. The Authority provides service as follows:

The Otter River Water Treatment Plant, a 4.1 million gallon per day (MGD) water treatment plant located off Route 682 at the Big Otter River, provides water to the Brookville-Timberlake area, the Route 29 corridor between the Lynchburg City Limits and the Town of Altavista (including wholesale to the Town of Altavista), the Route 24 corridor between Evington and Concord (including wholesale to Appomattox County and the Town of Appomattox), the Greenhouse Road (Route 738) area, the Lynbrook Road, Waterlick Road, and Sunburst Road areas, and the Leesville Road area from the Lynchburg City limits south to just before Ridge Road. The Village of Rustburg is served by the Otter River Water Plant. Present average usage system wide is 2.40 MGD.

1. Wholesale purchases from the City of Lynchburg serve residential units located in Vista Acres, along Leesville Road near the City Limits, along Greenview Drive, and along Old Rustburg Road off U. S. Route 501. A connection at the top of Candler's Mountain area serves the properties within the Liberty Ridge area. Present average wholesale purchases from Lynchburg are 14,600 gallons per day. The current agreement with the City of Lynchburg for these areas has no maximum purchase limits. It has been projected that 750,000 gallons per day is currently available to serve the area defined in this paragraph.
2. Wholesale purchases from the City of Lynchburg serve the U.S. 460 corridor from the Lynchburg City limits to Mount Athos and continue on to serve Babcock and Wilcox (B&W) and Areva. This agreement, with the City completed in May 2002, provides an average of 500,000 gallons per day to B & W and up to 1,136,000 gallons per day. The water services began operation in August 2003.

The new Rustburg to Concord water line and tanks went on line in April of 2009. The Naruna well system was put in service in the fall of 1995. The system primarily serves the Georgia-Pacific facility. The water system is capable of producing 88,000 gallons per day (60 gpm).

In addition to the water services provided by the CCUSA, residents of the Towns of Altavista and Brookneal receive water from their respective town water filtration and delivery systems. The towns provide residential, commercial and industrial service to areas both within and outside of their town limits. The Town of Altavista currently sells water in bulk to the Town of Hurt in Pittsylvania County. The Town of Altavista serves the residential areas of Holly Hills and Gibsonland in Campbell County. The Town of Altavista has an agreement with the Campbell County Utilities and Service Authority, dated April 26, 2016, to purchase up to 400,000 gallons per day from the Otter River Water Treatment Plant System. The Town of Altavista may purchase more than 400,000 gallons per day, provided CCUSA can supply it without affecting other operations. The agreement also requires the Town of Altavista to purchase a minimum of 75,000 gallons per day during the period of April 1 to October 31 of each calendar year.

WASTEWATER COLLECTION AND TREATMENT

The Authority began sewage collection and treatment in the late 1970's with the construction of a facility to serve the village of Rustburg. This wastewater treatment plant has a capacity of 200,000 gallons per day (0.2 MGD), and is currently treating an average of approximately 53,000 gallons per day. The Rustburg system serves 211 connections.

The County and CCUSA entered into an agreement with the City of Lynchburg for treatment of 1.0 MGD of wastewater for a service area in the northwest area of the County. The Agreement recognized constricted pipe sizes in certain City sewers, which is being corrected as the City of Lynchburg works to correct its combined sewer overflow problems. Presently, the purchased capacity in the Burton Creek interceptor is 360,000 gpd peak flow and 144,000 average flow. This sewer system serves that area of the County along Route 29 (Wards Road) between the City Limits and the Lynchburg Regional Airport and includes the Wards Ferry shopping center.

The Authority has constructed interceptors and collection mains in Dreaming Creek, Rock Castle Creek and Tomahawk Creek areas. These sewer systems drain by gravity into the City's sewer interceptors. Since the last comprehensive plan update, the Trent's Landing sewer pumping station has been constructed to serve the area between Waterlick Road and Leesville Road, south of the US 460 Bypass. The Trent's Landing sewer pumping station pumps to the Leesville Estates sewer pump station, which then to the Dreaming Creek basin. Also the Braxton Park sewer pump station serves the area to the southwest of Waterlick Road and north of Timberlake Road. It pumps to the Tomahawk Creek basin. These pumping

stations are part of a master plan to install future sewer pumping stations in the area of Grove Avenue in the Tomahawk watershed, Martin Drive in the Dreaming Creek watershed and Leesville Road in the Dreaming Creek watershed.

The Authority has 2,280 connections in the areas served by discharge to the City of Lynchburg regional wastewater plant.

In November 2000, the wastewater service agreement with the City of Lynchburg was amended to provide 840,000 gallons per day peak flow capacity in the City's Fishing Creek interceptor (treatment capacity was not increased). This capacity was anticipated to be used to provide sewage service to the Route 29 corridor and associated drainage area between the Lynchburg Regional Airport and Spring Hill (near Hyland Springs). This capacity will also be used to serve the Airport East Developments and the Liberty Ridge Area. In August 2006, the Yellow Branch Sewer system was completed. This system serves the area from the intersection of Route 29 and Route 24 up to the Flat Creek Sewer pumping station. Since the entire service area will be served by pump stations, major development will have to be evaluated on a case-by-case basis to determine if peak capacity within the sewer system is available and if additional capacity with the City of Lynchburg must be negotiated. In the spring of 2014 the Seneca Park Sewage Pumping Station was completed and connected to the Yellow Branch Sewer System.

New discharge regulations and associated increased cost will pressure development to seek out other sewer alternatives such as on-site treatment systems. Phase 2 of the Campbell County Sewer Master Plan, completed in March 2009, addressed requirements for on-site treatment systems. The installation of these treatment systems can provide for more dense development than conventional septic fields. Low-pressure sewer systems now provide sewer alternatives to areas that were previously unfeasible. The on-site sewer system policy was adopted by the Authority Board in November 2009.

The Towns of Altavista and Brookneal possess their own collection and treatment facilities. As with water service, sewage collection and treatment is provided to residential, commercial and industrial customers. Altavista provides service to a small portion of the Town of Hurt in Pittsylvania County. All sludge from the Altavista, Brookneal and CCUSA systems is disposed of in the Region 2000 landfill.

Although several small private wastewater treatment systems exist, including the Concord Elementary School wastewater treatment plant, most of the County not described herein is

served by individual disposal facilities, namely septic tanks and pit privies, generally located on well-drained soils. The potential for health problems will increase as Campbell County continues to develop, especially in the more densely developed areas, which are still dependent upon septic systems. Orderly residential, commercial, and industrial development will depend on an effective public sewage system. Accordingly, the Authority is committed to a progressive sewage service program in the College, Flat Creek and Tomahawk magisterial districts, the County's most densely populated areas.

The Campbell County Utilities and Service Authority has approximately \$72,000,000 worth of physical facilities including a 4.1 MGD water treatment plant, four (4) wells in Naruna, three (3) water booster pump stations, six (6) elevated water storage tanks, four (4) ground water storage tanks, a 0.2 MGD wastewater plant and seventeen (17) wastewater pump stations. Water and sewage mains are detailed below.

CAMPBELL COUNTY UTILITIES & SERVICE AUTHORITY

WATER FACILITIES AS OF JUNE 2019¹

MAINS	
24 inch	5.43 Miles
20 inch	15.14 Miles
16 inch	9.93 Miles
12 inch	45.33 Miles
10 inch	1.56 Miles
8 inch	64.81 Miles
6 inch	33.70 Miles
4 inch	9.25 Miles
Less than 4 inch	9.81 Miles
TOTAL MAINS	194.96 Miles
GATE VALVES AND FIRE HYDRANTS	
24 inch valves	6
20 inch valves	38
16 inch valves	26
12 inch valves	204
10 inch valves	11
8 inch valves	512
6 inch valves	343
4 inch valves	80
TOTAL VALVES	1220
TOTAL HYDRANTS	1135

CAMPBELL COUNTY UTILITIES & SERVICE AUTHORITY

WATER FACILITIES (continued)

(1) Water Treatment Plant	Maximum Daily Treatment	4.1 MGD
	Present Daily Treatment	2.40 MGD
(1) Steel Storage Tank	Evington	1.7 MG
(1) Steel Storage Tank	Tanglewood	2.6 MG
(1) Steel Storage Tank	Briarcliff	0.5 MG
(1) Steel Storage Tank	Naruna	0.19MG
(1) Elevated Storage	Oakdale Circle	0.5 MG
(1) Elevated Storage	Sunburst Road	0.5 MG
(1) Elevated Storage	Dearing Ford	0.3 MG
(1) Elevated Storage	Rustburg	0.43 MG
(1) Elevated Storage	Concord	0.3 MG
(1) Elevated Storage	Tanglewood	0.375 MG

SANITARY SEWERAGE FACILITIES AS OF JUNE 2019

Road Crossings	0.61 Miles
16 inch	0.04 Miles
15 inch	0.07 Miles
12 inch	2.95 Miles
10 inch	5.35 Miles
8 inch	35.19 Miles
6 inch	0.86 Miles
6 inch Lateral	1.00 Miles
4 inch Lateral	11.74 Miles
12 inch Force Main	1.41 Miles
10 inch Force Main	3.96 Miles
8 inch Force Main	7.02 Miles
4 inch Force Main	1.21 Miles
3 inch Force Main	2.47 Miles
Manholes	1,173
Sewer Service Settings	2,491
Pump Stations	17
TOTAL COLLECTOR SEWERS	44.46 Miles
TOTAL LATERALS	12.74 Miles
TOTAL FORCE MAINS	16.07 Miles

1 Water and Sewer footage data has been compiled from GIS data input as of this date. Not all data has been incorporated into the GIS system therefore some footage and valve data is less than actual.

SOLID WASTE COLLECTION AND DISPOSAL

COLLECTION

Solid waste collection in Campbell County is accomplished by both door-to-door collection and by a box system known locally as “transfer sites.” Several private collectors offer door-to-door collection in the more densely populated areas of the County.

In rural areas, strategically located transfer sites serve the rural population. The goal is to provide enough transfer sites to allow citizens to dispose of household trash without having to travel unreasonable distances. Collection of recyclable materials at these sites (except at Livestock Road) has been suspended due to the costs and high rate of contamination. Each site is equipped with a drive-up ramp enabling solid waste to be easily placed in a large box or hopper with a surrounding wall that is at least 42” tall to reduce fall risks. Campbell County has started the process to implement a plan to transition sites from the varying operation structures to being staffed full time during their established operation hours. Hours of operation are set based on the amount of traffic that sites receive. This transition will be implemented as resources allow. The site located adjacent to the Landfill is staffed during normal hours of operation. An attendant directs citizens as to where to place their trash, bulk items and recyclables may go. A contracted private hauler loads and transfers each full container to the Regional landfill for final disposition. Contracted site attendants monitor containers and helps keep the area clean. For safety, compactor controls can only be key-operated by the site attendants. The following are transfer sites located throughout the County:

- [Evington](#) - Evington Road
- [Concord](#) - Village Highway
- [Hodges](#) - Marysville Road
- [Gladys](#) - School Road
- [Altavista](#) - Dearing Ford Road
- [Brookneal](#) - Price Avenue
- [Three Forks](#) - Red House Road
- [Falling River](#) - Red House Road
- [Livestock Rd](#) - Livestock Road

The Towns of Altavista and Brookneal provide their own collection services. Solid waste collection service in Altavista is required of all residences, schools, and appropriate businesses within the town limits. Most businesses use the town service, although some businesses and all industries use private haulers.

DISPOSAL

On July 1, 2008 the Regional Services Authority began to manage the disposal of the County's trash. This is a partnership between the city Lynchburg and the counties of Appomattox, Nelson and Campbell. All waste from these localities is brought to the Campbell Landfill. The Campbell facility is scheduled to handle the volume of trash for an additional ten to twelve years. The Regional Authority is considering alternatives for managing trash after the current available space is filled. The consolidation of services results in significant savings to all localities involved.

SOLID WASTE COLLECTION AND DISPOSAL GROWTH PLAN

Providing safe disposal of solid waste is one of the primary jobs of local government, and one of the most costly. Continued monitoring of all landfill activities is critical to ensure the facility is operated in an efficient and cost effective manner while complying with all State and Federal regulations.

The following is a list of additional tasks to be undertaken:

1. **Improve Service at Existing Sites:** As resources permit and traffic increases at the existing transfer sites, it is the County's goal to improve the service provided at the existing transfer sites over the next 5 years. This would be done through staffing the sites and updating the site set up.
2. **Reduce the Waste Stream Through Recycling:** Private waste collectors, the County, and Regional Authority should cooperate to determine the most economical methods of recycling at curbside or at the landfill with the goal of reducing the waste stream volume.
3. **Evaluate the Feasibility of Future Disposal Options:** Campbell County will work with the Regional Authority to conduct studies to evaluate which option or combination of options must be implemented to provide waste disposal capacity after the current

space is depleted. These include transferring to a large commercial landfill, developing a regional landfill, converting waste to energy, building a composting facility, enhancing recycling, or some other innovative solution. It is planned for the Regional Authority to serve the jurisdictions of Appomattox, Nelson and Campbell counties, as well as the city of Lynchburg, and towns of Altavista, Brookneal, and Appomattox well into the future. Other jurisdictions may consider joining this group at a later date.

4. **Maintain Efficiency:** Staff of the County and Regional Authority should continue to seek efficiency in their operation of solid waste services to the public.

UTILITIES GROWTH PLAN

1. **Encourage Use Within Growth Areas:** The County encourages the use of public utilities in growth areas identified by the Land Use Plan. The Board of Supervisors approves or denies public utility extensions based on the plan. Isolated and scattered development is discouraged. Campbell County Utilities and Service Authority should continue planned development of its water distribution and sewage collection facilities to sustain orderly growth.
2. **Continue the Sewer Facilities Planning and Implementation Process:** CCUSA evaluated the possibility of expanded sewer service to several growth areas, defined the service currently available and the capability of such service to meet the needs of industrial, commercial, and residential areas. The extent to which existing facilities require upgrading was also noted. CCUSA and Campbell County are currently evaluating the current available capacity of the wastewater collection system and exploring areas where extensions of the wastewater collection system, in conformance with the Future Land Use Plan, may be beneficial.
3. **Continue Water and Sewer Construction Policies:** Approval from the Board of Supervisors is required for all new extensions of public water and sewer lines regardless of the funding source. Their review is based on the land use map and other policies of the Comprehensive Plan recognizing that the provision of public utilities encourages growth and therefore should only be approved in appropriate areas

designated for growth. Other factors include need, the abatement of health hazards, the provision of fire suppression, the availability of a water source or supply, the availability of sewage treatment facilities, the availability of funding and the promotion of industrial and commercial development. All construction should be evaluated on existing policies, complete with a review of the probability of growth in the area and the resultant benefit to the service area as a whole should the project be constructed.

4. **Continue Private Supply of Utilities Other Than Water and Sewer:** Private companies provide utility services in the County with the exception of water and sewer services through CCUSA. This is not expected or encouraged to change in the foreseeable future. Campbell County will continue to work with the appropriate companies to ensure an acceptable level of service for businesses and individual citizens of the County.

**Reference:*

Campbell County Utilities and Service Authority Sewer Master Plan - Phase 1, Wiley & Wilson, April 25, 2008.

Campbell County Utilities and Service Authority Sewer Master Plan - Phase 2, Wiley & Wilson, April 9, 2009

INFRASTRUCTURE DEVELOPMENT PLAN - IMPLEMENTATION STRATEGY

Infrastructure development is principally implemented through projects funded by the County's Capital Improvement Plan (CIP), as well as the capital expenditures of other organizations providing facilities and services to County residents. Campbell County will continue to invest significant funds to maintain and enhance its infrastructure. The capital projects proposed for funding by the County are summarized below and are grouped together by the department/agency primarily responsible for coordination. Projects should not be considered approved until individually reviewed and considered by the Board with an appropriation of funds.

The Capital Improvement Plan has a five-year timeframe, and is typically revised on an annual basis. This contrasts with the fifteen year timeframe of the Comprehensive Plan. Therefore, projects funded in the CIP represent those of the highest priority as determined by the Board of Supervisors. Other long-term needs exist and are considered for funding within the fiscal constraints of the County.

CAPITAL IMPROVEMENT PLAN SUMMARY FY2020-2024

DEPARTMENT AND PROJECT NAME	FUNDS ALLOCATED
PROJECT	5 YEARS
Community Development - GIS Integration with Next Generation 911	20,000
Community Development - GIS Equipment, Data and System Upgrades	175,000
ED - Airport Special Service District	324,535
ED - Brookneal-Campbell County Airport Improvements	500,000
IT - Campbell County IT Plan Update	60,000
IT - Maintain Internet, County Website, Portal and Mainframe Access	100,000
IT - Maintain Keyless Entry System	74,346
IT - Network Infrastructure Equipment Replacement	480,000
IT - Network Server Hardware	110,000
IT - Toughbook Rugged Laptop Replacements	240,000
IT - Upgrade or Replace Server Software	144,240
Landfill/Solid Waste - Transfer Site Improvements	250,000
PS - EMS Apparatus/Facilities Program	2,930,000
ED - Economic Development IT - Information Technology PS - Public Safety PW - Public Works	

CAPITAL IMPROVEMENT PLAN SUMMARY FY2020-2024 (continued)

DEPARTMENT AND PROJECT NAME	FUNDS ALLOCATED
PROJECT	5 YEARS
PS - Fire Apparatus/Facility Replacement Program	1,641,100
PW - County Vehicle Replacement	2,337,500
PW - Design/Construction of New Public Safety Building	4,500,000
PW - Facility Capital Replacement	2,235,000
Recreation - Ball Field and Tennis Court Lighting & Repair	80,000
Recreation - Park Development	500,000
Recreation - Tennis Court Repair - Resurfacing	200,000
Sheriff - Replace X-Ray System/Walk-Thru Metal Detector for Courthouse	75,000
Sheriff - Storage Structure at Impound Lot	80,000
Sheriff - Vehicle Equipment - Sheriff's Office	432,056
Social Services - Painting Interior Walls	23,200
Social Services - Vehicle Replacement - Social Services	211,012
TOTAL	17,722,989

ED - Economic Development IT - Information Technology PS - Public Safety PW - Public Works

SUMMARY

Campbell County offers its citizens an adequate and improving network of infrastructure. However, it is likely that in the future the County will come under pressure to expand its services through local demand and additional mandates from the state and federal governments. Even modest increases in population can influence service demand or trigger additional mandates. The County is committed to the process of anticipating these demands and preparing for them within our fiscal capabilities. We are also aware of the negative effects on the environment that can occur from development and are presenting policies on land use and infrastructure within the Comprehensive Plan that help mitigate those effects.

APPENDIX G: COMPREHENSIVE PLAN SURVEY AND RESPONSES

BACKGROUND

Annually, Campbell County Community Development solicits feedback and suggestions from citizens to help guide staff in the development of the Comprehensive Plan update.

This year, Community Development partnered with other departments to make the feedback solicitation process more inclusive. In addition to the usual advertising methods, staff presented user-friendly survey forms at County events and first points of contact, and encouraged residents (youth and adults), visitors, business leaders and program patrons to help “*Shape their Space*” by sharing their thoughts on what makes Campbell County an ideal place to live, work or play. The survey also provided an area for the responder to identify areas of growth, concern, and/or ways we, as staff, could address our ever-changing needs.

The following statistics and graphs indicate the mechanisms, as well as responses received, and the pertinent feedback garnered from face-to-face interactions with our citizenry.

*Please note: *Campbell County Community Development has the original documents submitted on file; comments were condensed for easy review.*

SURVEY DISTRIBUTION SITES

Social Media Sites

- Campbell County Sheriff's Office
- Campbell County Department of Public Safety
- Campbell County Public Library System
- Campbell County Recreation Department
- Campbell County Youth Services

First Point(s) of Contact

- Campbell County Public Library System
- Campbell County Recreation Department
- 2019 Campbell County Street Fair and Free Children's Book Fair (July 27, 2019)
- 2019 Bluegrass Crops and Critters Festival (August 3, 2019)

SAMPLE SURVEYS

SAVE
PRINT
SUBMIT

HELP CAMPBELL COUNTY

SHAPE
YOUR
SPACE



YOU and YOUR FAMILY are our future; help us plan YOURS.

Campbell County requests your feedback towards the development of our 20-year plan.

Please complete the survey on page two,
and submit for your voice to be heard.

email: per@campbellcountyva.gov
mail to: Attn: Shape Your Space
P.O. Box 100,
Rustburg, VA 24588



www.campbellcountyva.gov

Making a difference, not just a living.



What do you like about where you live?

What would you like to see in our county in the future?

What is something you would like to change or improve about our area?

Do you have any concerns? If so, how should we address them as a community?

Name and contact information (optional)

Election District

- Altavista District
- Brookneal District
- Concord District
- Rustburg District
- Spring Hill District
- Sunburst District
- Timbrook District
- Unknown

THANK YOU FOR SHARING YOUR SUGGESTIONS.

SAVE

PRINT

SUBMIT

CITIZEN SURVEY BACK

**WE NEED
YOU...**

**TO SHAPE
OUR FUTURE.**

YOU and YOUR FAMILY are our future; help us plan YOURS.

Campbell County requests your feedback towards the development of our 20-year plan. Please complete the survey, and submit for your voice to be heard.

email: per@campbellcountyva.gov
mail to: Attn: Shape Your Space
P.O. Box 100,
Rustburg, VA 24588



What do you like about where you live/work?

What would you like to see in our county in the future?



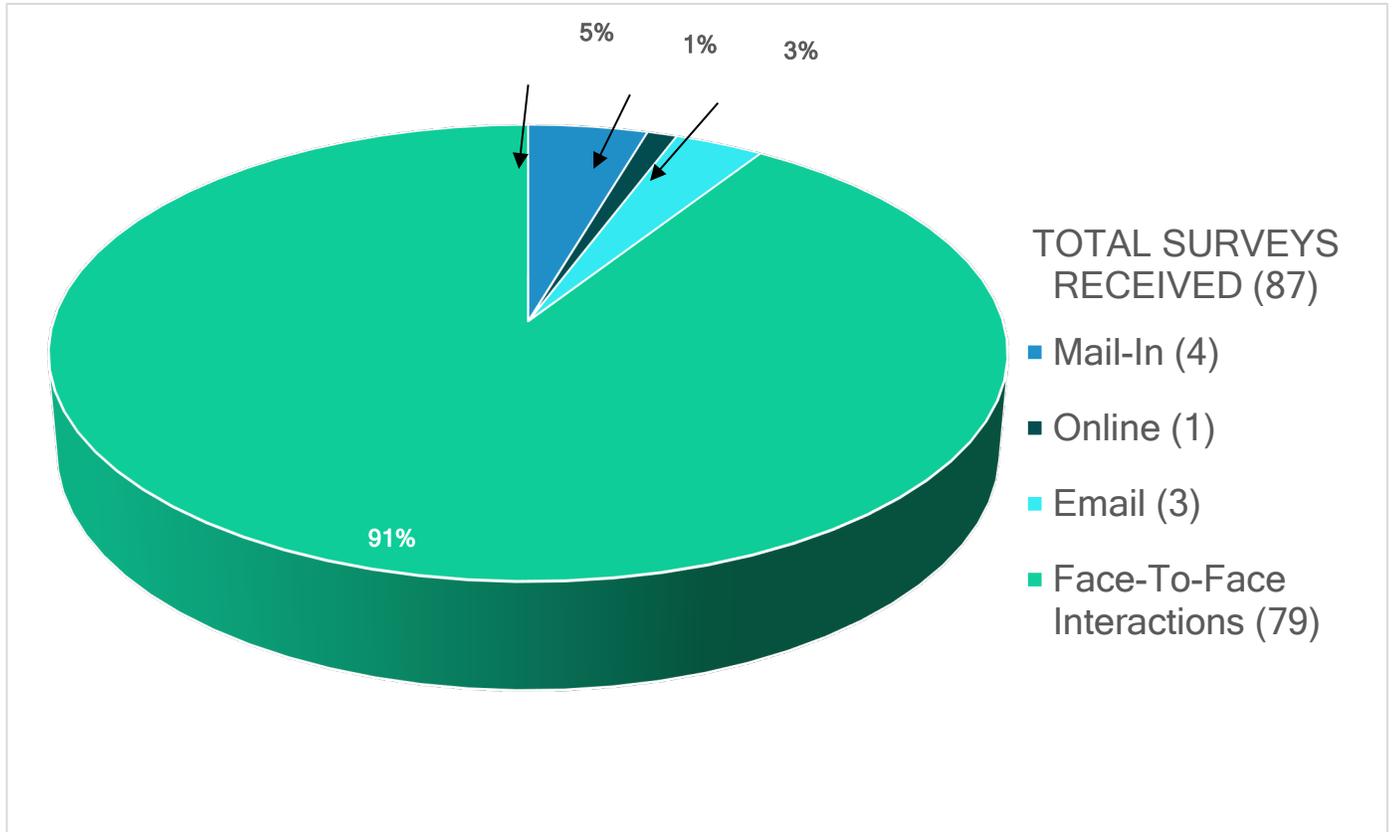
What is something you would like to change or improve about our area?

Do you have any concerns? If so, how should we address them as a community?

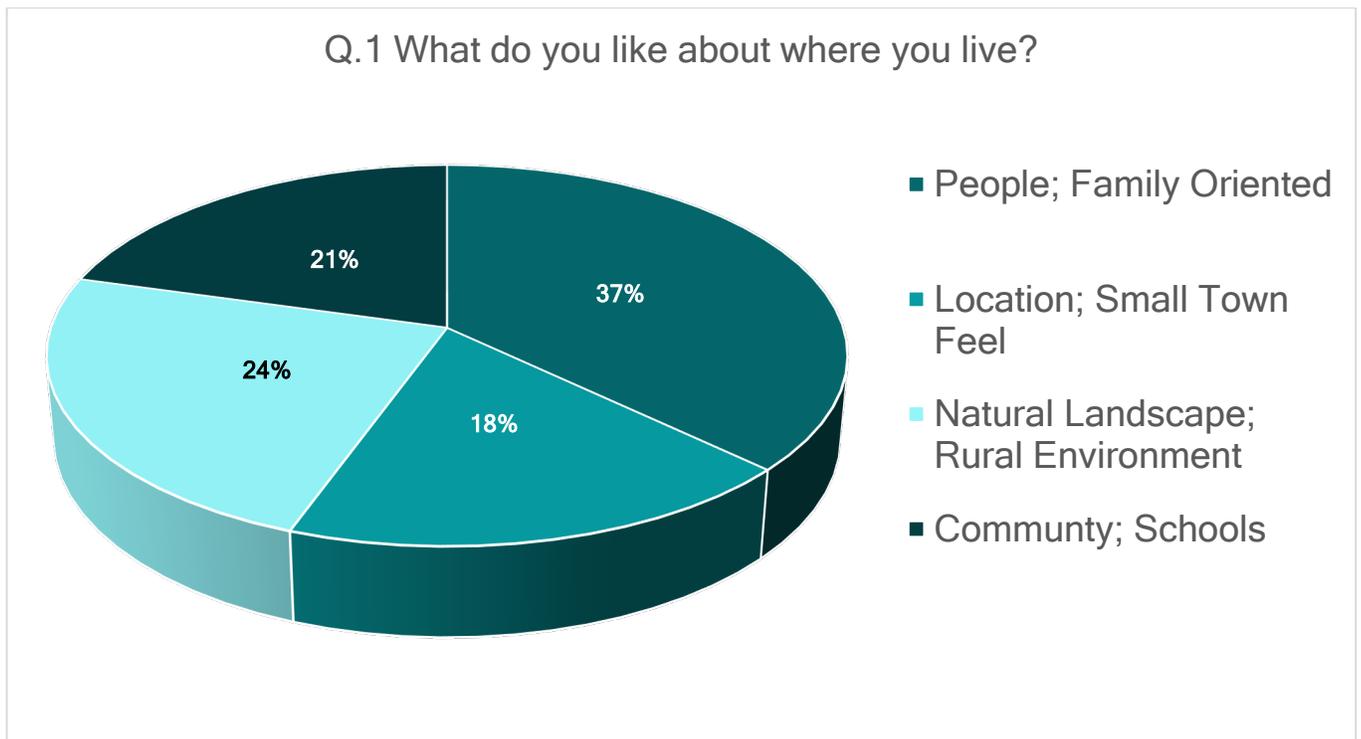
Name and contact information (optional)

Election District

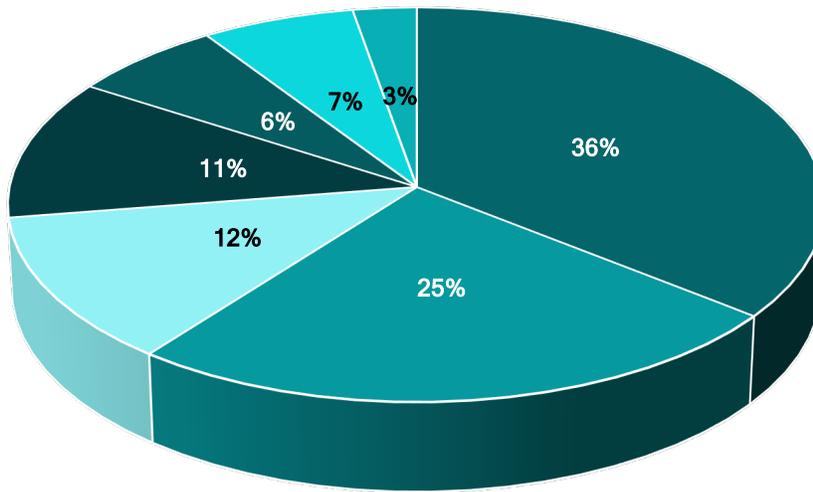
SURVEYS RECEIVED



SURVEY RESULTS

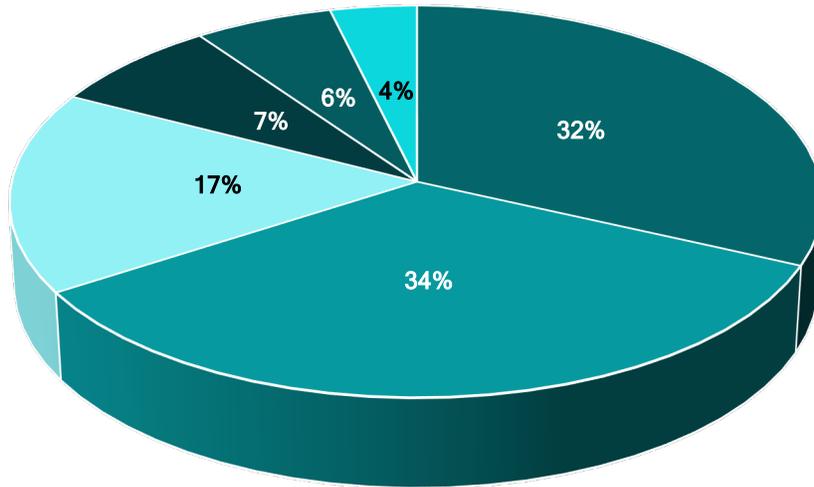


Q.2 What would you like to see in our county in the future?



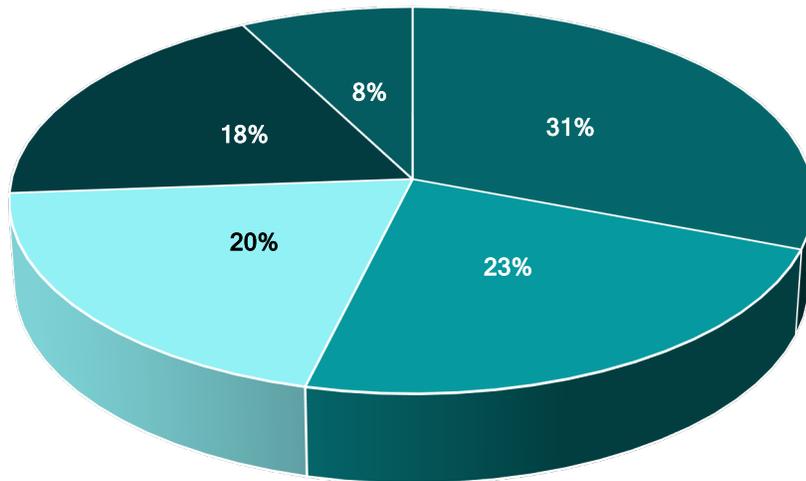
- More County Events (family-friendly/adult)
- Fully Developed Parks (including Dog Park)
- Centralized Recreation Centers
- Community/Public Pool
- Expanded Broadband Services
- More/Better Retail Shoppes
- A Larger, No-Kill Animal Shelter

Q.3 What is something you would like to change or improve about our area?



- Improve Schools; Educational Opportunities
- Improve Our Roadways and Parks
- More Industry; Jobs
- Offer More Community Events
- Youth Apprenticeship Programs (Junior Police, etc)
- Better Communication from County (Schoos/Government)

Q.4 Do you have any concerns?
If so, how should we address them as a community?



- Quality of Education
- More Community Engagement
- Better Police Presence and Drug Education
- Faster Response Times (EMS/Fire/Law Enforcement)
- More Opportunities for Outdoor Recreation

SHAPE YOUR SPACE CITIZEN CAMPAIGN

On July 27, 2019, the Public and Employee Relations office performed citizen outreach at the Campbell County Street Fair and Free Children’s Book Fair (a collaborative event held by the Campbell County Public Library System and the Campbell County Department of Social Services, respectively).

Likewise, on August 3, 2019, staff performed outreach at the Bluegrass, Crops and Critters event at Rustburg High School, hosted annually by the Campbell County Farm Bureau Women’s Leadership Club.

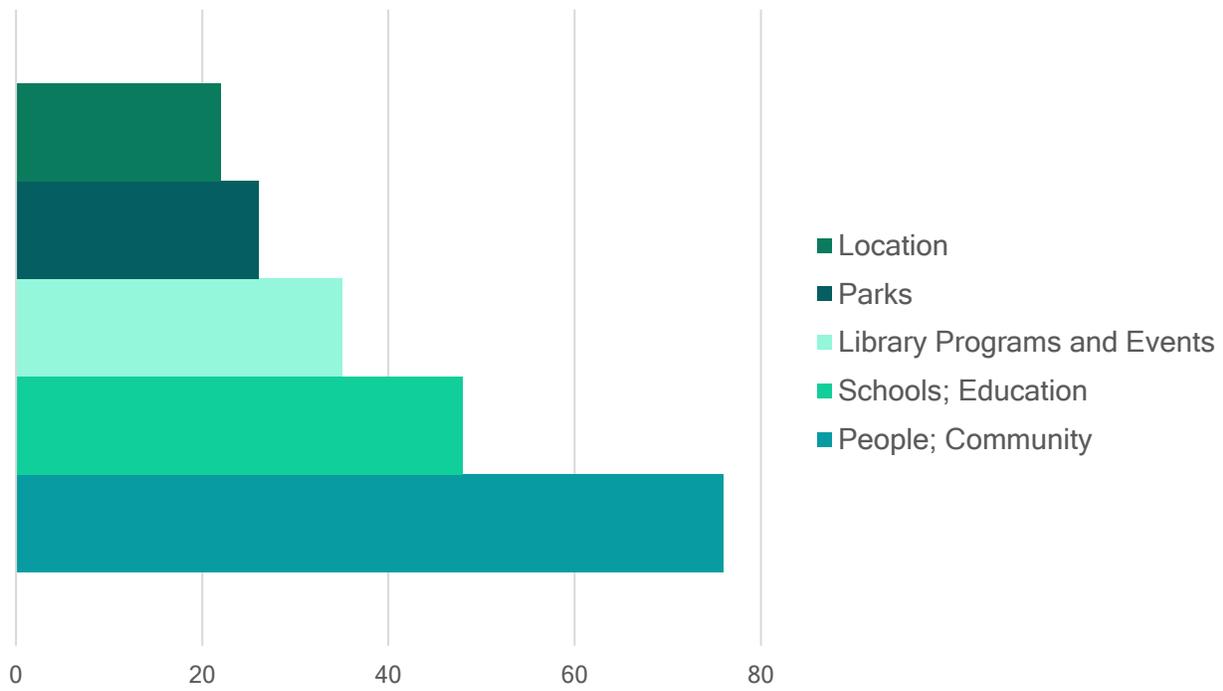
At these events, staff encouraged participants to complete a paper survey, or to submit a “star” for display in the Haberer Building lower level Boardroom. The stars revealed responses to the following questions:

- My favorite thing about Campbell County is...
- My dream for Campbell County is...

The following graphs illustrate the responses received from these community outreach endeavors. (Stars are on display in the hallway leading to the Haberer Building lower level Boardroom)



My Favorite Thing About Campbell County Is...



My Dream For Campbell County Is...

