CHAPTER 4 - TRANSPORTATION

Introduction

Southampton County's transportation system depends heavily upon its highway and road network. Southampton County acts as a vital connection between the Hampton Roads region to the east and major north-south interstate highways to the west. **U.S 58 and U.S. 460 are important thoroughfares in the County, connecting travelers to I-95 to the west and the rest of the Hampton Roads region to the east, while VA 35 provides access through the County from Sussex County to the north, through Courtland and Boykins, to North Carolina on the south. The needs for rail service for freight is filled by both CSX and Norfolk Southern, while general aviation service is available in neighboring counties. Limited public transportation is provided by Senior Services of Southeastern Virginia, an organization that commissioned a study of an enhanced public transportation system in 2011. While no bicycle/pedestrian plan exists for Southampton County, the planned Nat Turner 1831 Insurrection trail, located for the most part in southern Southampton County and the Town of Courtland, may provide a starting point for such a plan in the future.**

Existing Roadway System

There are approximately 95 miles of primary roads and **673** miles of secondary roads in Southampton County. All existing primary roads are hard surfaced. About **575** miles of the secondary roadways (85.5%) are hard surfaced, while about **98** miles of secondary roadways (14.5%) are all-weather surfaced. The existing roadway system in Southampton County includes two primary arterial routes (U.S. 58 and U.S. 460), one U.S. primary route (U.S. 258) south of Franklin, one state primary route (State Route 35), and a system of secondary roads serving the remainder of the County. Important secondary roads are shown on Map 4-1.

U.S. 58 links Southampton County to metropolitan Hampton Roads in the east and to Interstate Highways 95, 85, and 77 in the west. To improve safety, U.S. 58 was widened to four lanes from Hampton Roads to Stuart, VA. U.S. 460 also connects the County with the greater Hampton Roads region and Interstates 95 and 85 in the Petersburg area. **The Virginia Department of Transportation is in the design stages of a US 460 Expressway paralleling and south of the current US 460. The US 460 Expressway, which will be a toll road, is planned to provide one interchange in Southampton County south of the Town of Ivor.** U.S. 258 connects the area with U.S. 17 to the north and the North Carolina line to the south. State Route 186 serves as a major thoroughfare for the Boykins/Branchville area.

State Route 35 **is designated as a Virginia Byway by the Virginia Department of Transportation. State Route 35 connects U. S. 58 with I-95 south of Petersburg. It passes north to south through Courtland and the central part of the County. The Virginia Byway Program identifies road corridors containing aesthetic or cultural**

value, near areas of historical, natural or recreational significance. The Byway Program encourages travel to interesting destinations and away from high-traffic corridors. By following the byways, visitors are directed to places where they can explore Civil War battle sites and historical attractions, view beautiful scenery, and enjoy recreational resources. State Route 35 will be an important connector on the 1831 Insurrection Trail under development by the County and the Southampton County Historical Society with funding from the Virginia Department of Transportation.

The Virginia Department of Transportation (VDOT) conducts traffic counts using sensors along streets and highways in order to determine daily traffic volumes on specific road segments. Table 4-1 provides a listing of the highest Average Daily Volumes for streets within the County, along with the **segment of the road studied.** Included are those **segments** with **5,**000 or more vehicle **trip**s per day.

As shown **in Table 4-1, ten** of the **nineteen** busiest road segments in the County are located on U.S. 58, with the busiest segment being from Business U.S. 58 east of Courtland to Business U.S. 58 west of Franklin.**. U.S. 460 and U.S. 258 near the City of Franklin also have high traffic volumes. All of the roads listed with volumes over 5,000 vehicle trips per day (VTD) showed a decreased traffic volume between 2006 and 2012. The decrease in traffic volumes is due to many factors (most of which are due to economic downturn), but the closing of the International Paper mill in Franklin is a big factor. Volumes may increase to 2006 levels once the mill is repopulated. Traffic volumes on S. R. 671, General Thomas Highway, may increase as well when the Dominion Virginia power plant is converted from coal-fired, rail-delivered fuel, to biomass-fired, truck-delivered fuel, and the Enviva pellet plant opens off Rose Valley Road, both planned to be completed in 2013-14. The Virginia Department of Transportation is working to improve General Thomas Highway in several segments west of the City of Franklin to accommodate the greater traffic volumes anticipated.**

TABLE 4-1
AVERAGE DAILY TRAFFIC VOLUMES,
2006-2012
5,000 VTD or GREATER
SOUTHAMPTON COUNTY, VA

Route	Location	2006 Volume	2008 Volume	2010 Volume	2012 Volume	% Change
US 58 Southampton Pkwy (SHP)	Greensville county line to Rt 615, Adams Grove	16,000	16,000	13,000	14,000	-13%
US 58 Southampton Pkwy (SHP)	Rt 615, Adams Grove to Rt 659, Drewry Rd	16,000	15,000	12,000	14,000	-13%
US 58 Southampton Pkwy (SHP)	Rt 659, Drewry Rd to WCL Capron	16,000	16,000	13,000	14,000	-13%
US 58 Southampton Pkwy (SHP)	WCL Capron to Rt 653, Main St	16,000	16,000	13,000	14,000	-13%
US 58 Southampton Pkwy (SHP)	Rte 653, Main St to ECL Capron	18,000	17,000	15,000	15,000	-17%
US 58 Southampton Pkwy (SHP)	ECL Capron to SR 35	18,000	17,000	15,000	15,000	-17%
US 58 Southampton Pkwy (SHP)	SR 35 to Bus US 58 E of Courtland	18,000	18,000	16,000	16,000	-11%
US 58 Southampton Pkwy (SHP)	Bus US 58 E of Courtland to Bus US 58 W of Franklin	21,000	20,000	20,000	20,000	-5%
US 58 Southampton Pkwy (SHP)	Bus US 58 W of Franklin to US 258 S of Franklin	22,000	21,000	19,000	18,000	-18%
US 58, US 258 Southampton Pkwy (SHP)	US 258 S of Franklin to WCL Suffolk	22,000	21,000	19,000	19,000	-14%
US Bus 58, US Bus 258	ECL Franklin to Isle of Wight county line	10,000	10,000	8,700	7,700	-23%
US Bus 58, Main St	SR 35, Meherrin Rd to ECL Courtland	6,900	6,900	5,800	6,400	-7%
US Bus 58, Jerusalem Rd	ECL Courtland to US 58 Southampton Pkwy	6,900	6,900	5,800	6,400	-7%
Bus 258, South St	US 58 Smiths Ferry Rd to SCL Franklin	5,100	5,100	4,900	5,000	-2%
US 460 Gen Mahone Blvd	Sussex county line to WCL Ivor	12,000	9,500	9,400	9,300	-23%
US 460 Gen Mahone Blvd	WCL Ivor to Rt 616 Main St	12,000	9,500	9,400	9,300	-23%
US 460 Gen Mahone Blvd	Rt 616 Main St to ECL Ivor	12,000	12,000	9,300	9,800	-18%
US 460 Gen Mahone Blvd	ECL Ivor to Isle of Wight county line	12,000	12,000	9,300	9,800	-18%
SR 671 Gen Thomas Hwy	SR 688 Dogwood Bend Rd to US 58 EB ramp	5,600	5,600	5,100	5,300	-5%

2035 Rural Long Range Transportation Plan

The Virginia Department of Transportation (VDOT) worked with local agencies to develop VTRANS 2035, the Commonwealth's multimodal long range transportation plan. The Rural Long Range Transportation Plan is a piece of the VTRANS 2035 Plan. On January 19, 2012, VDOT approved the Plan as prepared by the Hampton Roads Transportation Planning Organization (HRTPO) after extended opportunities for public involvement. The plan was introduced to the public through public meetings held in March 2009 and May 2011, information sharing through the Virginia Department of Transportation's website, and availability of the plan at the County Administration office, as well as press releases to the local media outlets.

Per the Plan, the transportation system within the rural area of the region was evaluated and a range of transportation improvements are recommended, including roadway, rail, transit, air, bicycle, and pedestrian improvements. In the 2035 Rural Long Range Transportation Plan, Franklin and Southampton County were studied as a whole, and the plan addresses the two localities as a whole.

- **The primary corridors in Southampton County and Franklin are US 58, US 258, US 460, VA 35, and VA 186.**
- **Limited public transportation is provided by Senior Services of Southeastern Virginia. There are three general aviation airports that serve the area, including Wakefield Municipal Airport just west of Southampton County along US 460, Emporia-Greensville County Airport located along US 58 in Greensville County, and Franklin Municipal Airport just outside the Franklin city limits in Isle of Wight County.**
- **The nearest commercial airport is Norfolk International Airport, approximately 50 miles northeast of the County.**
- **There are no official VDOT maintained park and ride lots within the area, although some informal lots have sprung up through the efforts of individuals.**
- **Although passenger rail is provided by Amtrak through Southampton County, the nearest stops are located in Norfolk and Petersburg. Freight rail services in the county are provided by CSX and Norfolk Southern**
- **The City of Franklin has an a dopted bicycle/pedestrian plan, while Southampton County does not.**

A basic goal for all transportation programs in Virginia is the provision for the safe, effective, and efficient movement of people and goods. The HRTPO formulated the following goals for the Hampton Roads region that includes Southampton County and Franklin:

- **Provide a transportation system that facilitates the efficient movement of people and goods.**
  - **Objectives:**
    - **Reduce congestion**
    - **Maximize benefits for the greatest number of users**
    - **Enhance access and connections to ports, airports, transit stations, or other modal facilities as well as between neighborhoods/subdivisions**
- **Provide a safe and secure transportation system.**
  - **Objectives:**
    - **Improve safety for all modes of travel.**
    - **Address deficiencies on roadways that facilitate the movement of the military and citizens during emergency situations.**
- **Improve Virginia's economic vitality and provide access to economic opportunities for all Virginians.**

    - **Objective:**
        - **Enhance the movement of goods throughout the Commonwealth.**
- **Improve quality of life and minimize potential impacts to the environment.**
    - **Objective:**
        - **Minimize community impacts.**
- **Preserve the existing transportation system and promote efficient system management.**
    - **Objectives:**
        - **Reduce reliance on single-occupant vehicles.**
        - **Encourage access management.**
        - **Minimize long-term maintenance costs.**
        - **Maximize the use of limited highway funding.**

In addition to regional goals, goals have been developed by HRTPO to address rural transportation planning as well, including:

- **Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.**
- **Provide a safe and secure transportation system.**
- **Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.**
- **Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.**
- **Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.**
- **Encourage land use and transportation coordination, including but limited to development of procedures or mechanisms to incorporate all modes while engaging the private sector.**

Land use and development are reviewed as part of traffic analysis. Changes in development patterns affect traffic forecasts and demand on the transportation network. A number of issues influence any transportation plan for Southampton County including the following:

- **The population of the County is projected by HRTPO to increase to 27,242 by 2035 and the need to manage growth will continue to grow as well.**
- **The area has a low income population percentage above the state percentage.**
- **The portion of the population with disabilities and the elderly were above the state percentage. These populations are typically more highly**

dependent on fixed-route or demand-responsive transit in rural areas than in urban areas, due to the smaller network of fixed transit routes when compared to urban areas. The I-Ride services provided by SSSEVA help fill a portion of that need.

- **Overall the County remains undeveloped, and the development that has occurred is mostly along secondary roads in the traditionally agricultural areas of the County.**
- **In rural areas such as Southampton County, low residential densities and dispersed work destinations are generally not conducive to high public transportation use.**
- **In an effort to retain the community character, community areas and planning areas have been mapped in the Land Use section of the Comprehensive Plan. The designation of these areas helps determine the long range transportation plan.**

The Rural Long Range Transportation Plan recommends the following improvements in Southampton County. Funding for these improvements may be available from a number of sources, but few other than the US 460 Expressway, construction of an interchange at the intersection of US 58 (Southampton Parkway) and US 58 Business just south of Courtland, and the bridge replacement over the Nottoway River just west of Courtland may have available funding in the short-term.

Number	Name	Location	Short-term	Mid-term	Long-term	Improvement
VA 671	General Thomas Hwy	US 58 eastbound exit			X	Install signal when warranted, consider upgrading interchange to partial cloverleaf/ diverging diamond
		US 58 westbound exit	X			Add "Right Lane Must Turn Right" signage on southbound General Thomas Hwy, consider channelizing right turn lane at exit from McDonald's.
		US 58 westbound exit			X	Install signal when warranted, consider upgrading interchange to partial cloverleaf/diverging diamond
VA 706	Woods Trail	N Franklin city limits to VA 635			x	Reconstruct intersection to improve horizontal alignment, reconstruct to rural two-lane roadway w/turn lanes
VA 687		Camp Pkwy to Franklin city limits		x		Preserve right-of-way for future widening to rural three-lane cross-section from railroad crossing to US 58 Business
		Camp Pkwy to Franklin city limits			X	Widen to rural three-lane roadway when volumes warrant
VA 671	General Thomas Hwy	VA 650 to Franklin city limits	X			Add "Intersection Ahead" signage to all major intersections along corridor
		VA 650 to Franklin city limits		X		Continue widening of roadway to rural five-lane standards

VA 35	Plank Road	VA 719		X		Add northbound right/southbound left turn lanes/stop bars on minor approaches
		VA 719			X	Realign VA 35 including full intersections with minor roadways
		VA 647		X		Add northbound/southbound right/left turn lanes/stop bars on minor approaches
					X	Realign VA 35 including full intersections with minor roadways
		VA 713		X		Add northbound right/southbound left turn lanes/stop bars on minor approaches
		VA 713			X	Realign VA 35 including full intersections with minor roadways
VA 714	Pretlow Road	VA 189	X			Add "Stop Ahead" sign and rumble strips to minor approach
		VA 189		X		Add eastbound left turn lane
		VA 189			X	Rebuild bridge structure to the east and add westbound right turn lane
US 58	South-ampton Pkwy	VA 659	X			Add stop bar/centerline markings on northbound approach, install flashers on "Intersection Ahead" signs
		VA 659		X		Apply access management ,lengthen all turn lanes
US 58	South-ampton Pkwy	Camp Pkwy to VA 35 W exit		X		Apply access management, reduce number of median openings, add full turn lanes at remaining median openings
US 460	General Mahone Blvd	VA 616 to VA 620	X			Extend northbound right turn lane at Main Street, southbound right turn lane at Broadwater Rd
		VA 616 to VA 620		X		Apply access management ,consider signalizing VA 620
		VA 616, to VA 620			X	Monitor traffic on roadway for additional improvements
VA 643		VA 644 to VA 611		X		Reconstruct roadway to rural two-lane standards w/ turn lanes at major intersections, extend improvements to VA 641, Sedley Rd
US 58	South-ampton Pkwy	US 58 Business	X			Construct new interchange to replace existing at-grade intersection
		VA 650/E. end Court-land Bypass			X	Low priority deficiency, continue to monitor for potential improvements
US 258	Smiths Ferry Rd	Nottoway River bridge S to VA 189			X	Continue to monitor for improvements
		VA 684 N to US 58			X	Continue to monitor for improvements
VA 653	Little Texas Rd	VA 730 to VA 661			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
		VA 661 to VA 658 N			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 653	Pinopolis Rd	VA 658 N to SCL Capron			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 668	Clarks-bury Rd	VA 666 to VA 653			X	Reconstruct road to address geometric deficiencies, 11-ft lanes

VA 673	States-ville Rd	NC state line to VA 672 E			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 684	Monroe Rd	NC state line to VA 720			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 687	Delaware Rd	VA 684 N to VA 671			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 609	Popes Station Rd	VA 735 to VA 608 E			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
VA 653	Carys Bridge Rd	VA 651 to VA 35			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 628	The Rolfe Hwy	VA 728 to VA 605 S			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
		VA 605 S to Sussex county line			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 605	Millfield Rd	VA 628 to VA 614			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
VA 614	Seacock Chapel Rd	VA 605 to VA 635			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 603	Unity Rd	VA 616 to VA 641			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
		VA 641 to VA 635 W			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
		VA 635 E to Isle of Wight county line			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 635	Black Creek Rd	VA 626 to VA 603 N			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 616	Proctors Bridge Rd	NCL of Ivor to VA 737			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
		VA 617 to VA 621			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
VA 35		Over Nottoway River	X			Replace bridge
VA 608		Over Raccoon Swamp Rd	X			Replace bridge
VA 635		Over N&W railroad	X			Replace bridge
VA 659		Over Flat Swamp	X			Replace bridge
US 460 Express way		Sussex county line to Isle of Wight county line			X	Construct new roadway on new alignment with controlled access , construct new interchange at VA 210
VA 58	South-ampton Pkwy	VA 653	X			Refresh stop bar/centerline markings on northbound approach, install flashers on "Intersection Ahead" signs, extend

						sidewalk through intersection with pedestrian refuge in median
		VA 653		X		Apply access management, lengthen/ widen all turn lanes, reduce embankment to improve line of sight (Capron)
VA 614	Seacock Chapel Rd	VA 635 to Isle of Wight county line			X	Reconstruct road to address geometric deficiencies, including full width lanes and shoulders
VA 646	Gov. Darden Rd	ECL Court-land to VA 641			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 641	Syca-more Rd	VA 632 to VA 1006			X	Reconstruct road to address geometric deficiencies, including full width lanes and shoulders
	Johnsons Mill Rd	VA 645 to VA 616			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
VA 653	Main St	SCL Capron to US 58			X	Widen to urban two-lane roadway (Capron)
US 58 Bus	S Main St	VA 35 to ECL Courtland			X	Continue to monitor for improvements (Courtland)
VA 616	Main St	SCL of Ivor to VA 1201			X	Widen to urban two-lane roadway (Ivor)

Hampton Roads Rural Safety Study

The Hampton Roads Planning District Commission completed the Hampton Roads Rural Safety Study in February 2006. The report examines roadway safety data and trends in the rural areas of Hampton Roads, which includes Southampton County. The report contains information on general crash data and trends, crash locations, and general crash countermeasures.

The Hampton Roads **Regional Crash Data updated in 2013 found that the number of crashes in Southampton County in the period from 2008 through 2012 decreased by 35%, Southampton's population decreased by 3%during that period and the number of licensed drivers remained largely unchanged but the vehicle miles traveled decreased by 13%. Vehicle miles traveled per person based on total population is much greater in Southampton County (534.68 miles per person based on population) than Franklin (114.66 miles per person), Isle of Wight (340.43 miles per person), or Suffolk (351.99 miles per person). The crashes that resulted in fatalities during that time increased from 4 in 2008 to 5 in 2012, and the injuries decreased by 22%in Southampton County. Alcohol related crashes decreased by 32%, alcohol related fatalities increased from zero (0) to three (3), and alcohol related injuries decreased by 77%.**

Among neighboring localities, Isle of Wight and Suffolk both had reductions in the number of crashes between 2008 and 2012, Isle of Wight by 17%and Suffolk

by 8%. Franklin, however, had an increase in the number of crashes by 74%, with a corresponding increase in the number of injuries.

Locality	Population	Licensed Drivers	Vehicle Miles Traveled (Thousands)	Crashes	Fatalities	Injuries	Alcohol Related crashes	Alcohol Related fatalities	Alcohol Related injuries
Southampton									
2008	19,192	12,852	1,122.1	312	4	205	22	0	22
2009	18,402	12,876	995.4	297	7	166	36	2	28
2010	18,570	12,951	992.8	220	9	155	17	4	9
2011	18,714	12,980	974.2	210	2	153	26	1	23
2012	18,678	12,894	-	203	5	159	15	3	5
Change 2008-2012	-3%	0%	-13%	-35%	25%	-22%	-32%	#DIV/0!	-77%
Franklin									
2008	8,634	5,418	107.5	50	0	32	4	0	3
2009	8,480	5,386	96.0	53	0	14	2	0	1
2010	8,582	5,345	98.4	81	0	51	2	0	1
2011	8,680	5,386	94.8	91	0	56	5	0	4
2012	8,839	5,423	-	87	1	68	5	1	7
Change 2008-2012	2%	0%	-12%	74%	#DIV/0!	113%	25%	#DIV/0!	133%
Isle of Wight									
2008	34,592	26,605	1,156.2	538	9	330	71	3	60
2009	34,845	26,780	1,173.3	439	6	315	49	3	47
2010	35,270	26,553	1,200.8	349	6	221	39	3	33
2011	35,457	27,182	1,189.6	402	3	249	41	2	36
2012	36,180	27,468	-	446	4	245	46	0	31
Change 2008-2012	5%	3%	3%	-17%	-56%	-26%	-35%	-100%	-48%
Suffolk									
2008	82,039	55,310	2,751.2	1,590	17	787	130	5	88
2009	82,616	55,803	2,837.0	1,374	8	877	204	4	149
2010	84,585	56,347	2,977.3	1,216	15	787	78	1	75
2011	85,692	57,058	2,790.9	1,251	11	778	99	7	87
2012	86,463	57,465	-	1,456	12	972	115	4	91
Change 2008-2012	5%	4%	1%	-8%	-29%	24%	-12%	-20%	3%
Hampton Roads									
2008	1,657,785	1,080,528	39,300	27,599	153	14,465	2,093	62	1,401
2009	1,661,754	1,079,710	40,300	24,005	124	14,004	2,053	55	1,462
2010	1,666,310	1,084,462	40,887	23,142	121	13,449	1,643	45	1,204
2011	1,679,737	1,096,466	40,035	24,115	136	14,038	1,732	67	1,238
2012	1,697,962	1,104,039	-	25,192	99	15,034	1,830	42	1,310
Change 2008-2012	2%	2%	2%	-9%	-35%	4%	-13%	-32%	-6%

The Hampton Roads Rural Safety Study also offers data on crash countermeasures and specific recommendations for road segments where the most crashes occur. Table 4-2 lists the road segments in Southampton County addressed by the study and the possible countermeasures that may be used to decrease the number of crashes in those locations.

Table 4-2
Crash Countermeasures
Southampton County, Virginia

Route	Primary Crash Type	Possible Countermeasures
Rte 189 - between Rte 258 and Pretlow Road	Angle/sideswipe	Add shoulders/rumble strips Increase distance to trees in curve
Bus 58 - between Rte 687 and Franklin city line	Fixed object off road	Add shoulders/rumble strips
Bus 58 - between Linden St and Rte 58	Rear end/angle/fixed object off road	Flashing lights at intersection Prohibit left turns onto EB Rte 58 Realign intersection w/ Rte 58
Bus Rte 58 - E of Courtland and W of Franklin	None w/ more than 1 occurrence	Add shoulders/rumble strips Add turn bays Improve intersection E of Courtland

Source: HRPDC

Other Transportation Systems

Rail Service

Railroads play an important role in the County's transportation network, particularly for local industry. Both Norfolk Southern and CSX Corporation offer freight and piggyback services to Southampton County. Rail service also supplies coal to the 60-megawatt cogeneration facility on State Route 671.

Air Service

Air service is available in several locations within an hour's drive of Southampton County. Newport News-Williamsburg International Airport is the closest major commercial airport, approximately 40 miles to the northeast in the city of Newport News. The airport offers regular passenger service on four major airlines. Norfolk International Airport is located approximately 50 miles from the County, and offers passenger service on five major airlines. Also nearby is Richmond International Airport, which is located approximately 60 miles away in Henrico County and offers regular passenger service on six major airlines. Airfreight service is available at both the Norfolk and Richmond airports.

General aviation services are available at two locations just outside Southampton County. The Franklin Municipal Airport is owned by the City of Franklin and is located

approximately one mile east of the city limits on U.S. 58/258 Business in Isle of Wight County. The airport has two maintenance facilities, one corporate hangar, two eight plane T-hangars, one six plane T-hangar, and a new terminal building erected in 1999. The Emporia-Greensville Regional Airport is located on U.S. 58 in neighboring Greensville County, near the Southampton County line. This airport features a new terminal building, a hangar, and tie-downs for small aircraft.

Freight and Parcel Services

Motor freight service is provided by approximately 50 companies, providing interstate shipping service and/or intrastate service. Parcel service is provided to the County by United Parcel Service, Purolator, Airborne Express, and FedEx.

~~Bus Service~~ Public Transportation

There is no commercial bus service in Southampton County, although Greyhound Bus Lines does provide service in the nearby City of Emporia. ~~No public bus system currently exists in the County~~. In 2010, Southampton County was awarded a grant from the Virginia Department of Rail and Public Transportation on behalf of Senior Services of Southeastern Virginia (SSSEVA) to create a transit development plan (TDP) for the County. Currently a number of transit services are provided by SSSEVA including:

- **Fixed Route I-Ride service in Courtland and Franklin,**
- **Demand Responsive Western Tidewater Free Clinic shuttle**
- **Demand Responsive Horizon Medical shuttle to the clinic in Ivor,**
- **Demand Responsive transport for seniors 60+ up to four trips per month,**
- **Daily transportation to the Senior Center in Franklin, and**
- **Senior Demand Responsive shuttle evenings and weekends.**

In 2011, a transit development plan was completed for Southampton County and the City of Franklin. The City of Franklin was included in the study and plan early in the process as many of the riders who now use I-Ride in Southampton County travel to Franklin and many of the shopping and employment opportunities that County residents want and need to access are in Franklin. The plan serves as a strategic guide for public transportation and had the following goals and objectives:

Goals

- **Provide convenient access for residents to key destinations within the County and City.**
- **Connect residents with job opportunities and services outside the County and City.**
- **Coordinate existing services to leverage the community's resources.**

Objectives

- **Provide connections to other transit service in the region.**
- **Provide accessibility for people in the western part of the County to needed services.**
- **Offer transit at a low cost to the consumer.**
- **Ensure a cost effective strategy for service providers.**
- **Utilize varied and sustainable funding sources.**

The study evaluated the following issues to determine the needs of the community and to develop recommendations. The evaluation of the existing services was measured and information gathered including study of:

- **Population, employment and land uses in Southampton County and Franklin,**
- **Existing transit service and historic ridership and performance trends,**
- **Three peer transit systems,**
- **I-Ride passenger survey data,**
- **Senior Center transit survey data, and**
- **Interviews with I-Ride drivers.**

The following service needs were uncovered during the study, and the following recommendations were made:

Service Need			Recommendation
1	Infrequent service, inconsistent schedule, long route	→	I-Ride Franklin efficiency upgrades and expansion
2	Lack of coordination between the I-Ride Franklin and I-Ride Courtland routes	→	I-Ride Franklin efficiency upgrades and Courtland shuttle conversion
3	Limited hours of operation frequently do not support trips to work and school	→	I-Ride Franklin service expansion
4	No options for remote and isolated non-senior County residents	→	Modifications to traditional Demand Responsive service
5	General perception that I-Ride is only for seniors	→	I-Ride Franklin expansion and branding
6	Low ridership on I-Ride Courtland fixed route	→	Courtland shuttle conversion and hiring of transit coordinator/educator
7	High cost per rider on demand responsive services	→	Modifications to traditional Demand Responsive service
8	High vehicle maintenance costs compared with peer services	→	Release RFP for vehicle maintenance
9	Problems with vehicle vandalism	→	Identify a secure parking location for transit vehicles

The study set out a series of recommendations for the short and mid-terms as follows:

Short-term Recommendations and Benefits (1-2 years)

Recommendation	Benefits
Convert I-Ride Courtland to On-Demand Shuttle	
• Convert I-Ride Courtland's fixed route service to an on-demand shuttle between Courtland and Armory Drive. • This door-to-door service would be provided two days per week (1-4PM). Each round trip would be three hours in length, with at least two hours for users at their destination. • The shuttle service would be coordinated with the I-Ride Franklin fixed-route service for easy transfers. • Those who wish to ride would need to notify SSSEVA by 10AM the same day of travel.	• Provides door-to-door service rather than stopping at fixed locations. • Improves service efficiency by running the shuttle only when there is demand, and by combining trips to two days per week. • Coordinates Courtland shuttle schedule with the Franklin fixed-route service to create efficient transfers, and expand the reach of transit services for Courtland riders. • Reduces costs, allowing for potential repurposing of funds for use in marketing and information distribution for the Courtland service, and improving other SSSEVA services in Southampton County.
Modify Traditional Demand Response Service (Pilot Program)	
• Provide the same service as exists today throughout Southampton and Franklin, but on specific days of the week for service in designated County zones. Each zone would be served one day per week (Monday, Wednesday or Friday). • Provide service to locations outside of Southampton and Franklin on Tuesdays and Thursdays. • Open service to non-seniors, as long as service has already been requested by a senior.	• Improves service efficiency by combining trips. • Offers transportation for non-senior riders throughout the County and City. • Pilot program would be evaluated in six months to determine if modifications meet the region's needs.
Adjust I-Ride Franklin Fixed Route Service	
• Reduce the number of incursions into apartment complexes and shopping centers. • Provide route deviations (e.g., into apartment complexes and shopping centers) up to ¼ mile with 24-hour notice from a senior or person with disabilities. • Use the time savings from reduced incursions to increase service frequency to every hour.	• Reduces the running time of the Franklin route. • Increases the convenience and usability of the system by serving each stop at the same time every hour. • Increases the number of round-trips each day, which increases the number of people served. • Coordinates the Franklin and Courtland service schedules to create efficient transfers, and expand the reach of transit service for Courtland riders

Initiate Storage and Maintenance Capital Improvements	
• Work with County and City to establish a secure location for free transit vehicle storage. • Release an RFP for vehicle maintenance services at a lower hourly rate.	• Reduces the incidence of vandalism and prevents other potential vehicle damage. • Reduces vehicle maintenance costs to a cost-effective rate.

Mid-term Recommendations and Benefits

Recommendation	Benefits
Expand Franklin Fixed-Route Service	
• Increase span of service to 11 hours, potentially from 7AM through 6PM. • Brand I-Ride to emphasize service is for everyone, not just seniors. • Add permanent signage, schedules, and shelters.	• Increases the span of service (earlier in the day and/or later in the evening), which allows for use by a greater number of residents and improves access to employment. • Increases awareness of I-Ride and erases the misperception that I-Ride is just for seniors. • Adds fixed signage to increase awareness of services and schedules.
Create a new Transit Coordinator position	
Hire a part-time transit coordinator with the following responsibilities: • Create and manage a human services coordination group for the County and City. • Market transit services. • Provide transit travel training to encourage use of fixed route services. • Provide transit information to current and potential riders. • Keep elected officials and other funding partners informed about transit services and improvements over time.	• Markets transit services and provides information to a wider audience. • Trains riders how to use the service, therefore increasing independence among seniors, people with disabilities, and those without access to a personal vehicle. • Coordinates with other Human Services Transportation providers to make the best use of resources.
Add and Replace Vehicles as needed	
• Pursue a goal of maintaining the vehicles' maximum life at 5 years or 125,000 miles. • Strategically acquire new vehicles following a transition to general transit funding (see funding section for details).	• Schedules vehicles replacements to ensure careful long-term budgeting and ongoing service quality.

Implementation Strategies

Short-Term Strategy (1-2 years)

- **Maintain current funding structure with use of Federal 5310 funds.**
- **Implement the short-term recommendations as outlined.**
- **Use the next one to two years to build support and improve data collection methods:**
    1. **Implement a detailed data collection plan as outlined in Transit Development Plan document.**
    2. **Prepare quarterly reports and annual reports presenting key data points over time. This will demonstrate service progress, ridership, expenditures, and system needs.**
    3. **Deliver the quarterly and annual reports to key stakeholders, such as County and City elected officials, foundations with interest in transit services, SSSEVA Board and Advisory Committee members, major employers, and other interested parties. Also post this information on the SSSEVA, County, and City websites.**
    4. **Provide quarterly or biannual in-person reports at County Board and City Council meetings. Consider annual in-person updates for County and City Planning Commissions. Allow opportunities for questions and discussion.**
    5. **Hold individual meetings with potential funders to build relationships and**

Mid-Term Strategy

- **Transition to Federal 5311 funding as presented in the TDP financial plan.**
- **Implement the mid-term recommendations as outlined in the TDP.**
- **Continue preparation, distribution, and presentation of quarterly reports.**

Water Access

There is a federally authorized barge channel from Franklin to the Albemarle Sound in North Carolina via the Blackwater and Chowan Rivers. This waterway has a 7-foot channel at mean low water. Although the U. S. Army Corps of Engineers maintained this channel for many years, it is not presently maintained. The Port of Hampton Roads has a 55-foot channel and is located 45 miles from the County.

Completed and planned expansions at the Port will have a long-term effect on traffic on U.S. 58 and U.S. 460 in Southampton. **In 2007, APM opened the first major private container terminal in the United States in Portsmouth, investing more than $500 million in the most automated, technologically advanced terminal in the country. In 2008, the Virginia Port Authority worked with private interests to launch a new barge service between Norfolk and Richmond which will, when fully operational, remove 58,000 trucks from Virginia roads. In 2010 Norfolk Southern Railroad**

opened the Heartland Corridor, providing faster double stack rail service to the Midwest, and CSX worked to increase the speed and capacity of its north-south rail routes that are served from Virginia through their National Gateway project.

In 2015, the Panama Canal will open a new third set of locks which will enable the world's largest container ships more direct access from Asia to the United States east coast. The Port of Virginia will be a first port of call and a major international hub with rail service east-west on Norfolk Southern and north-south on CSX. The Virginia Department of Transportation is going to construct the US 460 Expressway paralleling the current US 460 to provide efficient access to the Port in conjunction with the expected increased truck traffic.

Planned and Recommended Improvements to the Transportation System

Roadways

The Virginia Department of Transportation Six-Year Improvement Programs (SYIP) for FY 2014-2019 include funding for a number of projects in Southampton County. The FY 2014-2019 SYIP includes several bridge replacements throughout the county. In addition, **intersection upgrades at the East Courtland interchange located at the intersection of U.S. 58 Business and the U.S. 58 Bypass will begin in the near future as outlined in the current SYIP.**

In March 2003, VDOT and the Federal Highway Administration began conducting a three-year study to consider future improvements to U.S. 460 between Interstate 295 in Prince George County and the U.S. 58 Bypass in Suffolk. The study examined issues such as road capacity, mobility and access, and environmental impacts. After preparation of a Draft Environmental Impact Statement, the Commonwealth Transportation Board (CTB) selected Candidate Build Alternative 1 as the preferred alignment on November 17, 2005 (Map 4-3) **and the preferred alignment was again altered in 2007.** The preferred alternative consists of a four-lane divided highway located south of existing U.S. 460, along with nine interchanges to provide access to and from the towns located on the current route. An interchange at State Route 616 south of Ivor would provide access to the new roadway in Southampton County. **The expressway is designed to move substantial amounts of heavy freight traffic away from the existing US 460 to improve safety. It will separate freight traffic from commuter traffic and expand the region's ability to move people out of harm's way when US 460 is called upon to serve its role as one of the east-west hurricane evacuation routes for residents of southeastern Virginia and northeastern North Carolina. The final Environmental Impact Study and Record of Decision have been approved by the Federal Highway Administration and a**

Comprehensive Agreement with the chosen firm to construct the expressway through a public/private partnership agreement was finalized in December 2012.

Secondary Road Improvements

The Southampton County Board of Supervisors has adopted resolutions related to the secondary road system budget and County priorities for secondary highway and unpaved road improvements. Currently, there are **nine** roads selected for improvements (Table 4-3).

TABLE 4-3
SOUTHAMPTON COUNTY SECONDARY ROAD CONSTRUCTION PRIORITIES 2012

Priority	Route	Name	From	To	Length (miles)	Est. Cost
1	651	Indian Town Road	Rt. 653	Rt. 609	1.3	$350,000
2	654	Rawlings Road	Rt. 609	Rt. 58	0.9	$250,000
3	655	Brandy Pond Road	Rt. 609	Rt. 608	0.8	$100,000
4	687	Delaware Road	Rt. 689	Rt. 258	3.1	$900,000
5	646	Rosemont Road	Rt. 1006	Rt. 645	0.75	$300,000
6	728	Guy Place Road	Rt. 616	Rt. 628	1.5	$300,000
7	652	Buckhorn Quarter Road	Rt. 609	Rt. 653	1.6	$375,000
8	617	Warrique Road	Rt. 620	Rt. 616	3.6	$295,000
9	694	Old Lamb Road	Rt. 58	Dead end	1.05	$300,000

Source: Southampton County Board of Supervisor Meeting minutes, 3/26/2012

Southampton County relies primarily on its highways and roads for transportation and connections to Hampton Roads in the east and major interstate highways to the west. While the County has extensive freight service via both road and rail, transportation options for the County's residents are limited. Priorities for improvements to the County transportation system focus on the primary and secondary road systems, particularly to improve safety.

Bridge Improvements

Bridges are an important part of the transportation system throughout Hampton Roads, including Southampton County. As bridges age, maintaining them has become a problem throughout the area. The costs of constructing bridges can

be four to six times higher than typical urban roadway reconstruction costs according to VDOT planning level estimates. Funding is not keeping up with maintenance needs. Because of the importance of bridges to the transportation system, the Hampton Roads Transportation Planning Organization completed the Hampton Roads Regional Bridge Study in the fall of 2012.

Bridges throughout Hampton Roads were studied to provide a regional analysis of bridge topics such as bridge inspections and ratings, deficient bridges, bridge funding and projects, and the impacts that the closure of bridges would have on travel patterns. The age of the bridge is an important function in determining its functionality. The median bridge age in the Hampton Roads region was 37 years as of August 2012. Following is a summary of the age of bridges in the area:

Total bridges	Jurisdiction	Prior to 1930	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000-2012	Median age (years)
138	Southampton / Franklin	3	24	4	7	31	31	18	13	7	42.5
85	Isle of Wight	0	3	10	20	8	14	8	14	8	42
135	Suffolk	3	4	8	11	18	36	14	24	17	38
32	Surry	1	8	0	7	5	6	1	2	2	50.0

Source: HRTPO Hampton Roads Bridge Study 2012

The Hampton Roads Transportation Planning Organization's Regional Bridge Study includes information about bridges in the County, including the age of the bridges, and a list of bridges that are structurally deficient. A structurally deficient bridge is a structure with elements that need to be monitored and/or repaired. A structurally deficient bridge is not necessarily unsafe; bridge inspectors will close or impose limits on bridges they feel are unsafe. There are 16 structurally deficient bridges in Southampton County as of August 2012.

Route	Facility	Crossing	Year built	Structurally deficient in 2007?
615	Adams Grove Road	Browns Branch	1932	no
640	Berea Church Road	Branch	1932	yes
653	Carys Bridge Road	Nottoway River	1954	no
665	Cross Keys Road	Deal Swamp	1975	no
671	Gen. Thomas Highway	Nottoway River	1960	no
634	Indian Branch Road	Indian Branch	1932	no
730	Little Texas Road	Meherrin River	1953	no
35	Meherrin Road	Nottoway River	1929	no
657	Old Place Road	Tarrara Creek	1988	no
609	Popes Station Road	branch	1979	no
35	Route 35	Tarrara Creek	1946	no
58	Route 58 EB	Nottoway Swamp	1930	yes
189	South Quay Road	Blackwater River	1940	yes
663	The Hall Road	Flat Swamp	1968	yes
308	Three Creek Road	Three Creek	1948	yes
635	Tucker Swamp Road	Norfolk Southern RR	1915	no

Source: HRTPO Hampton Roads Bridge Study 2012

Functionally obsolete bridges are those that were built to standards that are no longer used today. Such bridges are not inherently unsafe; they are bridges that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic volumes or meet current geometric standards. Of the 138 bridges in Franklin and Southampton County, 56 of them, or 40.6% are functionally obsolete. All of them are the maintenance responsibility of the Virginia Department of Transportation. In the Hampton Roads region, there are 1,223 bridges and 379 of them, 31% of the total, are functionally obsolete.

Certain types of bridge structures, due to their design or location, require more monitoring than typical bridges. Most bridges are designed so that loads can be redistributed to other structural members if any one member loses its ability to distribute loads. Fracture critical bridges, however, are designed with few to no redundant supporting elements and are in danger of collapse if a key member fails. These bridges are not necessarily unsafe, but they must undergo more frequent and more extensive inspections. Inspectors will close or impose limits on unsafe structures. Fracture critical bridges in Southampton County include:

Route	Facility	Crossing
35	Meherrin Road	Nottoway River
189	South Quay Road	Blackwater River
680	Sunbeam Road	Cokemoke Mill
635	Tucker Swamp Road	N&W RR

Source: HRTPO Hampton Roads Bridge Study 2012

A study of bridge sufficiency is a method to determine a numerical rating for each bridge based on its structural evaluation, design and function, and public importance. These factors create a numerical value between 0% and 100%, with 100% representing an entirely sufficient bridge. It is important to note, however, that a bridge with a low sufficiency rating is not necessarily unsafe. The sufficiency rating is based on:

- **Structural adequacy and safety, which includes the condition of the superstructure, substructure or culvert,**
- **Serviceability and functional obsolescence, which includes thirteen factors related to the design and function of the bridge,**
- **Essentiality for public use, which includes traffic volumes, detour length, and use for military deployment, and**
- **Special Reductions, which takes into account the type of structure and safety features.**

There are fifteen bridges in Franklin and Southampton County that have a Sufficiency Rating of less than 50%. Bridges with a Sufficiency Rating of less than 50% qualify for federal bridge replacement funds, while bridges with ratings of 80% or lessqualify for federal bridge rehabilitation funds.

Route	Facility	Crossing	Sufficiency Rating
35	Meherrin Road	Nottoway River	10.4%
189	South Quay Road	Blackwater River	10.7%
671	Gen. Thomas Highway	Nottoway River	11.8%
635	Tucker Swamp Road	Norfolk Southern RR	19.7%
615	Adams Grove Road	Browns Branch	25.3%
671	Gen. Thomas Highway	Nottoway River overflow	28.2%
634	Indian Branch Lane	Indian Branch	34.5%
614	Seacock Chapel Road	Seacock Swamp	38.4%
35	Route 35	Tarrara Creek	39.1%
730	Little Texas Road	Meherrin River	39.1%
186	Hugo Road	Meherrin River overflow	40.4%
308	Three Creek Road	Three Creek	44.4%
607	Farmers Bridge Road	Assamoosic Swamp	47.9%
659	Vicks Millpond Road	Flat Swamp	48.7%
619	Burdette Road	Black Creek	49.3%

Source: HRTPO Hampton Roads Bridge Study 2012

The Rt. 35 crossing over the Nottoway River is scheduled for replacement by VDOT in 2014 or 2015.

Sufficiency ratings were created by the Federal Highway Administration (FHWA) as a means of prioritizing funding. The sufficiency rating, however, does not give a full picture of the physical condition of the bridge or provide a reliable ranking system for bridge maintenance. Therefore, VDOT created a Health Index, which is based on the condition of the various elements of the bridge – such as railings, joints and girders – and assigns a dollar value based on their condition relative to a new structure. A Health index of 100% indicates that all of the elements of the bridge structure are in the best possible condition, while a Health Index of 0% indicates that all of the elements of the bridge structure are in the worst possible condition. A low Health Index, however, does not mean that the bridge is unsafe; bridge inspectors will close or impose weight limits on bridges they feel are unsafe. Using the Health Index, Southampton County has six VDOT-maintained bridges in Hampton Roads with the lowest Health Indices, out of 24 on the list:

Route	Facility	Crossing	VDOT Health Index
665	Cross Keys Road	Deal Swamp	49.41%
635	Tucker Swamp Road	Norfolk Southern RR	55.81%
189	South Quay Road	Blackwater River	56.14%
671	Gen Thomas Highway	Branch	61.13%
612	Fortsville Road	Apple White Swamp	63.36%
671	Gen. Thomas Highway	Nottoway River	64.00%

Source: HRTPO Hampton Roads Bridge Study 2012

The Virginia Commonwealth Transportation Board allocates funds through the Six Year Improvement Program (SYIP). The current SYIP is for FY 2014-2019. These funds are to be used for construction, development, or study of transportation projects. A number of existing bridges in Hampton Roads are programmed for replacement in the current SYIP, six of them in Southampton County. All of the bridges in the SYIP are either structurally deficient or functionally obsolete. . Following are the bridges in Southampton County in the current SYIP:

Facility	Type	Construction start/end	Estimated cost
Gen. Thomas Highway over Nottoway River and Nottoway overflow	Replacement	2019/2021	$10,290,000
Rt 35 over Nottoway River	Replacement	2013/2015	$13,082,000
Rt 35 over Tarrara Creek	Replacement	2016/2018	$2,000,000
Rt 58 Bus over Rt 58 east of Courtland	New	2014/2016	$28,617,000
Three Creek Road over Three Creek	Replacement	2018/2020	$3,354,000
Tucker Swamp Road over N/S RR	Replacement	2016/2017	$1,720,000
Vicks Millpond Road over Flat Swamp	Replacement	2015/2016	$825,000
Rt 189 over Blackwater River	Replacement	2012/2013	$8,281,000
Source:VDOT Six Year Improvement Plan 2012			

Summary

Southampton County's transportation elements are provided by a number of agencies. The roadway network is constructed and maintained almost exclusively by the Virginia Department of Transportation except the limited local roadways that are part of the County's Six Year Plan. Limited public transportation is provided through the I-Ride program which is provided by Senior Services of Southeastern Virginia. Both Norfolk Southern and CSX provide rail services through the County. The Port of Virginia improvements and the US 460 Expressway will both have impacts on Southampton County in the near future.